VOLUME II

2 DAVIS DRIVE PROJECT
ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2021050181

BELMONT, CALIFORNIA



LSA

August 2023

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STATE CLEARINGHOUSE NO. 2021050181

BELMONT, CALIFORNIA

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BIOLOGICAL RESOURCES REPORT

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Ecological Consultants

2 Davis Drive Redevelopment Project
Biological Resources Report

Project #4242-01

Prepared for:

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October 31, 2018

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Section 1. Introduction

This report describes the biological resources present in and adjacent to the proposed 2 Davis Drive Redevelopment Project, as well as the potential impacts of the proposed project and measures necessary to reduce impacts to less-than-significant levels under the California Environmental Quality Act (CEQA). This report was prepared to facilitate CEQA review of the project by the City of Belmont.

1.1 Project Description

The 3.24-acre (ac) project site is located in the City of Belmont and is bounded by Ralston Avenue to the north, Ralston Middle School to the west, private development to the south, and Davis Drive to the east (Figures 1 and 2). Currently, the project site is partially developed and contains an existing 20,000-square-foot (ft^2) warehouse and an associated parking lot. The undeveloped portions of the site are covered primarily by California annual grasslands, which contain non-native species. The proposed project entails the construction of a new 72,000-ft^2 commercial office building as well as the dedication of a portion of the site to the City of Belmont for a new fire station. The proposed fire station site has been designed to encompass 15,025 ft^2 in the southeastern portion of the project site and would include a three-story fire station encompassing 9,360 ft^2, as well as eight parking stalls. The proposed office site has been designed to encompass 126,086 ft^2 within the center of the site and would include parking for 216 cars as well as the proposed 72,000-ft^2 facility. This facility would include a four-story office building containing three office floors over a ground floor garage. The four-story office building would have a maximum height of 67 feet (ft), as measured from the first floor garage to the roof screen. The remainder of the site, which primarily includes the existing hillside noted above, would be left undeveloped.



N:\Projects4200\4242-01\Reports\Fig 1 Vicinity Map.mxd trobinson

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Figure 1. Project Vicinity
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N:\Projects4200\4242-01\Reports\Fig 2 Study Area.mxd

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Figure 2. Project Site
2 Davis Drive Redevelopment Project
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Section 2. Methods

2.1 Background Review

Prior to conducting fieldwork, H. T. Harvey & Associates ecologists reviewed the project plans and description provided by 2 Davis Drive, LLC on September 26, 2018; aerial images (Google Inc. 2018); a U.S. Geological Survey (USGS) topographic map; the California Department of Fish and Wildlife's (CDFW's) California Natural Diversity Database (CNDDB 2018); and other relevant scientific literature and technical databases. In addition, for plants, we reviewed all species on the current California Native Plant Society (CNPS) California Rare Plant Rank (CRPR) 1A, 1B, 2A, and 2B lists occurring in the *San Mateo, California* 7.5-minute USGS quadrangle in which the project is located, as well as the surrounding eight quadrangles (*Montara Mountain, Redwood Point, San Francisco South, Hunters Point, San Leandro, Half Moon Bay, Woodside, and Palo Alto, California*). Quadrangle-level results are not maintained for CRPR 3 and 4 species, so we also conducted a search of CNPS Inventory records for these species occurring in San Mateo County (CNPS 2018). In addition, we queried the CNDDB for natural communities of special concern that occur in the project vicinity. For the purposes of this report, the "project vicinity" encompasses a 5-mile (mi) radius surrounding the project site.

2.2 Site Visit

H. T. Harvey & Associates ecologist Emily Malkauskas conducted a reconnaissance-level field survey of the project site on October 9, 2018. The purpose of this survey was to provide a project-specific impact assessment for the proposed project as described above. Specifically, the survey was conducted to (1) assess existing biotic habitats and general plant and wildlife communities on the project site, (2) assess the potential for the project to impact special-status species and/or their habitats, and (3) identify potential jurisdictional habitats, such as Waters of the U.S./State and riparian habitat. In addition, Ms. Malkauskas conducted a focused survey for evidence of previous raptor nesting activity (i.e., large stick nests); nests of the San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*), a California species of special concern; and potential bat roosting habitat.

Section 3. Environmental Setting

3.1 General Project Area Description

The 3.24-ac project site is located in the City of Belmont in San Mateo County. A review of limited historical aerial photographs indicates that land use on the project site since 1993 has consisted of developed, landscaped, and open grassland areas, as it does today. The project site is currently surrounded by private development, residential land uses, public and private schools, and a public health department. Water Dog Lake Park and Open Space is located approximately 1.4 mi south of the project site and San Francisco Bay is located approximately 3.5 mi to the east.

Elevation within the project site ranges from approximately 498 to 546 ft above sea level. The site is underlain by two soil types: Orthents, cut and fill, 0 to 15 percent slopes, and Urban Land (NRCS 2018). Neither of these soils types are considered hydric within San Mateo County (NRCS 2018).

3.2 Biotic Habitats

A reconnaissance-level biological survey identified three habitat/land use types on the project site: developed/landscaped, California annual grassland, and oak woodland/coyote brush scrub (Figure 3). These habitats are described in detail below.



Photo 1. Developed/landscaped habitat on the project site.

3.2.1 Developed/Landscaped

Vegetation. A large portion of the project site (1.32 ac) is composed of the developed/landscaped land cover type (Photo 1). Much of this area is paved or contains infrastructure and therefore lacks vegetation. Landscaped areas are located adjacent to the existing building and roadsides, primarily along the northeastern and eastern sides of the project site, and include non-native ornamental trees and shrubs, such as bottle brush (*Melaleuca* spp.), juniper (*Juniperus* spp.) shrubs, and planted Monterey cypress (*Cupressus macrocarpa*).

Wildlife. The wildlife most often associated with developed and landscaped areas are those that are tolerant of periodic human disturbances, including introduced species such as the European starling (*Sturnus vulgaris*), rock pigeon (*Columba livia*), introduced eastern gray squirrel (*Sciurus carolinensis*), house mouse (*Mus musculus*), and



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Figure 3. Biotic Habitats and Impacts

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Norway rat (*Rattus norvegicus*). Numerous common, native species are also able to utilize these habitats, including the western fence lizard (*Sceloporus occidentalis*) and striped skunk (*Mephitis mephitis*). A variety of birds may use the landscaped trees and shrubs on the project site for nesting, including the Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), American crow (*Corvus brachyrhynchos*), and lesser goldfinch (*Spinus psaltria*), all of which were observed on the project site. In addition, small cavities underneath the eaves and in the corners of the commercial building on the site may attract other nesting and/or roosting bird species in the area, such as the house finch (*Haemorhous mexicanus*), dark-eyed junco (*Junco hyemalis*) and Bewick's wren (*Thryomanes bewickii*). However, these small cavities do not provide suitable habitat for large roosting or maternity bat colonies.

3.2.2 California Annual Grassland

Vegetation. The California annual grassland habitat on the site (1.26 ac) (Photo 2) had been recently mowed at the time of survey, but appeared to be composed primarily of non-native grasses and ruderal herbaceous vegetation. Species that were identifiable within this habitat type at the time of the survey included California poppy (*Eschscholzia californica*) and non-native yellow star thistle (*Centaurea solstitialis*), English plantain (*Plantago lanceolata*), and cut-leaved plantain (*Plantago coronopus*).



Photo 2. California annual grassland.

Wildlife. Wildlife use of California annual grassland habitat on the project site is limited by frequent human disturbance, the small size of this patch, the presence of non-native and invasive species, and isolation of the small grassland patch from more extensive grasslands. As a result, wildlife species associated with more extensive grasslands, such as the grasshopper sparrow (*Ammodramus savannarum*) and western meadowlark (*Sturnella neglecta*), are likely absent from the project site. Most of the bird species using the California annual grassland during the breeding season likely nest in the developed/landscaped and disturbed oak woodland/coyote brush scrub areas on and adjacent to the site, using the grassland only for foraging. Such species include the mourning dove, lesser goldfinch, dark-eyed junco, Anna's hummingbird, American crow, and Brewer's blackbird (*Euphagus cyanocephalus*). Similarly, a few species that may nest on nearby buildings, such as the barn swallow (*Hirundo rustica*) and black phoebe (*Sayornis nigricans*), also likely forage on or over the grassland habitat. Several other species of birds may use the California annual grassland and landscaped areas during the nonbreeding season. These species, which include the golden-crowned sparrow (*Zonotrichia atricapilla*) and white-crowned sparrow (*Zonotrichia leucophrys*), forage on the ground or in herbaceous vegetation, primarily for seeds.

Few species of reptiles and amphibians occur in the California annual grassland/landscaped habitat on the project site due to its disturbed nature and low habitat heterogeneity. Nevertheless, reptiles such as the western fence lizard (*Sceloporus occidentalis*) and gopher snake (*Pituophis melanoleucus*) may occur in this habitat. Small

mammals expected to be present include the native western harvest mouse (*Reithrodontomys megalotis*) and nonnative house mouse, Norway rat, and roof rat (*Rattus rattus*). Small burrowing mammals, such as the Botta's pocket gopher (*Thomomys bottae*), are present, and larger mammals, such as the striped skunk, Virginia opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*) may occur here.

3.2.3 Oak Woodland/Coyote Brush Scrub

Vegetation. The oak woodland/coyote brush scrub habitat type (1.32 ac) (Photo 3) is situated on a steep hillside that runs along the western side of the project site and partially extends eastward from the northeastern corner of the site. It abuts a developed parking lot to the west and Ralston Avenue to the north, and is contiguous with similar, more expansive oak woodland and chaparral habitat areas to the south of the project site in Water Dog Lake Park and Open Space. On the project site, this highly disturbed habitat contains a mixture of native species such as coast live oak (*Quercus agrifolia*) and coyote brush (*Baccharis pilularis*), as well as non-native species including eucalyptus (*Eucalyptus* sp.) and French broom (*Genista monspessulana*).



Photo 3. Oak woodland/coyote brush scrub.

Wildlife. Despite the relatively small and fragmented nature of the disturbed oak woodland/coyote brush scrub habitat, it still supports many of the common woodland-associated species that occur in the region. Such species include the California scrub-jay (*Aphelocoma californica*), bushtit (*Psaltriparus minimus*), oak titmouse (*Baeolophus inornatus*), chestnut-backed chickadee (*Poecile rufescens*), and white-breasted nuthatch (*Sitta carolinensis*). Deer mice (*Peromyscus maniculatus*), California mice (*Peromyscus californicus*), and eastern gray squirrels nest and forage in this habitat as well, and reptiles found in the California annual grassland habitat also forage here. In addition, the mature trees provide potential nesting habitat for raptors such as the Cooper's hawk (*Accipiter cooperii*). However, no old nests of raptors were observed on the site during the reconnaissance survey. Further, an examination of the trees on the site failed to find any large cavities that might provide suitable habitat for a large roosting or maternity colony of bats.

Section 4. Special-Status Species and Sensitive Habitats

CEQA requires assessment of the effects of a project on species that are protected by state, federal, or local governments as "threatened, rare, or endangered"; such species are typically described as "special-status species". For the purpose of the environmental review of the project, special-status species have been defined as described below.

For purposes of this analysis, "special-status" plants are considered plant species that are:

- Listed under the Federal Endangered Species Act (FESA) as threatened, endangered, proposed threatened, proposed endangered, or a candidate species.
- Listed under the California Endangered Species Act (CESA) as threatened, endangered, rare, or a candidate species.
- Listed by the CNPS as CRPR 1A, 1B, 2, 3, or 4.

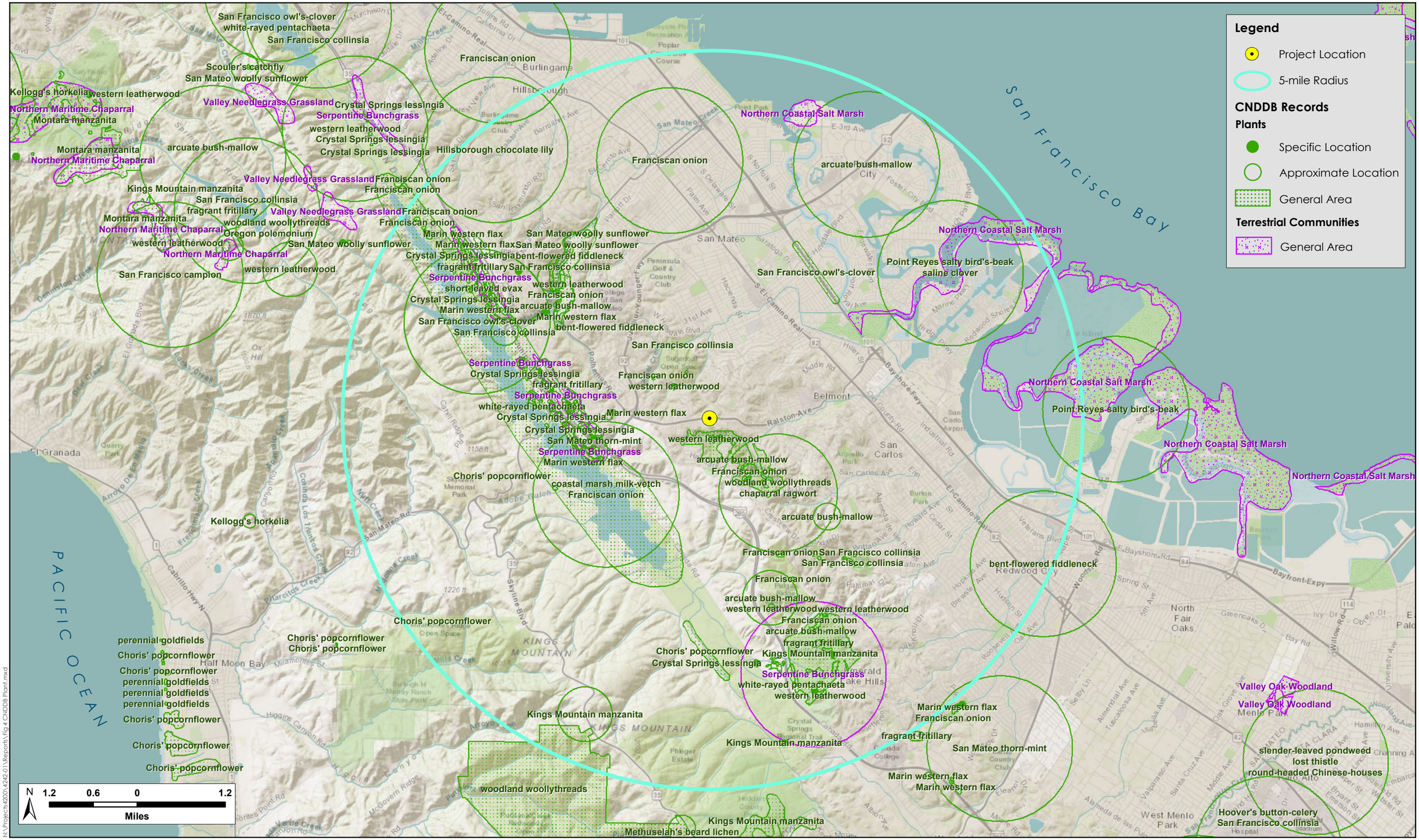
For purposes of this analysis, "special-status" animals are considered animal species that are:

- Listed under FESA as threatened, endangered, proposed threatened, proposed endangered, or a candidate species.
- Listed under CESA as threatened, endangered, or a candidate threatened or endangered species.
- Designated by the CDFW as a California species of special concern.
- Listed in the California Fish and Game Code as fully protected species (fully protected birds are provided in Section 3511, mammals in Section 4700, reptiles and amphibians in Section 5050, and fish in Section 5515).

Information concerning threatened, endangered, and other special-status species that potentially occur on the project site was collected from several sources and reviewed by H. T. Harvey & Associates biologists as described in Section 2.1 above. Figure 4 depicts CNDDB records of special-status plant species in the general vicinity of the project site and Figure 5 depicts CNDDB records of special-status animal species. These generalized maps show areas where special-status species are known to occur or have occurred historically.

4.1 Special-Status Plant Species

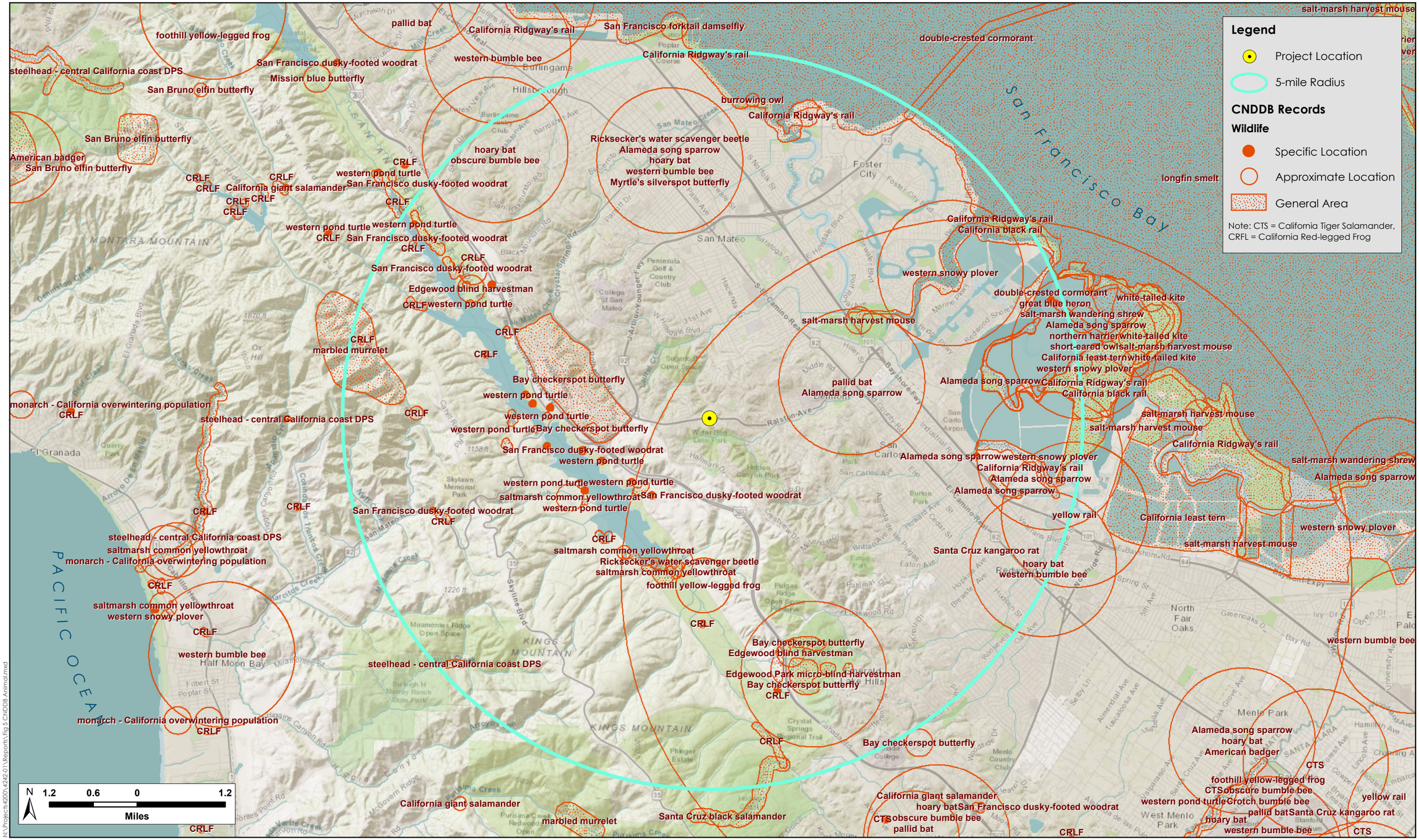
A list of special-status plants with some potential for occurrence in the San Mateo vicinity was compiled using CNPS lists (CNPS 2018) and CNDDB records (CNDDB 2018) and reviewed for their potential to occur on the project site. Based on an analysis of the documented habitat requirements and occurrence records associated with these species, all were determined to be absent from the project site due to at least one of the following reasons: (1) lack of suitable habitat types; (2) absence of specific microhabitat or edaphic requirements, such as



N:\Projects\4200\4242-01\Reports\Fig 4 CNDDB Plant.mxd

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Figure 4. CNDDB Plant Species
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Figure 5. CNDDB Animal Species
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serpentine soils; (3) the elevation range of the species is outside of the range on the project site; and/or (4) the species is considered extirpated from the project vicinity.

4.2 Special-Status Animal Species

A number of special-status animal species are known to occur in the project vicinity (CNDDB 2018; Figure 5). However, the majority of these species have been determined to be absent from the project site because it lacks suitable habitat, is outside the known range of the species, and/or is isolated from the nearest known extant populations by development or otherwise unsuitable habitat. Animal species considered for occurrence but rejected, as well as the reasons for their rejection, include the following (among others):

- The project site lacks suitable marsh or Bay shoreline habitat for species associated with San Francisco Bay. These species include the federal and/or state listed California Ridgway's rail (*Rallus obsoletus obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), California least tern (*Sterna antillarum browni*), and western snowy plover (*Charadrius alexandrinus nivosus*), as well as the San Francisco common yellowthroat (*Geothlypis trichas sinuosa*) and Alameda song sparrow (*Melospiza melodia pusillula*), both California species of special concern. Therefore, these species are not expected to occur on the project site.

- The California red-legged frog (*Rana draytonii*), federally listed as threatened and a California species of concern, is known to occur in the project vicinity (CNDDB 2018). Its preferred breeding habitat consists of deep perennial pools with emergent vegetation for attaching egg clusters (Fellers 2005), as well as shallow benches to act as nurseries for juveniles (Jennings and Hayes 1994). The project site lacks aquatic habitat for this species. Moreover, critical habitat, which was most recently designated in March 2010 (USFWS 2010), is not present on the project site. For California red-legged frogs to be present on the site, potential breeding habitat must occur within the known dispersal distance for this species (2.0 mi), and there must be no barriers to dispersal between the breeding site and the project site.

  The nearest known, extant record of the California red-legged frog is from Crystal Springs Reservoir, which is located approximately 1.4 mi west of the project site and west of Interstate 280 (I-280) (CNDDB 2018). Further, all known breeding locations within the project vicinity (i.e., 5 mi) are isolated from the project site by substantial urbanization and infrastructure, including I-280, which is a barrier to overland dispersal of red-legged frogs to the project site. Based on an analysis of aerial photographs, the nearest potentially suitable California red-legged frog breeding habitat occurs within Water Dog Lake Park and Open Space, located approximately 0.2 mi to the south. Whether or not California red-legged frog reproduction is successful in a particular pond largely depends upon the duration the pool remains wet (i.e., the pond must remain inundated long enough for tadpoles to successfully metamorphose, typically through July) and whether or not introduced predators, such as fish or bullfrogs (*Lithobates catesbeiana*), are present. Although Water Dog Lake has a suitable hydroperiod, it is occupied by fish (e.g., bass [*Micropterus* sp.], bluegill [*Lepomis macrochirus*]) that are predators of the red-

legged frog and is unlikely to provide high quality breeding habitat for the species. Thus, based on the lack of breeding habitat on the project site, the isolation of the site from all known breeding locations by intensive development, and the low quality of the nearest potential breeding habitat, California red-legged frogs are not expected to occur on the project site.

- Likewise, the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), federal and state listed as endangered and a fully protected species, is determined to be absent from the site. The San Francisco garter snake is closely associated with the California red-legged frog; adult snakes feed primarily on adult frogs and occur in the same habitat. The project site is isolated from known San Francisco garter snake populations by impediments to dispersal such as I-280, city streets, and residential developments; lacks suitable aquatic habitat and dense vegetative cover such as willows (*Salix* spp.), bulrushes (*Schoenoplectus* spp.), and cattails (*Typha* spp.); and lacks breeding habitat for California red-legged frogs, its primary prey species. Thus, San Francisco garter snakes are not expected to occur on the project site.

- The project site lacks suitable aquatic breeding habitat for the California tiger salamander (*Ambystoma californiense*), federally and state listed as threatened. Moreover, this species is not known to occur in the project vicinity (CNDDB 2018). The closest known location is over 5 mi to the south of the project site and west of I-280. Therefore, California tiger salamanders are not expected to occur on the project site.

- The western pond turtle (*Actinemys marmorata*), a California species of special concern, has been observed approximately 1.4 mi southwest of the project site along Crystal Springs Reservoir (CNDDB 2018). However, the project site lacks aquatic habitat for this species and the nearest potentially suitable habitat is located approximately 1,000 ft to the south at Water Dog Lake Park and Open Space. Thus, because nesting habitat for western pond turtle is typically found within 600 ft of aquatic habitat (Jennings and Hayes 1994), this species is not expected to occur on the project site.

- A single record of the burrowing owl (*Athene cunicularia*), a California species of special concern, is known from the project vicinity. One adult owl was observed during the winter months of 2000 and 2003 along the trail of the San Mateo Shoreline Park, located approximately 4.3 mi northeast of the project site (CNDDB 2018). However, no owls have been observed in this area during the breeding season (February 1 to August 31), and the owl observed was most likely a wintering individual. During the reconnaissance survey, no suitable burrowing owl habitat (i.e., open grassland with California ground squirrel burrows [*Otospermophilus beecheyi*]) was found on the project site. Furthermore, the nearest known extant population of breeding burrowing owls is found at the Shoreline at Mountain View Regional Park, over 13 mi southeast of the project site and separated by extensive residential and commercial development. Therefore, the burrowing owl is not expected to occur on the project site.

- Historically, the pallid bat (*Antrozous pallidus*) and Townsend's big-eared bat (*Corynorhinus townsendii*), both California species of special concern, were likely present in a number of locations throughout the project vicinity, but their populations have declined in recent decades and these species have been extirpated as breeders from flat bayside lands of the eastern portion of the County. Further, the project

site lacks suitable structures or trees with crevices and cavities that would provide habitat for large roosting or maternity colonies of bats. Although individuals of these species may forage over the project site on rare occasions, they are not expected to reside or breed on the project site, to occur in large numbers, or otherwise to make substantial use of the project site.

Two special-status animal species were determined to have the potential to occur on or immediately adjacent to the project site and thus to be impacted by project implementation, the white-tailed kite (*Elanus leucurus*), a fully protected species, and the San Francisco dusky-footed woodrat, a California species of special concern. These species are discussed in detail below.

White-tailed Kite (*Elanus leucurus*). Federal status: None; State status: Fully Protected. In California, white-tailed kites can be found in the Central Valley and along the coast, in grasslands, agricultural fields, cismontane woodlands, and other open habitats (Zeiner et al. 1990a, Dunk 1995, Erichsen et al. 1996). White-tailed kites are year-round residents of the state, establishing nesting territories that encompass open areas with healthy prey populations, and snags, shrubs, trees, or other nesting substrates (Dunk 1995). Nonbreeding birds typically remain in the same area over the winter, although some movements do occur (Polite 1990). The presence of white-tailed kites is closely tied to the presence of prey species, particularly voles, and prey base may be the most important factor in determining habitat quality for white-tailed kites (Dunk and Cooper 1994, Skonieczny and Dunk 1997). Trees on and adjacent to the project site provide suitable nesting habitat for the white-tailed kite and individuals may forage in the California annual grassland habitat on the site.

San Francisco Dusky-footed Woodrat (*Neotoma fuscipes annectens*). Federal status: None; State status: Species of Special Concern. The San Francisco dusky-footed woodrat occurs in a variety of woodland and scrub habitats throughout the South Bay and the adjacent Central Coast Range, south to the Pajaro River in Monterey County (Hall 1981, Zeiner et al. 1990b). It prefers riparian and oak woodland forests with dense understory cover, or thick chaparral habitat (Lee and Tietje 2005). Dusky-footed woodrats build large, complex nests of sticks and other woody debris, which may be maintained by a series of occupants for several years (Carraway and Verts 1991). Woodrats also are very adept at making use of human-made structures, and can nest in electrical boxes, pipes, wooden pallets, and even portable storage containers. Woodrat nest densities increase with canopy density and with the presence of poison oak (Carraway and Verts 1991). Although the San Francisco dusky-footed woodrat is described as a generalist omnivore, individuals may specialize on local plants that are available for forage (Haynie et al. 2007). The breeding season for dusky-footed woodrat begins in February and sometimes continues through September, with females bearing a single brood of one to four young per year (Carraway and Verts 1991).

The trees present within the oak woodland/coyote brush scrub habitat on the project site provide suitable nesting and foraging habitat for the San Francisco dusky-footed woodrat, and three woodrat nests were detected within this habitat during the reconnaissance-level field survey.

4.3 Sensitive Natural Communities, Habitats, and Vegetation Alliances

The CDFW ranks certain rare or threatened plant communities, such as wetlands, meadows, and riparian forest and scrub, as 'threatened' or 'very threatened'. These communities are tracked in the CNDDB. Impacts on CDFW sensitive plant communities, or any such community identified in local or regional plans, policies, and regulations, must be considered and evaluated under CEQA (California Code of Regulations: Title 14, Div. 6, Chap. 3, Appendix G). Furthermore, aquatic, wetland and riparian habitats are also afforded protection under applicable federal, state, or local regulations, and are generally subject to regulation, protection, or consideration by the U.S. Army Corps of Engineers (USACE) under Section 401 of the Clean Water Act (CWA) (waters of the U.S.), the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act (waters of the state), the CDFW under Sections 1601–1603 of the Fish and Game Code, and/or the USFWS.

4.3.1 CDFW Sensitive Habitats

A query of sensitive habitats in Rarefind (CNDDB 2018) identified two sensitive habitats as occurring in the project vicinity (Figure 4): serpentine bunchgrass grassland (Rank G2/S2.2) and northern coastal salt marsh (Rank G3/S3.2). Serpentine bunchgrass occurs only on serpentine soils, which do not occur on the project site. Northern coastal salt marsh occurs along sheltered inland margins of bays, often co-dominated by pickleweed (*Salicornia* spp.), cordgrass (*Spartina* spp.), and sometimes saltgrass (*Distichlis spicata*). None of these species was noted on the project site, thus this habitat type is also determined to be absent. The CDFW also maintains a list of vegetation alliances and associations within the state of California (CDFW 2018). This list includes global (G) and state (S) rarity ranks for associations and alliances. Alliances and associations currently ranked as S1-S3 are considered highly imperiled. No sensitive alliances or associations are present on the project site (CDFW 2018).

4.3.2 Sensitive Habitats (Waters of the U.S./State)

The reconnaissance survey of the project site did not identify any wetlands or other waters that would fall under the jurisdiction of the USACE (Waters of the U.S.), or under the jurisdiction of the RWQCB or CDFW (Waters of the State) on the project site. A concrete V-ditch located on the western boundary of the annual grassland is not expected to be considered Waters of the U.S./State because it was constructed in uplands, carries only stormwater runoff, and no streams or wetlands upslope feed into it.

Section 5. Impacts and Mitigation Measures

The State CEQA Guidelines provide direction for evaluating the impacts of projects on biological resources and determining which impacts will be significant. CEQA defines a "significant effect on the environment" as "a substantial adverse change in the physical conditions which exist in the area affected by the proposed project." Under State CEQA Guidelines Section 15065, a project's impacts on biological resources are deemed significant if the project would:

- "substantially reduce the habitat of a fish or wildlife species"
- "cause a fish or wildlife population to drop below self-sustaining levels"
- "threaten to eliminate a plant or animal community"
- "reduce the number or restrict the range of a rare or endangered plant or animal"

In addition to the Section 15065 criteria that trigger mandatory findings of significance, Appendix G of State CEQA Guidelines provides a checklist of other potential impacts to consider when analyzing the significance of project effects. The impacts listed in Appendix G may or may not be significant, depending on the level of the impact. For biological resources, these impacts include whether the project would:

A. "have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service"

B. "have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service"

C. "have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act"

D. "interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites"

E. "conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance"

F. "conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan"

The impact assessment below is structured based on the six significance criteria (A-F) listed above.

5.1 Impacts on Special-Status Species: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS (Less than Significant)

5.1.1 Impacts on White Tailed Kites (Less than Significant)

The white-tailed kite (a California species of special concern and fully protected species) may nest in trees adjacent to open grassland or wetland habitats within and adjacent to the project site, which provide suitable foraging habitat. Heavy ground disturbance, noise, and vibrations caused by project development activities could potentially disturb foraging or roosting individual white-tailed kites and cause them to move away from work areas. Project grading may result in the removal of active nests or the disturbance of nests adjacent to the project site, possibly to the point of abandonment of active nests with eggs or nestlings. However, based on our site observations, the areal extent of the project site, and known breeding densities of this species, no more than one pair of white-tailed kites is expected to nest on or adjacent to the project, if this species is present at all. Therefore, the loss of individuals potentially resulting from project development would represent a very small fraction of the regional population of these species and would not rise to the CEQA standard of having a *substantial* adverse effect.

Project activities could also result in the loss of foraging habitat for white-tailed kites. However, development of the project site is not expected to result in a substantial effect on populations of this species given the local and regional abundance of suitable foraging and nesting habitat, and the very small proportion of suitable habitat that would be impacted. Therefore, neither the potential loss of individual white-tailed kites nor the loss of potential nesting or foraging habitat for this species would rise to the CEQA standard of having a *substantial* adverse effect, and these impacts would thus not constitute a significant impact on this species or its habitats under CEQA. However, all native bird species, including white-tailed kites, are protected from direct take by federal and state statutes (see Impact 5.4 below).

5.1.2 Impacts on San Francisco Dusky-footed Woodrats (Less than Significant)

The trees present within the oak woodland/coyote brush scrub habitat on the project site provide suitable nesting and foraging habitat for the San Francisco dusky-footed woodrat, a California species of special concern, and three woodrat nests were detected within this habitat during the reconnaissance-level field survey. Project activities might result in the injury or mortality of dusky-footed woodrats due to clearing and grading and worker foot traffic, particularly if disturbance occurs when woodrats are taking refuge in their stick nests. However, project activities are not expected to result in the physical disturbance of the oak woodland/coyote brush scrub habitat on the project site. Further, San Francisco dusky-footed woodrats are relatively common in suitable habitat regionally. Thus, given the number of individuals that could potentially be impacted by the project, development of the project site is not expected to result in a substantial effect on populations of this species. Therefore, the potential loss of individual dusky-footed woodrats would not rise to the CEQA standard

of having a *substantial* adverse effect, and these impacts would thus not constitute a significant impact on this species or its habitats under CEQA.

5.2 **Impacts on Sensitive Communities**: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less than Significant)

No riparian habitats or other sensitive natural communities are present on or immediately adjacent to the project site, and thus none will be impacted by the project.

5.3 **Impacts on Wetlands:** Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (No Impact)

No wetlands or other waters of the U.S./state occur on, or immediately adjacent to, the project site. Thus, the project would result in no direct or indirect impacts on jurisdictional wetlands.

5.4 **Impacts on Wildlife Movement:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Less than Significant)

For many species, the landscape is a mosaic of suitable and unsuitable habitat types. Environmental corridors are segments of land that provide a link between these different habitats while also providing cover. Development that fragments natural habitats (i.e., breaks them into smaller, disjunct pieces) can have a twofold impact on wildlife: first, as habitat patches become smaller they are unable to support as many individuals (patch size), and second, the area between habitat patches may be unsuitable for wildlife species to traverse (connectivity).

A majority of the proposed project activities are located within an already developed footprint, which is primarily surrounded by existing development. Furthermore, the remaining habitat areas to be developed on the project site (i.e. California annual grassland) are currently separated from similar nearby habitats by existing roadways and development. The disturbed oak woodland/coyote brush scrub habitat on the site, which is continuous with chaparral and woodland habitat in open space to the south of the project site, will not be impacted by project activities. Therefore, the project would not result in the fragmentation of natural habitats and any common, urban adapted species that currently move through the project site would continue to be able to do so following project construction and the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

The project site does not provide extensive and/or high-quality habitat areas that would support large breeding populations of any wildlife species, and therefore, no native wildlife nursery sites are present. However, small numbers of native bird species nest on the project site. Construction disturbance during the avian breeding season (February 1 through August 31, for most species) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. With the exception of the white-tailed kite, as discussed in section 5.1.1 above, the habitats on the project site are expected to support only regionally common, urban-adapted breeding birds, due to the absence of sensitive habitats from the project site. In addition, many birds are expected to continue to nest and forage on the project site after project construction is completed. These birds are habituated to disturbance related to the surrounding developed areas, which support only a very small proportion of these species' regional populations. Therefore, project impacts on nesting and foraging birds that use the site, due to habitat impacts or disturbance of nesting birds, would not rise to the CEQA standard of having a substantial adverse effect, and these impacts would not constitute a significant impact on these species or their habitats under CEQA. However, all native bird species are protected from direct take by federal and state statutes. Therefore, we recommend that the following measures be implemented to ensure that project activities comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code:

Measure 1. Avoidance. To the extent feasible, construction activities (or at least the commencement of such activities) should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code will be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.

Measure 2. Preconstruction/Pre-disturbance Surveys. If it is not possible to schedule construction activities between September 1 and January 31 then preconstruction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. We recommend that these surveys be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, grasslands, buildings) in and immediately adjacent to the impact areas for nests.

Measure 3. Buffers. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist will determine the extent of a construction-free buffer zone to be established around the nest (typically 300 ft for raptors and 100 ft for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.

Measure 4. Inhibition of Nesting. If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation, and prevent the potential delay of the project due to the presence of active nests in these substrates.

5.5 Impacts due to Conflicts with Local Policies: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Less than Significant)

5.5.1 Impacts Related to Compliance with Municipal Code Chapter 25 (Less than Significant)

Per the City of Belmont Municipal Code Chapter 25, a permit is required to remove any regulated tree, defined as:

- coast live oak, valley oak (*Quercus lobata*), coast redwood (*Sequoia sempervirens*), madrone (*Arbutus menziesii*), bay laurel (*Laurus nobilis*), and buckeye (*Aesculus glabra*) having a single main stem or trunk of 10 inches or more diameter at breast height (DBH)
- all other species with a main stem or trunk of 14 inches or more DBH
- multi-stemmed trees totaling 18 inches or more DBH

The removal or damage of trees protected by the City municipal code is considered potentially significant under CEQA. However, if any regulated trees are to be removed, the project would comply with the City's municipal code, including obtaining a permit from the City and replacing any regulated trees removed as required by the municipal code. Therefore, impacts related to conflict with local policies or ordinances would be less than significant.

5.6 Impact due to Conflicts with an Adopted Habitat Conservation Plan: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (No Impact)

The project site is not located within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any such documents.

5.7 Cumulative Impacts

Cumulative impacts arise due to the linking of impacts from past, current, and reasonably foreseeable future projects in the region. Future development activities in the City of Belmont will result in impacts on the same habitat types and species that will be affected by the proposed project. The proposed project, in combination with other projects in the area and other activities that impact the species that are affected by this project, could contribute to cumulative effects on special-status species. Other projects in the area include office/retail/commercial development, mixed use, and residential projects that could adversely affect these species.

The cumulative impact on biological resources resulting from the project in combination with other projects in the project area and larger region would be dependent on the relative magnitude of adverse effects of these projects on biological resources compared to the relative benefit of impact avoidance and minimization efforts prescribed by planning documents, CEQA mitigation measures, and permit requirements for each project; compensatory mitigation and proactive conservation measures associated with each project. In the absence of such avoidance, minimization, compensatory mitigation, and conservation measures, cumulatively significant impacts on biological resources would occur.

However, the City of Belmont General Plan contains conservation measures that would benefit biological resources. Further, the project would implement a number of measures to reduce impacts on both common and special-status species, as described above. Thus, the project would not contribute to substantial cumulative effects on biological resources.

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APPENDIX D

TREE SURVEY REPORT

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ARBOR RESOURCES
professional consulting arborists and tree care

TREE SURVEY REPORT

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EXHIBITS

EXHIBIT	TITLE
A	TREE INVENTORY TABLE (four sheets)
B	SITE MAP (one sheet)
C	PHOTOGRAPHS (six sheets)

1.0 INTRODUCTION

A new two-story, R&D building with surrounding surface parking is planned for construction at 2 Davis Drive, Belmont, located at the southwest corner of Ralston Avenue and Davis Drive, and currently occupied by a single-story building, parking lot, and large unpaved area. As part of the planning submittal, DES Architects + Engineers has retained me to prepare this *Tree Survey Report*, and specific tasks assigned to execute are as follows:

- Visit the site, performed on 7/9/18, to identify 23 trees accounting for all surrounding the existing building, as well as those of *protected tree*[1] status elsewhere throughout the property.
- Determine each tree's trunk diameter[2] pursuant to Belmont City Code, rounded to the nearest inch. Trees listed with more than one diameter are formed by multiple trunks or limbs at 54 inches high.
- Estimate each tree's height and canopy spread (rounded to the nearest fifth).
- Obtain photographs; see Exhibit C.
- Ascertain each tree's health and structural integrity, and assign an overall condition rating (e.g. good, fair, poor or dead).
- Rate each tree's suitability for preservation (e.g. high, moderate or low).
- Utilize tree numbers engraved by hand onto existing, rectangular aluminum tags affixed (by others) onto the trees. For two trees, #29 and 30, tags were missing and the same type was affixed by me.
- Plot those tree numbers onto the map in Exhibit B (the map is derived from an unnamed copy of a site survey provided to me, not dated). Numbers are shown adjacent to the surveyed trunk locations, and in the case of #10, 13-15 and 25, arrows point to their trunk locations.
- Develop general design guidelines and protection measures to help mitigate or avoid impacts to retained trees.
- Prepare a written report presenting the above information, and submit via email as a PDF document.

[1] Relative to this site, Section 25-2 of the Belmont City Code defines *protected trees* as either [1] a *principal native tree*, meaning a coast live oak, valley oak, coast redwood, madrone, California laurel, or California buckeye having a main stem or trunk of ≥10", or up to three of its largest secondary stems totaling ≥10", or [2] a *large diameter tree*, meaning a woody perennial plant having a single main stem or trunk of ≥14", or up to three of its largest secondary stems totaling ≥18".

[2] Measurements represent diameters obtained at 54" above natural grade. Where along a slope, the 54" height is measured halfway between the uphill and downhill sides, and for multi-stems, the measurement is cumulative of the three largest stems at 54" above natural grade.

2.0 TREE COUNT AND COMPOSITION

Twenty-three (23) trees of four various species were inventoried for this report and are sequentially numbered/tagged as follows: #1-10, 13-15, 17, 19, 22-26 and 28-30. The table below identifies their names, assigned numbers, counts and overall percentages.

NAME	TREE NUMBER(S)	COUNT	% OF TOTAL
Coast live oak	6-10, 13-15, 17, 19, 22-26, 29, 30	17	74%
Chinese elm	3, 4, 5	3	13%
Olive tree	1, 2	2	9%
Monterey cypress	28	1	4%
	Total	**23**	**100%**

Specific information regarding each tree is presented within the table in **Exhibit A**. The trees' numbers and approximate locations can be viewed on the site map in **Exhibit B**, and photographs are presented in **Exhibit C**.

As illustrated in the table above, the site is populated predominantly by coast live oaks, which are mostly along the steep, east-facing slope bordering the site's west side, and several align the west portion of the northern boundary near Ralston Avenue.

The two olive trees and three Chinese elms were planted sometime ago along the front of the site and/or building. The Monterey cypress is at the existing building's northwest corner.

Regarding protected tree status, all 17 coast live oaks are categorized as principal native trees, five of which are also categorized as large diameter trees, namely #17, 19, 22, 29 and 30. The two olive trees (#1 and 2), as well as the Monterey cypress (#28) are also categorized as large diameter trees.

3.0 SUITABILITY FOR PRESERVATION

Each tree has been assigned either a "high," "moderate" or "low" suitability for preservation rating as a means to cumulatively measure its existing health; structural integrity; anticipated life span; particular site and general tree conditions; remaining life expectancy; prognosis; location; size; particular species; tolerance to construction impacts; growing space; and safety to property and persons within striking distance. Descriptions of these ratings are presented below; the high category is comprised of 4 trees (or 17%), the moderate category 18 (or 78%), and the low category 1 (or 4%).

High: Applies to #7, 9, 24 and 26.

These trees appear relatively healthy and structurally stable; have no apparent, significant health issues or structural defects; present a good potential for contributing long-term to the site; and seemingly require only periodic or regular care and monitoring to maintain their longevity and structural integrity. Trees assigned this rating are typically the most suitable for retention and incorporating into the future landscape.

Moderate: Applies to #1-6, 8, 10, 14, 15, 17, 19, 22, 23, 25 and 28-30.

These trees contribute to the site, but at levels less than those assigned a good suitability; might have health and/or structural issues which may or may not be reasonably addressed and properly mitigated; and frequent care is typically required for their remaining lifespan. They may be worth retaining if provided proper care, but not seemingly at significant expense or major design revisions.

Low: Applies to #13.

This oak appears in poor health with notable decline, and grows towards the neighboring property containing a school parking lot (regularly occupied target). Its structural integrity and form are also poor. Based on observations and its location in a very rural area with steep terrain, improvement is unlikely, and continued decline and/or structural weakening can be anticipated. As a general guideline, trees assigned this rating are not suitable for incorporating into the future landscape, and removal is the appropriate action regardless of future development. If retained, more frequent monitoring and perhaps care is needed to limit risk to persons and vehicles within striking distance.

4.0 TREE PROTECTION MEASURES

Recommendations presented within this section serve as general protection measures to help mitigate or avoid impacts to trees being retained. They are subject to revision upon reviewing project plans, and I ("project arborist" hereinafter) should be consulted in the event any cannot be feasibly implemented. Please note that all referenced distances from trunks are intended to be from their outermost perimeter near soil grade.

4.1 Design Guidelines

1. Assign a Tree Protection Zone (TPZ) for each retained tree to the area of unpaved ground beneath their entire canopies (individual canopy dimensions can be obtained from Exhibit B). The TPZ is where the following activities, but necessarily limited to, should be avoided: trenching, soil scraping, compaction, grading (cut and fill), finish-grading, removal of underground utilities and vaults, overexcavation, subexcavation, swales, bioswales, storm drains, equipment cleaning, stockpiling and dumping of materials, and equipment/vehicle operation. Where an impact encroaches slightly within a setback, it can be reviewed on a case-by-case basis to determine appropriate mitigation measures.

2. The assigned tree numbers should be added to the architectural, civil and landscape plans to allow for efficient design review.

3. All existing, unused lines, pipes and manholes within a TPZ should be abandoned and cut off at existing soil grade (rather than being dug up and causing subsequent root damage); this provision should be specified on the demolition plan.

4. Establish any bioswales, swales, storm drains, inlets and other drainage features well-beyond TPZs. Also, the permanent and temporary drainage design, including downspouts, should not require water being discharged within TPZs.

5. Route all underground utilities and services beyond TPZs. Where this is not feasible, the section of line(s) within a TPZ may require being directionally-bored by at least 4 feet below existing grade, tunneled using a pneumatic airspade, or installed by other

means (e.g. pipe-bursting) to avoid an open trench. The ground above any tunnel must remain undisturbed, and access pits and any above-ground infrastructure (e.g. splice boxes, meters and vaults) established beyond TPZs.

6. Represent the future staging area and route(s) of access on the final site plan to be established beyond unpaved areas beneath or near canopies.

7. The future erosion control design should establish any silt fence and/or straw rolls away from a tree's trunk (not against it), and as close to a canopy edge as possible. Additionally, where within a TPZ, the material should require none or a maximum vertical soil cut of 2 inches for its embedment.

8. All site-related plans should specifically instruct adhering to protection measures presented in this report or a later one.

9. The landscape design should conform to the following additional recommendations:
   a. Large growing trees, such as those that can exceed the height of retained trees, should be installed beyond TPZs, and be at least 10 to 15 feet from a future foundation, wall and hardscape.
   b. Plant material installed within an oak's TPZ must be drought-tolerant, limited in amount, and planted at least 3 to 5 feet from its trunk. Plant material installed beneath canopies of other trees should be at least 36 inches from their trunks.
   c. Irrigation and lighting features (e.g. main line, lateral lines, valve boxes, wiring and controllers) should be established so that no trenching occurs within a TPZ. In the event this is not feasible, they may require being installed in a radial direction to a tree’s trunk, and terminate a specific distance from a trunk (versus crossing past it).
   d. Ground cover beneath canopies should be comprised of a 3-inch layer of coarse wood chips or other high-quality mulch (gorilla hair, rock, stone, gravel, black plastic or other synthetic ground cover should be avoided). Mulch should kept off the trees’ trunks.
   e. New fence posts (posts) should be placed at least 5 feet from a tree’s trunk (depends on trunk size and growth pattern); the post layout should be guided by

where large roots are likely located, which can be predetermined using a bully probe (or similar), and collaborating with the project arborist.

f. Tilling, ripping and compaction within TPZs should be avoided.

g. Bender board or other edging material proposed beneath the canopies should be established on top of existing soil grade (such as by using vertical stakes).

4.2 Before Demolition, Grading and Construction

10. A site meeting with the general contractor and project arborist should be conducted several weeks prior to work commencing for the purpose of reviewing tree fencing locations and other measures presented in this report.

11. The limits of grading, parking lot location, and utilities within 20 feet from any TPZ should be staked and reviewed with the project arborist prior to ground work.

12. Tree protective fencing shall be installed prior to any demolition and grading, to enclose the entire TPZs (or beyond, if possible). It shall consist of 5- to 6-foot tall chain link mounted on 2-inch diameter, galvanized steel posts that are driven about 24 inches into the ground and spaced no more than 10 feet apart.

13. Where feasible, manually spread a 4- to 5-inch layer of coarse wood chips (e.g. ¼- to ¾-inch in size) over unpaved ground beneath canopies; the type and source of these wood chips should be first approved by the project arborist.

14. The removal of plant material and groundcover within a TPZ must be manually performed versus using heavy equipment operating and traveling on unpaved ground. Additionally, the removal of stumps shall only be performed using a stump grinder (versus excavating into the ground and inadvertently damaging roots of retained trees).

4.3 During Demolition, Grading and Construction

15. Take great care during the demolition of existing features within TPZs to avoid excavating into the ground and disturbing roots; heavy equipment used for this purpose should not travel or operate within TPZs during this process.

16. Approved digging or trenching within a TPZ should be manually performed without heavy equipment or tractors, including small ones, operating within a TPZ.

17. Roots encountered during the process with diameters <2 inches can be cleanly severed at a 90-degree angle to the direction of root growth. In doing so, sharp cutting tools (e.g. loppers or handsaw) shall be used, and the cut should occur against the tree side of the trench. Roots considered for removal with diameters of ≥2 inches must first be reviewed by the project arborist.

18. Spoils created during digging must not be piled or spread within a TPZ. If necessary, they can be temporarily piled on plywood or a tarp.

19. Tree trunks shall not be used as winch supports for moving or lifting heavy loads.

20. Supplemental water is essential to promote or maintain the vigor and longevity of trees being retained. The methodology, amount and frequency can be discussed with the project arborist. Also, note any dewatering, if applicable, shall require a more intensive supplemental watering program than otherwise needed (i.e. will require greater frequency and/or volume).

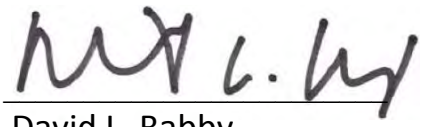
21. Digging holes for any new fence within a TPZ shall be manually performed, and in the event a root of ≥2 inches in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated.

22. Avoid disposing harmful products (such as cement, paint, chemicals, oil and gasoline) beneath canopies or anywhere on site that allows drainage within or near TPZs. Herbicides should not be used with a TPZ; where used on site, they should be labeled for safe use near trees. Liming shall not occur within 50 feet from a trunk.

23. Any tree pruning shall only be performed by a California state-licensed tree service company (D-49 classification) that has an ISA certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by the most recent ANSI A300 standards.

5.0 ASSUMPTIONS AND LIMITING CONDITIONS

- All information presented herein reflects my observations and/or measurements obtained from the ground and project site on July 9, 2018.
- Observations were obtained visually without probing, coring, dissecting or excavating.
- The assignment pertains solely to trees listed in Exhibit A, and I hold no opinion towards other trees on or surrounding the project area.
- I cannot provide a guarantee or warranty, expressed or implied, that deficiencies or problems of any trees or property in question may not arise in the future.
- No assurance can be offered that if all my recommendations and precautionary measures (verbal or in writing) are accepted and followed the desired results may be achieved.
- I cannot guarantee or be responsible for the accuracy of information provided by others.
- I assume no responsibility for the means and methods used by any person or company implementing recommendations provided in this report.
- Information provided herein represents my opinion. Accordingly, my fee is in no way contingent upon the reporting of a specified finding, conclusion or value.
- Numbers shown on the site map in Exhibit B are intended to only identify a tree's roughly approximate location and shall not be considered as surveyed points.
- This report is proprietary to me and may not be copied or reproduced in whole or part without prior written consent. It has been prepared for the sole and exclusive use of the parties to who submitted for the purpose of contracting services provided by David L. Babby.
- If any part of this report or copy thereof be lost or altered, the entire evaluation shall be invalid.

Prepared By:  Date: August 6, 2018

David L. Babby

Registered Consulting Arborist® #399

Board-Certified Master Arborist® #WE-4001B

CA Licensed Tree Service Contractor #796763 (C61/D49)

EXHIBIT A:

TREE INVENTORY TABLE

(four sheets)

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (High/Moderate/Low)	PROTECTED		
		Trunk Diameter (in.)	Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		Principal Native Tree	Large Diameter Tree	Street Tree
1	Olive tree (*Olea europaea*)	8, 6, 5, 4, 3	20	25	50%	70%	Fair	Moderate		X	
	Comments: Multi-leader structure, the diameter below their union is 12.1". Low canopy reaching 3' above ground. Root crown is notably higher than surrounding grade.										
2	Olive tree (*Olea europaea*)	8, 7, 5, 5, 4	20	25	40%	30%	Poor	Moderate		X	
	Comments: Trunk bifurcates into multi-leaders at 3.5' high, and the diameter below their union is 16.1". Ivy along base and trunk. Deadwood, particularly abundant w/in the crown's west section. Leggy form. Low canopy reaching nearly 3' above ground.										
3	Chinese elm (*Ulmus parvifolia*)	7	15	25	60%	40%	Fair	Moderate			
	Comments: Slight easterly lean. Limbs begin originating along trunk at 6' high. Extensively pruned in past, having been partly reduced. Branches grow along building wall. Ivy around base.										
4	Chinese elm (*Ulmus parvifolia*)	7	15	25	50%	30%	Poor	Moderate			
	Comments: Slight easterly lean. Limbs originate at 5.5' high, and branches reach 3.5' above ground. Deadwood. Extensively pruned in past, having a significantly thin interior. Branches grow along building wall. Ivy around base.										
5	Chinese elm (*Ulmus parvifolia*)	8	15	25	50%	30%	Poor	Moderate			
	Comments: Trunk bows slightly east. Extensively pruned in past, resulting in a thin interior. Limbs originate 6.5' high, branches nearing 3' from ground. Branches grow along building wall. Ivy around base.										
6	Coast live oak (*Quercus agrifolia*)	11	20	30	60%	30%	Poor	Moderate	X		
	Comments: Near top of steep slope. Asymmetrical crown is mostly one-sided, sweeping away from adjacent eucalyptus. Low crown and canopy, branching within 1' of ground.										

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (High/Moderate/Low)	PROTECTED		
		Trunk Diameter (in.)	Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		Principal Native Tree	Large Diameter Tree	Street Tree
7	Coast live oak (*Quercus agrifolia*)	13	30	30	80%	70%	Good	High	X		
	Comments: Full crown over subject site, raised over neighbor's side. Limb structure begins at 6' high. At top of steep slope.										
8	Coast live oak (*Quercus agrifolia*)	12	25	30	50%	30%	Poor	Moderate	X		
	Comments: Decaying large wound along trunk. Located along slope. There is a split limb within lower crown. Form has a slight downhill lean and asymmetrical canopy. Moderate to low suitability.										
9	Coast live oak (*Quercus agrifolia*)	11, 5	25	25	80%	50%	Fair	High	X		
	Comments: At top of slope. Trunk bifurcates a 4.5' high.										
10	Coast live oak (*Quercus agrifolia*)	12	25	25	50%	50%	Fair	Moderate	X		
	Comments: Near top of slope. Thin interior. Trunk bifurcates at 7' high.										
13	Coast live oak (*Quercus agrifolia*)	9, 7	25	20	30%	40%	Poor	Low	X		
	Comments: At top of slope. Trunk bifurcates at 2' high. Very thin canopy, having an asymmetrical form growing towards neighbor's side. Buried root collar. Low to moderate suitability. Declining.										
14	Coast live oak (*Quercus agrifolia*)	12	25	25	70%	40%	Fair	Moderate	X		
	Comments: Trunk at fence along top of slope, and chain link is embedded in trunk. Low canopy grows beneath #13's.										
15	Coast live oak (*Quercus agrifolia*)	10, 5	30	25	40%	50%	Poor	Moderate	X		
	Comments: Near top of slope. Low crown, branches nearing within 1' from ground. Excessive limb weight. Deadwood. The 5" measurement represents a limb originating at 3.5' high.										

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (High/Moderate/Low)	PROTECTED		
		Trunk Diameter (in.)	Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		Principal Native Tree	Large Diameter Tree	Street Tree
17	Coast live oak (*Quercus agrifolia*)	13, 9	30	30	60%	40%	Fair	Moderate	X	X	
	Comments: Crown grows towards downhill. Trunk is along slope. The 9" measurement represents a limb originating at 2.5' high.										
19	Coast live oak (*Quercus agrifolia*)	13, 12	30	35	70%	40%	Fair	Moderate	X	X	
	Comments: Trunks originates at grade. Low canopy along the downhill side. Has a large rodent's nest. Canopy reaches ground.										
22	Coast live oak (*Quercus agrifolia*)	10, 8, 7, 5	35	30	50%	30%	Poor	Moderate	X	X	
	Comments: Beneath high-voltage wires, and trunk is 9' downhill from utility pole. The 10" and 7" measurements represent leaders from the same trunk, both forming a weak union at 3.5' high. Asymmetrical growth away from adjacent oak.										
23	Coast live oak (*Quercus agrifolia*)	12, 12	25	50	70%	30%	Fair	Moderate	X	X	
	Comments: Union of codominant trunks at 8" above grade. Broad and low canopy, and limbs originate at 4.5' high; canopy along the downhill side is raised. Below high-voltage wires and crown has been reduced in past. Excessive limb weight.										
24	Coast live oak (*Quercus agrifolia*)	10, 3	35	25	70%	60%	Fair	High	X		
	Comments: Along slope. Sinuous trunk and buried root collar.										
25	Coast live oak (*Quercus agrifolia*)	12	30	25	60%	40%	Fair	Moderate	X		
	Comments: Low-branching structure begins at 2' high, and grows downhill away from #26 (and partly suppressed beneath #26).										

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE			CONDITION			Suitability for Preservation (High/Moderate/Low)	PROTECTED		
		Trunk Diameter (in.)	Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		Principal Native Tree	Large Diameter Tree	Street Tree
26	Coast live oak (*Quercus agrifolia*)	16	35	30	60%	60%	Fair	High	X		
	Comments: At top of slope adjacent to chain link fence. Limbs originate at 5' high.										
28	Monterey cypress (*Hesperocyparis macrocarpa*)	39	40	60	70%	30%	Fair	Moderate		X	
	Comments: Has a distinct and slight northerly lean, and roots are surfaced towards east by roughly 30'. Multi-leader crown containing weak unions throughout. Some branches grow against and overhang building. Deadwood and excessive limb weight.										
29	Coast live oak (*Quercus agrifolia*)	11, 10	35	30	80%	20%	Poor	Moderate	X	X	
	Comments: Formed by two trunks originating at grade and forming a weak attachment (2' of included bark). Moderate to low suitability. Buried root collar.										
30	Coast live oak (*Quercus agrifolia*)	9,7,6,6,5, 5,4,4,3	20	35	70%	30%	Fair	Moderate	X	X	
	Comments: Along slope. Multi-trunk and limb structure grows along ground and has a broad form. Buried root collar.										

EXHIBIT B:

SITE MAP

(one sheet)

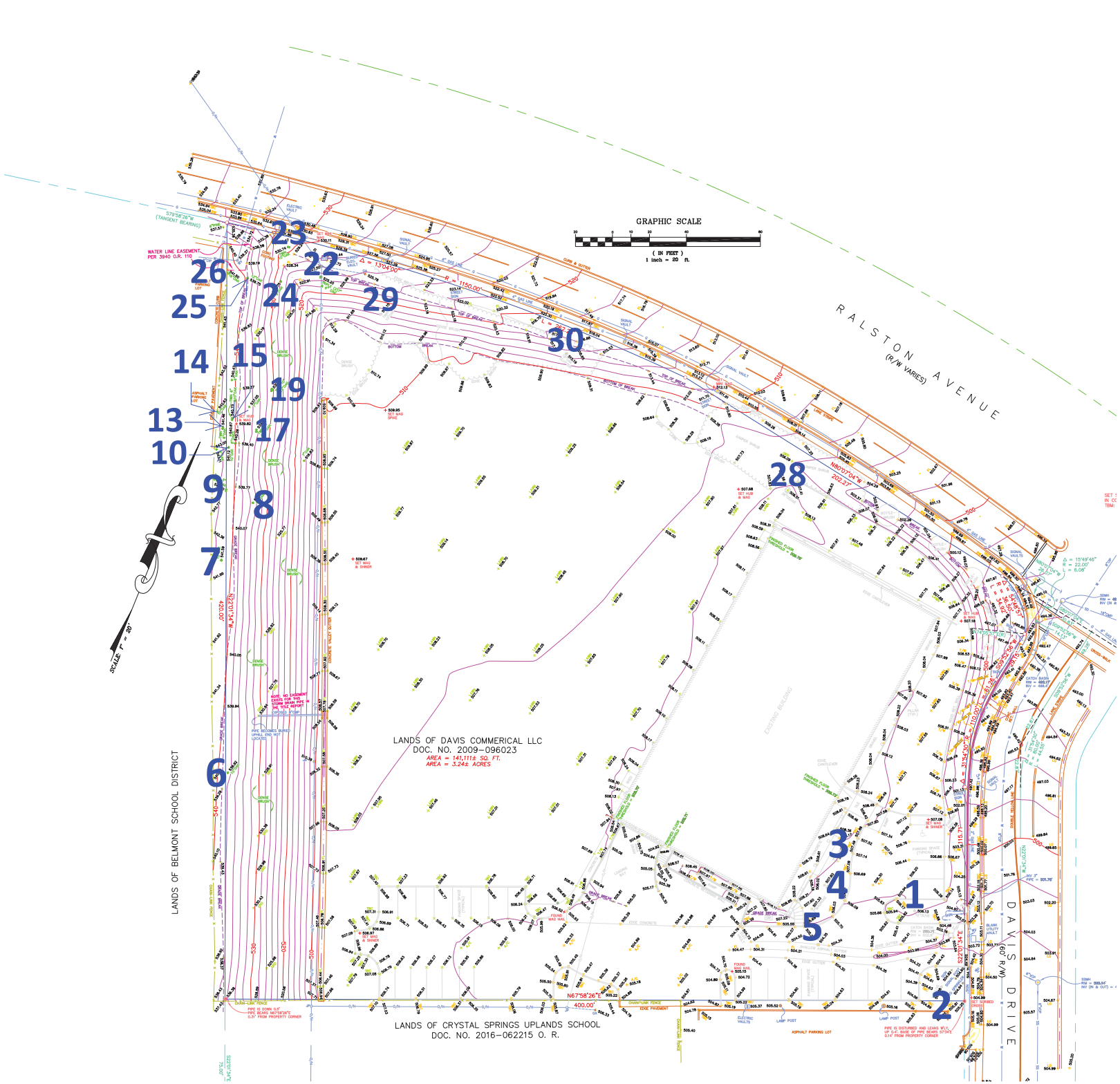

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.
RALSTON AVENUE
(R/W VARIES)
DAVIS DRIVE
(60' R/W)
LANDS OF BELMONT SCHOOL DISTRICT
LANDS OF DAVIS COMMERICAL LLC
DOC. NO. 2009-096023
AREA = 141,111± SQ. FT.
AREA = 3.24± ACRES
LANDS OF CRYSTAL SPRINGS UPLANDS SCHOOL
DOC. NO. 2016-062215 O. R.
WATER LINE EASEMENT PER 3940 O.R. 110
S79°58'26"W (TANGENT BEARING)
N67°58'26"E
400.00'
N80°07'04"W
202.27'
S82°07'34"E
115.71'
SCALE: 1" = 20'
1
2
3
4
5
6
7
8
9
10
13
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17
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23
24
25
26
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29
30

EXHIBIT C:

PHOTOGRAPHS

(six sheets)

Photo Index

Page C-1: Trees #1 thru 5

Page C-2: Trees #4 thru 7

Page C-3: Trees #8 thru 10, 13

Page C-4: Trees #14, 15, 17, 19

Page C-5: Trees #22 thru 25

Page C-6: Trees #26, 28 thru 30


#1


#2


#5
#4
#3


#4
#3


#5
#4


#5
#4


#6


#7


#8


#9
#8


#10


#10


#13


#13


#14


#14


#15


#17


#17


#19


#19


#22


#23


#23


#24


#24


#25


#26


#29
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© 2018 Google


#30


#28


#28

APPENDIX E

HISTORIC EVALUATION

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Archaeological Resource Management
Robert R. Cartier, Ph.D.
496 North 5th Street
San Jose, CA 95112
Telephone (408) 295-1373
Fax (408) 286-2040
email: armcartier@netscape.net

Attn: Mr. Galen Ma
2 Davis Drive, LLC
311 9th Avenue
San Mateo, CA 94401

June 8, 2021

RE: HISTORIC EVALUATION OF THE STRUCTURE AT 2 DAVIS DRIVE

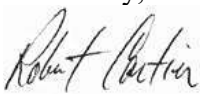
Dear Mr. Ma,

As per your request our firm is submitting the enclosed historical evaluation of the structure at 2 Davis Drive in the City of Belmont. Based upon the requirements of the City of Belmont, a methodology was designed which included the following services:

- a visual description of the structure including general appearance, condition, and architectural style
- exterior and interior photography of the structure to generate description
- documentation of property ownership history
- State Historic Resources Evaluation forms (DPR) 523 for the structure

Based upon the results of this investigation, it was determined that the structure at 2 Davis Drive is not listed on the City of Belmont Historic Resources Inventory, the California Register of Historic Resources (CRHR), or the National Register of Historic Places (NRHP). However, the structure does appear to be minimally eligible for listing in the City of Belmont Historical Resources Inventory as an historic resource, as an example of the International Modernist style. Thus it is recommended that a non-HABS photo-documentation of the structure be carried out prior to demolition. This photo-documentation should consist of a detailed 35 millimeter and/or digital photographic record of the structure, exterior and interior. The photography should be presented in a binder with all photos in plastic sleeves and a photo location map. This photodocumentation should be filed with the City of Belmont.

Sincerely,



Robert Cartier, Ph.D.
Principal Investigator

RC/dj

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

Page 1 **of** 29 **Resource Name or #** 2 Davis Drive

P1. Other Identifier: Signet/Go Pro Building

P2. Location: ____ **Not for Publication** _x_ **Unrestricted** ***a. County** San Mateo

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Mateo **Date:** 2012 **T** ; **R** ; **1/4 of** **1/4 of Sec** ; **BM**

c. Address: 2 Davis Drive **City:** Belmont, CA **Zip:**94002

d. UTM: 10S 5 61 006mE/41 51 898mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN: 043-340-120

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The structure at 2 Davis Drive is a two story warehouse/research and development building constructed in the international modernist style. The roof is flat and surrounded by a raised parapet. The exterior walls are surfaced with textured concrete. The front facade first story is recessed, behind the outer support piers, the second story extending out to them. See Continuation Sheet, Page 4

***P3b. Resource Attributes:** HP06 – 1-3 story commercial

***P4. Resources Present:** x Building __Structure __Object __District __Element of District __Site __Other

P5a. Photo or drawing (Photo required for buildings, structures, objects.)



P5b. Description of Photo: (View, date, accession #)
View of the front façade of 2 Davis Drive.

***P6. Date Constructed/Age and Sources**
Historic x Prehistoric Both
Constructed 1962 based upon County of San Mateo Appraiser's documentation.

***P7. Owner and Address:**
2 Davis Court LLC
311 9th Avenue
San Mateo, CA 94401

***P8. Recorded by:**
Robert Cartier
Archaeological Resource Management
496 North 5th Street
San Jose, CA 95112

***P9. Date Recorded:** 6/8/2021

***P10. Survey Type:** Intensive

***P11. Report Citation:** (Cite Survey Report and other sources, or enter "none.")
None

* Attachments: __None x Location Map __Sketch Map x Continuation Sheet x Building, Structure, and Object Record __Archaeological Record __District Record __Linear Feature Record __Milling Station Record __Rock Art Record __Artifact Record __Photographic Record __Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 29 ***NRHP Status Code** _____

***Resource Name or #** (Assigned by recorder) 2 Davis Drive

B1. Historic Name: Allyn & Bacon, Inc. Building

B2. Common Name: 2 Davis Drive

B3. Original Use: Warehouse/Offices **B4. Present Use:** Warehouse/R&D

***B5. Architectural Style:** International Modernism

***B6. Construction History:** (Construction date, alterations, and date of alterations)

The structure at 2 Davis Drive was designed by San Francisco architect John S. Bolles; it was constructed in 1962 by C. M. Peletz, Co, general contractors. Modifications made to the structure since its original construction include Building Permit (BP) #A-14823 (dated 10/6/1982) for conversion of warehouse space to a cafeteria and offices with fire sprinklers, BP# A-16201 (dated 5/7/1985) for extensive interior remodeling (the listed architect for the remodel was Finger & Moy of San Francisco, the contractor was R. J. Finato Construction Co.), BP #A-17586 (dated 4/21/1987) for seismic repair of walls and roof, BP #0-1997-0918 for a set of seven plate glass windows on the front and southern facades, and BP #0-1998-1034 for the garage along the southern façade.

***B7. Moved?** x **No** ___ **Yes** ___ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:**

None

B9a. Architect: John S. Bolles **b. Builder:** C. M. Peletz Co.

***B10. Significance: Theme** Commerce **Area** Belmont, CA

Period of Significance Post-War (1945-1980) **Property Type** Private commercial **Applicable Criteria** N/A

The land on which the structure at 2 Davis Drive now stands is located within the Rancho de las Pulgas, originally granted to José Darío Argüello in 1795. Based upon the Official Map of San Mateo County, California, 1894, by that year the subject property made up a portion of the 141 acre lands of D. E. Bare. The community which would become what is now the City of Belmont began its development in the 1850's at what was then the intersection of Canada del Diablo and the San Francisco-San Jose Road, where Charles A. Angelo opened a stage line roadhouse in 1850. A small village began to form around this intersection, and was likely given the name “Belmont” by land speculators promoting the sale of properties there. Although still a small community, Belmont would become the first County Seat of San Mateo County in 1856.

See Continuation Sheet, Page 4

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

See Continuation Sheet, Page 8

B13. Remarks:

***B14. Evaluator:** Robert R. Cartier

***Date of Evaluation:** 6/8/2021

(This space reserved for official comments.)

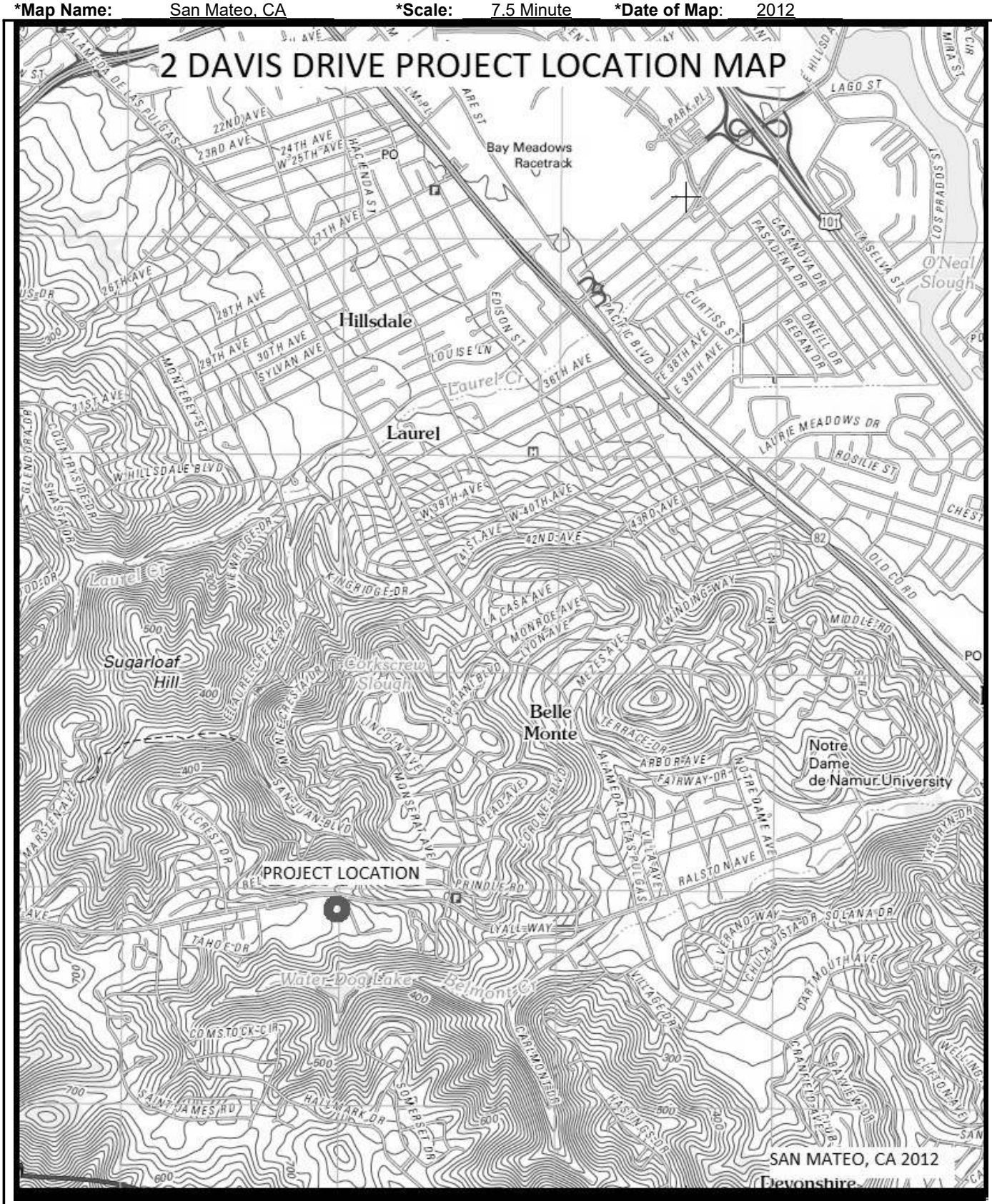
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 29 **Resource Name or #** (Assigned by recorder) 2 Davis Drive

***Map Name:** San Mateo, CA ***Scale:** 7.5 Minute ***Date of Map:** 2012



Continued from P3a:

The first story of the front façade consists primarily of a long ribbon of aluminum framed plate glass windows. The upper story is dominated by textured concrete panels. Four sets of plate glass windows have been added on the second story along the southern side of the front façade. The north and south facades feature symmetrically arrayed glass blocks inset and recessed into the concrete walls, spaced between concrete pilasters on the lower story. The upper story consists of textured concrete panels. The southern façade includes a large garage bay at the rear side. The rear façade of the structure consists of flat concrete walls interrupted by concrete pilasters, each of which includes a decorative “hook” near the top of the structure.

Continued from B10:

Among the most influential early citizens of Belmont were Simon Mezes, who by the mid-1850's, whose property was known as Mezes Ranch, former California Governor John MacDougal, Italian Aristocrat Leonetto Cipriani, and San Francisco financier William Ralston (for whom Ralston Avenue is named). Ralston purchased Cirpiani's property in 1864, which became the core of his 'Belmont' estate, a National Register property. In 1864 the San Francisco and San Jose Railroad was completed, increasing the pace of development in many communities along its route, including Belmont.

By 1919 the portion of the El Camino Real which passes through Belmont was paved, which shifted the development of the community westward along this thoroughfare. The City of Belmont was incorporated in 1926. In the period after WWII, the City of Belmont began a period of expansion. Many of the structures built in Belmont during this period were constructed in Modernist styles similar to the International Modernism of the subject structure.

The architectural style known as International Modernism began its early development in Europe during the 1920's, personified by architects such as Walter Gropius, Mies van der Rohe, and Le Corbusier. Often considered the earliest example of International Modernism in California (and the United States) was the Lovell House in Los Angeles, designed by Austrian born architect Richard Neutra in 1928. Although first considered avant-garde, by the 1950s this form of modernism was among the most dominant of architectural styles, particularly for commercial, institutional, and government buildings. International Modernism “...was a sleek, Machine Age style incorporating concrete, steel frames, white stucco, ribbon windows, cubic forms, open floor plans, and structures supported off the ground by pilotis (cylindrical reinforced concrete pillars). The style is characterized by minimal applied ornament; ornamentation is subservient to the design of the function of the building as a whole” (Brown 2010). Constructed in 1962, the subject structure is a late example of this style. Characteristic elements of the International Modernist style embodied by the subject structure include the flat roof, concrete and steel construction, extensive use of ribbon windows, and a cantilevered upper story supported by reinforced concrete pillars. The massing emphasizes horizontality and rectilinear forms. Other more significant examples of the International Style in San Mateo County include the Woodmont Apartments in Belmont, White Oaks Elementary School in San Carlos, the Hofmann House in Hillsborough (NR# #91000926), and the San Mateo County Hall of Justice in Redwood City.

The structure at 2 Davis Drive was designed by San Francisco architect John Savage Bolles. John S. Bolles was the son of architect Edward Grosvenor Bolles, and worked with his father on several projects including the Temple of Religion and the Christian Science Monitor Building for the Golden Gate International Exposition held on Treasure Island in 1939. After his father's death in 1939, John S. Bolles partnered with Joseph Francis Ward, operating as Ward & Bolles from 1944 to 1954. He established his own firm as John S. Bolles Associates in 1954, and was active until 1975. John S. Bolles is an architect of some regional significance; he is most well known as the designer of Candlestick Park. He also designed the IBM complex in San Jose, 990 Pacific Senior Housing in San Francisco, and the Gallo Wine Headquarters in Modesto (UC Berkeley Environmental Design Archives, accessed 2021).

The structure was originally constructed in 1962, and operated as a warehouse and offices for Allyn & Bacon, Inc., an educational publishing company with an emphasis in the Social Sciences. Thus its use (as a warehouse and office) has remained consistent from the period of its original construction, although the nature of the materials housed and the business conducted has varied from tenant to tenant. Allyn & Bacon operated out of the structure until December 31, 1980, when the property was granted to Otari Corporation (Recorders Book 8019, Page 372). On April 29, 1988 the property was sold to Electro Services Manufacturing Corporation (Assessor's Doc#1988-51904). On February 29, 1989 the property was granted to Interference Control Technologies, Inc (Assessor's Doc#1989-169850). On February 15th 1995 the property ownership was transferred to Electro Services Manufacturing Corporation and Signet Productions, Inc., each with a 50% interest (Assessor's Doc#1995-015576). On July 17, 2009 the property was granted to Davis Commercial LLC (Assessor's Doc#2009-096023). The property was transferred on February 28, 2018 to 2 Davis Court LLC, who are the current owners (Assessor's Doc#2018-014371).

Historical Resource Inventory for the City of Belmont

The Historical Resource inventory for the City of Belmont designates two levels of significance for an Historic Structure. These are, in descending order of importance: Landmark, and Historic Resource. The terms Landmark and Historic Resource are defined as:

Landmark. The term "landmark" shall mean a building or structure being the first, last, only or most significant of a type in a region, over fifty (50) years old, possessing tangible elements of important historical periods, persons, architecture, or use.

Historic resource. The term "historic resource" shall mean a building or structure over fifty (50) years old representative of a historic period or building type, but does not meet landmark standards. A historic resource is significant because it was present during the period of significance, and possesses historic integrity, architecture, or historic association reflecting its character at that time or is capable or yielding important information about the period.

The structure at 2 Davis Drive is not currently listed on the City of Belmont's Local Historical Resource Inventory. However, the subject structure is over 50 years of age and representative of an historic architectural style (International Modernism), and was designed by an architect of some regional importance. Although modifications have been made to the structure, is appears to retain much of its character from the time of its construction (1962). Thus the structure appears to minimally meet the definition of an Historic Resource for the City of Belmont.

California Register of Historic Resources Criteria

A cultural resource is considered "significant" if it qualifies as eligible for listing in the California Register of Historic Resources (CRHR). Properties that are eligible for listing in the CRHR must meet one or more of the following criteria:

1. Association with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Association with the lives of persons important to local, California, or national history;
3. Embodying the distinctive characteristics of a type, period, region, or method of construction, or representing the work of a master, or possessing high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A property may be automatically listed in the CRHR if it is formally determined eligible for the National Register of Historic Places. Properties that are formally determined eligible for the NRHP are those that are designated as such through one of the federal preservation programs administered by the California Office of Historic Preservation (i.e., the National Register, Tax Certification, and Section 106 review of federal undertakings).

The CRHR interprets the integrity of a cultural resource based upon its physical authenticity. An historic cultural resource must retain its historic character or appearance and thus be recognizable as an historic resource. Integrity is evaluated by examining the subject's location, design, setting, materials, workmanship, feeling, and association. If the subject has retained these qualities, it may be said to have integrity. It is possible that a cultural resource may not retain sufficient integrity to be listed in the National Register of Historic Places yet still be eligible for listing in the CRHR. If a cultural resource retains the potential to convey significant historical/scientific data, it may be said to retain sufficient integrity for potential listing in the CRHR.

The structure at 2 Davis Drive is not currently listed on the CRHR. In addition, it does not appear to be potentially eligible for listing in this register. The structure is not associated with significant historic events or persons, thus it does not appear to be eligible for listing under criteria 1 or 2. The structure is an example of the International Modernist style of architecture, however it is not a particularly noteworthy example of this style. The structure was designed by an architect of some regional significance (John S. Bolles), however it does not appear to be a significant example of his work. Thus the structure does not appear to be eligible for listing under criterion 3. In addition, the structure does not appear likely to yield important historical information. Thus it does not appear eligible for listing under criterion 4.

National Register Criteria

The National Register of Historic Places was first established in 1966, with major revisions in 1976. The register is set forth in 36 CFR 60 which establishes the responsibilities of the State Historic Preservation Officers (SHPO), standards for their staffs and review boards, and describes the statewide survey and planning process for historic preservation. Within this regulation guidelines are set forth concerning the National Register of Historic Places (36 CFR 60.6). In addition, further regulations are found in 36 CFR 63-66, 800, and Bulletin 15 which define procedures for determination of eligibility, identification of historic properties, recovery, reporting, and protection procedures. The National Register of Historic Places was established to recognize resources associated with the accomplishments of all peoples who have contributed to the country's history and heritage. Guidelines were designed for Federal and State agencies in nominating cultural resources to the National Register. These guidelines are based upon integrity and significance of the resource. Integrity applies to specific items such as location, design, setting, materials, workmanship, feeling, and association. Quality of significance in American history, architecture, archaeology, engineering and culture is present in resources that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet at least one of the following criteria:

a. that are associated with events that have made a significant contribution to broad patterns of our history;
b. that are associated with the lives of persons significant in our past;
c. that embody distinctive characteristics of type, period, or method of construction, or that represent the work of master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
d. that have yielded, or are likely to yield, information important in prehistory or history.

Integrity is defined in Bulletin 15: How to Apply the National Register Criteria for Evaluation, (U.S. Department of the Interior, National Park Service 1982) as:

> the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period. If a property retains the physical characteristics it possessed in the past then it has the capacity to convey association with historical patterns or persons, architectural or engineering design and technology, or information about a culture or peoples.

There are also seven aspects of integrity which are used. These aspects are:

1. location
2. design
3. setting
4. materials
5. workmanship
6. feeling
7. association

The structure at 2 Davis Drive is not currently listed on the National Register of Historic Places. In addition, the structure does not appear to be potentially eligible for listing in this register. The structure is not associated with significant historic events or persons, thus it does not appear to be potentially eligible for listing under criteria a or b. Although the structure is an example of the International Modernist style, it is not a noteworthy example of this style. It was designed by John S. Bolles, an architect of some regional significance, however it does not appear to be a significant example of his work. Thus it does not appear to qualify as potentially eligible under criterion c. The structure does not appear to be likely to yield information important in prehistory or history, thus it does not appear to qualify as potentially eligible under criterion d. In addition, the structure has lost some of its historic integrity due to modifications since its original construction.

Continued from B12:

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McAlester, V. and L. McAlester
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1990 The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings

US Department of the Interior
1982 Bulletin 15 - "How to Apply the National Register Criteria for Evaluation."

Whiffen, Marcus
1992 American Architecture since 1780, Revised Edition. The MIT Press, Cambridge Mass.



Photo 1: View of southern portion of the front façade



Photo 2: View of the northern portion of the front façade.



Photo 3: Oblique view of the front and northern façades.



Photo 4: Detail of "Ralston Park" signage at Ralston and Davis Dr.



Photo 5: View of 2nd story window on front façade.



Photo 6: View of the main entry on the front façade.



Photo 7: Detail of concrete block windbreak wall alongside the entry.



Photo 8: View along the northern portion of the front façade.



Photo 9: View down covered walkway along front façade.



Photo 10: Detail of crossing support beams between pillars.



Photo 11: View of the northeast corner, lower story.



Photo 12: View of the northeast corner, upper story.



Photo 13: View along the lower portion of the northern façade.

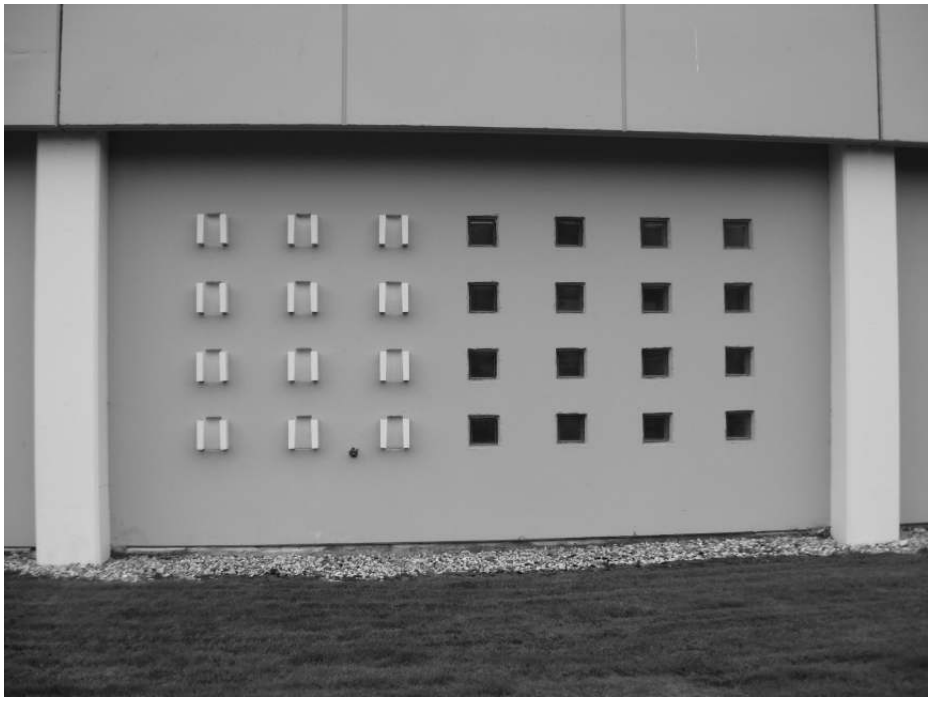


Photo 14: Detail of concrete and glass blocks on northern façade.



Photo 15: View of the eastern portion of the north façade.



Photo 16: View of the western portion of the north façade.



Photo 17: View along the rear façade.



Photo 18: View of the rear façade from the west.



Photo 19: View of the southern portion of the rear façade.



Photo 20: Detail of utility shed on rear façade.



Photo 21: Oblique view of the southern façade.



Photo 22: View of the western half of the southern façade.



Photo 23: View of the garage bay on the southern façade.



Photo 24: Detail of upper story window on the southern façade.



Photo 25: View of the southeast corner of the structure.



Photo 26: Detail of an inset glass block on the southern façade.



Photo 27: Interior view of front lobby area.



Photo 28: View of glass block partition.



Photo 29: View of metal and concrete stairs.



Photo 30: View of side room, note glass blocks.



Photo 31: View of the front plate glass windows from side room.

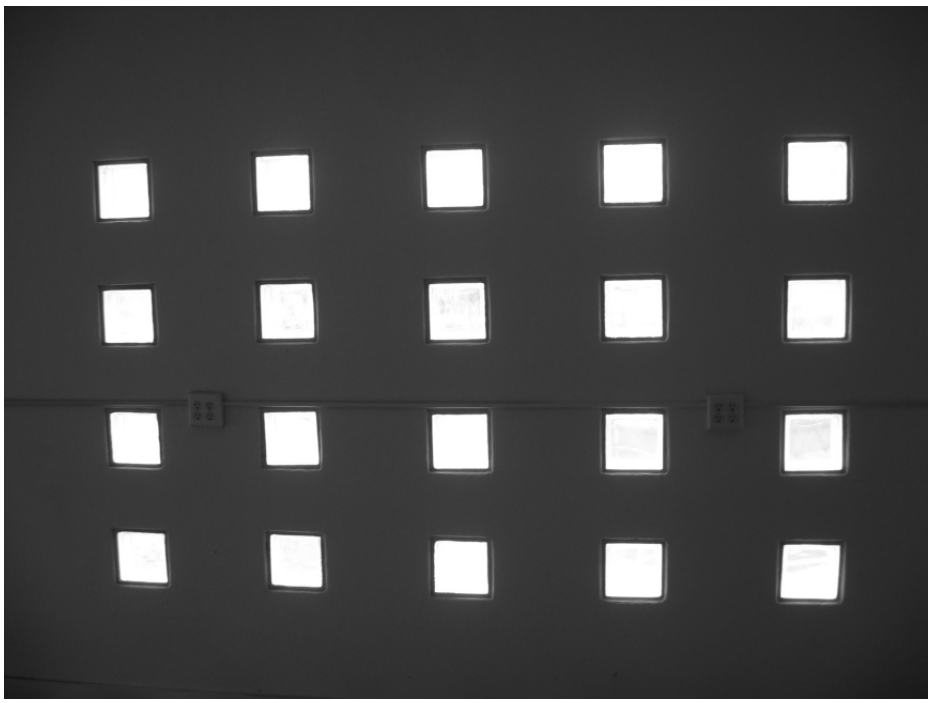


Photo 32: Detail of glass blocks in side room.



Photo 33: View of large warehouse area facing east.

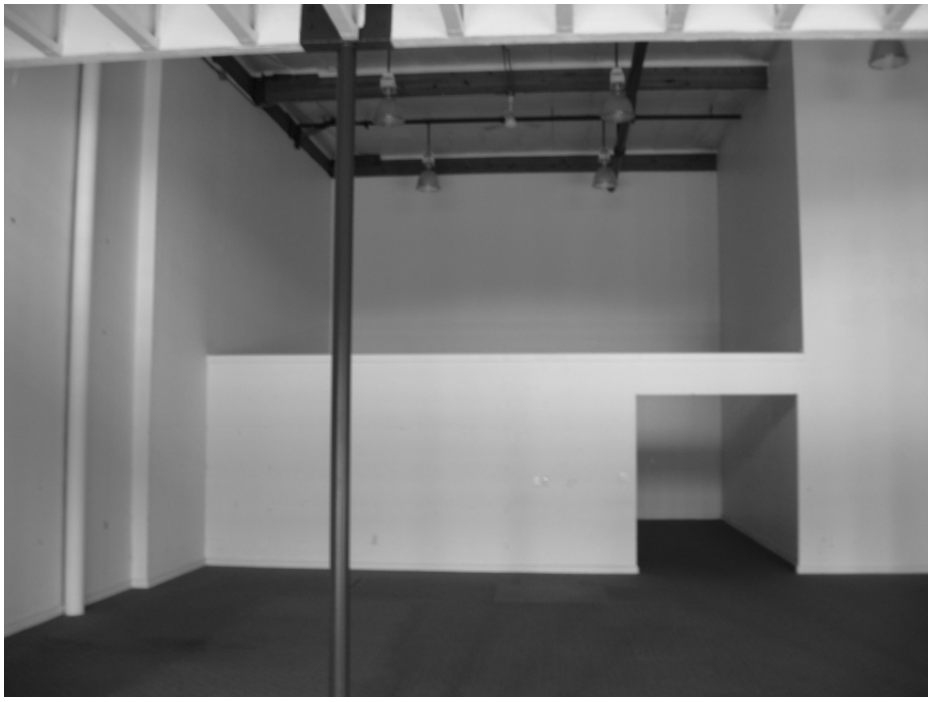


Photo 34: View of large warehouse area, facing west.



Photo 35: View of downstairs breakroom.



Photo 36: View of front entry office area.

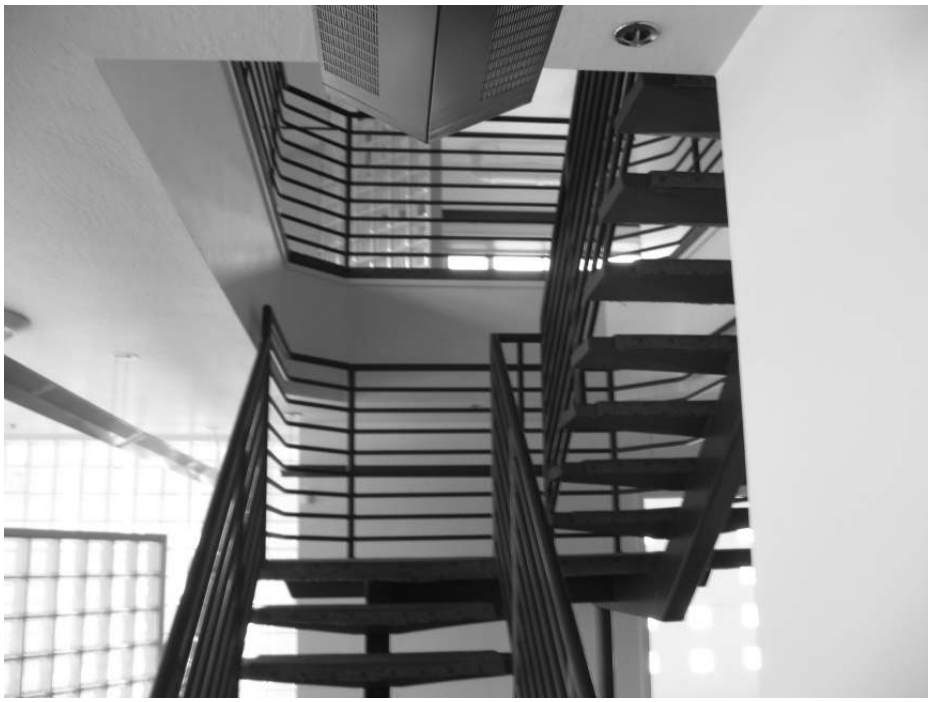


Photo 37: View up the stairway to 2nd floor.



Photo 38: View of 2nd floor conference room.



Photo 39: View of 2nd floor office area.



Photo 40: Another view of the 2nd floor office area.



Photo 41: View of upper portion of the warehouse area.



Photo 42: View of upstairs utility area.

APPENDIX F

TRANSPORTATION IMPACT ANALYSIS

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TRANSPORTATION IMPACT ANALYSIS

2 Davis Drive

PREPARED FOR:

2 DAVIS COURT, LLC
1720 El Camino Real
Suite 101 A
Burlingame, CA 94010

APRIL 2023 | FINAL

Prepared By:

Kimley»Horn

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- Project Trip Estimates i
- Vehicle Miles Traveled (VMT) Analysis i
- Project Deficiencies and Recommended improvements ii

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EXECUTIVE SUMMARY

The 2 Davis Drive Project ("Project"), is a proposed conversion of an existing 21,000-square foot warehouse building into a 77,525-square foot office building and a 16,000-square foot building pad for a future fire station at 2 Davis Drive in Belmont, California.

This traffic study was prepared to determine potential deficiencies related to the project based on standards and methodologies set forth by the City of Belmont (City). This study includes intersection evaluations during the AM and PM peak hour traffic conditions for fourteen (14) intersections. This study also addresses the potential transportation effects of the proposed project to assist the City with project planning and the identification of potential conditions of approval for the project.

It should be noted that the traffic study was initially finalized in November 2020 according to City's standards at that time. Since then, the City has adopted VMT thresholds in February 2021 which reflects changes to CEQA significant impact methodology. This report includes an updated VMT analysis based on the City's adopted thresholds.

PROJECT TRIP ESTIMATES

The number of project trips anticipated to be added to the roadway system surrounding the project was estimated using the data from *Trip Generation Manual, 11th Edition.* The existing warehouse trip utilized data for ITE Land Use 150 (Warehousing). A 15% trip reduction was applied to the proposed office trips to reflect the City's TDM requirement. The proposed office building utilized data for ITE Land Use 710 (General Office Building). The proposed project will generate a net new +110 trips in the AM peak hour and a net new +110 trips in the PM peak.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

As of July 1, 2020, the state of California has fully adopted a change in the CEQA significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743). The City adopted VMT threshold in February 2021, which is to have a VMT at least 15% less than the San Mateo Countywide average or 14.63 VMT per employee.

The VMT analysis was conducting to determine the average VMT per employee, as well as the total daily VMT for the Project. The average VMT per employee was estimated using the City/County Association of Governments (C/CAG) VMT Estimation Tool. The total daily VMT was calculated based on estimated number of employees based on the Project's daily trip generation and C/CAG VMT per employee estimate.

The VMT analysis found that the Project would result in an increase in total daily VMT from 344 to 5,496 VMT per day. The Project would also result in a decrease in VMT per employee from 24.6 to 19.7 VMT per employee. Although the project results in a decrease in VMT per employee, the Project's VMT per employee exceeds the City's threshold of 14.63 and would be a significant impact

Typically to mitigate VMT impacts, the Project will implement additional VMT reduction measure, however the C/CAG VMT Estimation Tool results show that the Project and its TDM program results in the maximum reduction VMT per employee possible of 19.70 and therefore there are no mitigation possible reduce the VMT any further. This results in a significant impact since the Project VMT will continue to exceed the City's threshold.

PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Pursuant to SB 743, LOS can no longer be used to determine project CEQA impact. However, LOS and other traffic analyses were conducted to determine the project's effect on the local traffic operation. These project deficiencies were determined by comparing conditions with the proposed project to those without the proposed project and other City TIS criteria. **Table E1** summaries project deficiencies and recommended improvements associated with the proposed project.

It should be noted that the recommended improvements are consistent with the Ralston Avenue Corridor Study, which was evaluated as part of the City's Nexus for the City's Transportation Impact Fee (TIF) which was adopted in November 2021, and the Project would pay its TIF fee.

Table E1 – Summary of Project Deficiencies and Recommended Improvements

Scenario	Deficiency #	Int #	Location	Deficiency Criteria	Recommended Improvement
Existing Plus Project	TRANS-1	2	Ralston Avenue and Sixth Avenue	Queuing	PASS Program (update traffic signal)
	TRANS-2	3	Ralston Avenue and South Road	LOS	Signalize intersection
	TRANS-3	5	Ralston Avenue and Chula Vista Drive	LOS Signal Warrant	Signalize intersection
	TRANS-4	6	Ralston Avenue and Notre Dame Avenue	Signal Warrant	Signalize intersection
	TRANS-5	7	Ralston Avenue and Alameda de las Pulgas	Queuing	PASS Program (update traffic signal)
	TRANS-6	8	Ralston Avenue and Cipriani Boulevard	LOS	Restripe southbound approach and extend eastbound left-turn storage
	TRANS-7	10	Ralston Avenue and Ralston Middle School Exit Driveway	LOS Signal Warrant	Signalize intersection at Ralston Avenue and Tahoe Drive
	TRANS-8	12	Ralston Avenue and Tahoe Drive	LOS	PASS Program (update traffic signal)
Cumulative Plus Project	TRANS-9	1	Ralston Avenue and El Camino Real	LOS Queuing	PASS Program (update traffic signal)
	TRANS-10	4	Ralston Avenue and Notre Dame University Driveway	LOS Signal Warrant	Signalize intersection
	TRANS-11	5	Ralston Avenue and Chula Vista Drive	LOS Signal Warrant	Signalize intersection
	TRANS-12	6	Ralston Avenue and Notre Dame Avenue	LOS Signal Warrant	Signalize intersection
	TRANS-13	7	Ralston Avenue and Alameda de las Pulgas	LOS Queuing	PASS Program (update traffic signal)
	TRANS-14	8	Ralston Avenue and Cipriani Boulevard	LOS	Restripe southbound approach and extend eastbound left-turn storage
	TRANS-15	10	Ralston Avenue and MS Exit	LOS Signal Warrant	PASS Program (update traffic at adjacent signals)
	TRANS-16	14	Ralston Avenue and Hallmark Drive	LOS Queuing	PASS Program (update traffic signal)

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) for a proposed office building located in the City of Belmont, California. The 2 Davis Drive Project ("Project") will convert the existing 21,000-square foot warehouse into a 77,525-square foot office building with a 16,000-square foot building pad for a future fire station on the southern portion of the site.

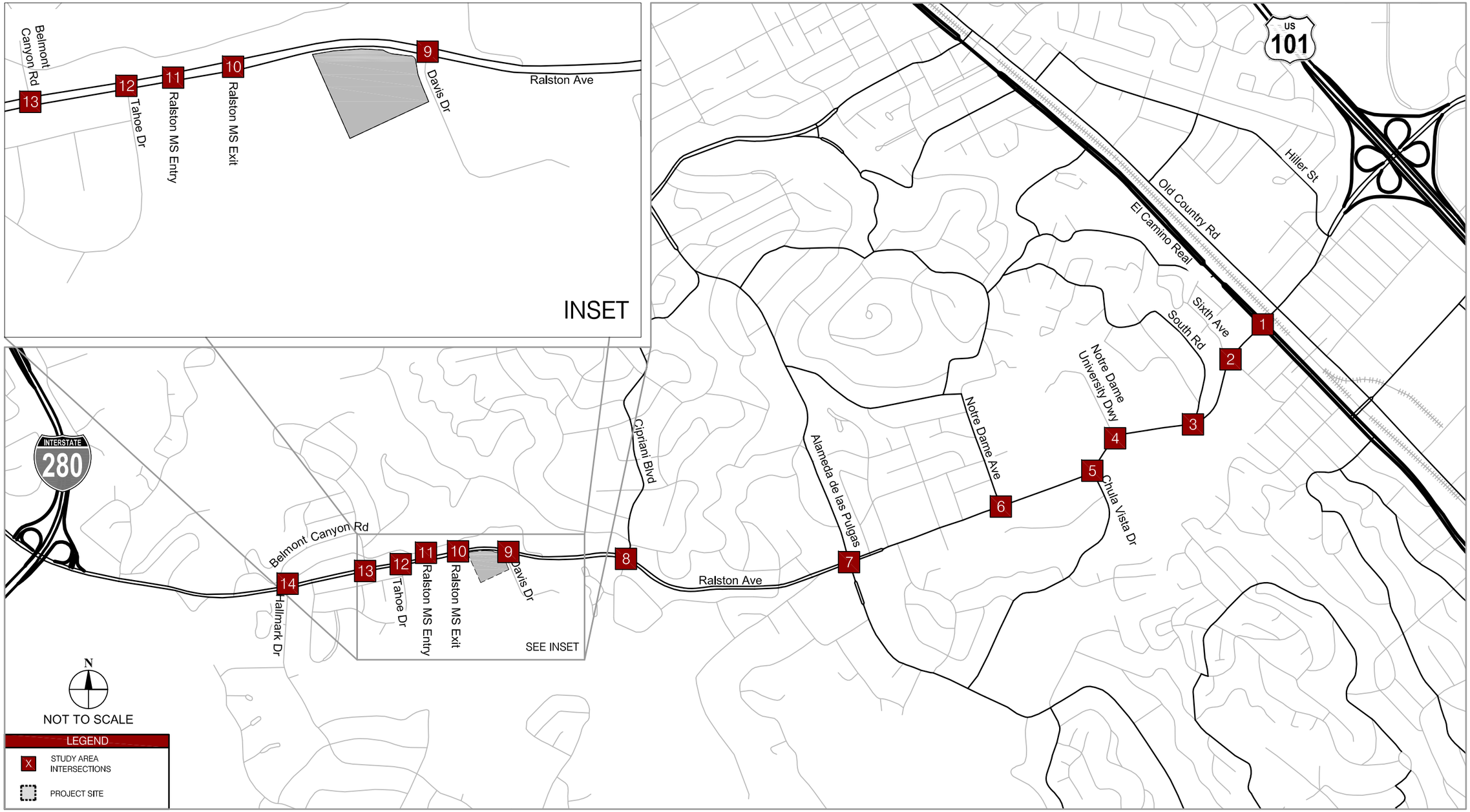
Figure 1 illustrates the location of the project site in relation to the adjacent roadway network. The Project is located on the southwest corner of the Ralston Avenue and Davis Drive intersection. The site would be accessed by an unsignalized driveway along Davis Drive for the office land use.

This traffic study was prepared to determine potential impacts and deficiencies related to the project based on standards and methodologies set forth by the City of Belmont (City). This study includes evaluations during the AM and PM peak hour traffic conditions for fourteen (14) intersections. This study also addresses the potential transportation effects of the proposed project to assist the City with project planning and the identification of potential conditions of approval for the project.

It should be noted that the traffic study was initially finalized in November 2020 according to City's standards at that time. Since then, the City has adopted VMT thresholds in February 2021 which reflects changes to CEQA significant impact methodology. This report includes an updated VMT analysis based on the City's adopted thresholds.

STUDY AREA

The proposed project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the proposed project, the following intersections in **Table 1** were evaluated. **Figure 1** illustrates the location of each intersection relative to the project site.



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197173001 APRIL 2023

FIGURE 1
PROJECT LOCATION AND STUDY INTERSECTIONS
2 DAVIS DRIVE TIA

Table 1: Study Intersections

#	Intersection
1	Ralston Avenue and El Camino Real
2	Ralston Avenue and Sixth Avenue
3	Ralston Avenue and South Road
4	Ralston Avenue and Notre Dame de Namur University Driveway
5	Ralston Avenue and Chula Vista Drive
6	Ralston Avenue and Notre Dame Avenue
7	Ralston Avenue and Alameda de las Pulgas
8	Ralston Avenue and Cipriani Boulevard
9	Ralston Avenue and Davis Drive
10	Ralston Avenue and Ralston Middle School Exit Driveway
11	Ralston Avenue and Ralston Middle School Entrance Driveway
12	Ralston Avenue and Tahoe Drive
13	Ralston Avenue and Belmont Canyon Road
14	Ralston Avenue and Hallmark Drive

VEHICLE MILES TRAVELED (VMT) ANALYSIS

As of July 1, 2020, the state of California has fully adopted a change in the CEQA significant impact methodology for transportation impacts to use VMT as opposed to level of service (LOS) via State Bill 743 (SB 743). The City adopted VMT threshold in February 2021.

METHODOLOGY

The VMT analysis was conducting using the City/County Association of Governments (C/CAG) VMT Estimation Tool. This tool estimates VMT based on project location, proposed land use, project characteristics, multimodal infrastructure, parking information and TDM program elements.

THRESHOLD

The City's CEQA VMT thresholds[1] is *"The VMT threshold for new development is 15% below the Countywide average. Before or after mitigation measures such as TDM tools, projects which generate a level of VMT which is at least 15% less than the San Mato Countywide average will be deemed to have no transportation impact per CEQA."*

The San Mateo County's VMT per employee is 17.21 and a 15% reduction from the baseline VMT would equal to 14.63 VMT per employee.

[1] City of Belmont, Resolution No. 2021- , https://belmont-ca.granicus.com/MetaViewer.php?view_id=2&event_id=801&meta_id=40726, Accessed December 2021

LOCAL TRAFFIC ANALYSIS

For informational purposes local traffic analysis was prepared to determine potential project deficiency related to the project based on standards and methodologies set forth by the City of Belmont (City). This section discusses the methodology and project deficiency criteria assumed for this traffic analysis.

TRAFFIC CONDITIONS

This TIA evaluates the following traffic scenarios:

- Existing Conditions – Based on current traffic counts (2018) and existing roadway geometry and traffic control.
- Existing Plus Project Conditions – Based on current traffic counts, existing roadway geometry and traffic control, plus traffic generated by the project and roadway modifications included in the project description.
- Cumulative (2035) Conditions – Based on future year traffic projections from pending projects within the City of Belmont and nearby cities and an annual growth rate was used to generate cumulative turning movement counts. The scenario includes roadway projects anticipated to be in place at the same time of the forecast horizon.
- Cumulative (2035) Plus Project Conditions – Based on Cumulative traffic projections and traffic generated by the project.

INTERSECTION LEVEL OF SERVICE

The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of service for this study were determined using methods defined in the *Highway Capacity Manual, 2000* (HCM) and appropriate traffic analysis software.

The HCM includes procedures for analyzing side street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 2** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

SIGNAL WARRANTS

Traffic signals may be justified when traffic operations fall below acceptable LOS standards and when one or more signal warrants are satisfied. Traffic volumes at the unsignalized study intersections were compared against the peak hour warrant in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD)[2]. *Traffic Signal Warrant #3 – Peak Hour Volume Warrant* is satisfied when traffic volumes on the major and minor approaches exceed thresholds for one hour of the day. The Peak Hour Warrant is generally the first warrant to be satisfied. Other warrants such as those for minimum vehicle volumes, interruption of continuous traffic, and traffic progression were not evaluated because they generally require higher traffic volumes to be satisfied.

[2] *California Manual on Uniform Traffic Control Devices,* (FHWA's MUTCD 2009 Edition, as amended for use in California), November 7, 2014

Table 2: Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Sources: Transportation Research Board, Highway Capacity Manual 2000, National Research Council, 2000.

INTERSECTION QUEUING

The effects of vehicle queuing were analyzed and the 95th percentile queue is reported for all study intersections. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic volumes will be less than or equal to the queue length determined by the analysis. This is referred to as the "95th percentile queue." Queues that exceed the turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. The 95th percentile queue length were determined using *HCM 2000* methodology within the *Synchro* software.

EXCLUSIVE TURN LANES

The number of exclusive left- and right- turn lanes at signalized intersection was determined using methods defined in HCM 2000. For exclusive left-turns, the number of lanes is based on the left turn volumes shown in **Table 3**.

Table 3: Turn Volume Requirements for Exclusive Left-turn Lanes at Signalized Intersections

Turn Lane	Minimum Turn Volume (veh/hr)
Single exclusive left-turn lane	100
Double exclusive left-turn lane	300

Source: Transportation Research Board, Highway Capacity Manual 2000

Exclusive right-turn lanes should be considered if the right-turn volume exceeds 300 vehicles per hour and the adjacent mainline volume exceeds 300 vehicles per hour.

PROJECT DEFICIENCY CRITERIA

Project deficiencies are determined by comparing conditions with the Project to those without the Project. Potential project deficiencies for intersections are created when traffic from the Project meets at least one criteria associated with A) Intersection Level of Service or B) Intersection (non-LOS and delay criteria). In addition, the project may potentially have project deficiencies if any of the criteria listed associated with C) Project-level Impacts.

C/CAG Congestion Management Program (CMP)

The City/County Association of Governments of San Mateo County (C/CAG) *Land Use Impact Analysis Program Policy*[3] was adopted in 2000 and updated in 2004/05 and 2018/19. This policy established a countywide threshold of 100 added peak hour trips when determining if any San Mateo County Congestion Management Program (CMP) roadway facilities should be included as part of the TIA. The proposed project will generate a net new +95 and +85 in the AM and PM peak hour, respectively. This does not meet the 100 peak hour trip threshold, therefore no CMP roadway facilities were included in the analysis.

It should be noted that C/CAG is in the process of update this policy to refine the TDM requirements portion of this policy. C/CAG released its *TDM Policy Draft Implementation Guide* in March 2021.

City of Belmont

Project deficiencies are determined by comparing conditions with the Project to those without the Project. Project deficiencies for intersections are created when traffic from the Project meets at least one criteria associated with A) Intersection Level of Service or B) Intersection (non-LOS and delay criteria). In addition, the project may cause project deficiencies if any of the criteria listed associated with C) Project-level Impacts.

A) Intersection Level of Service and Delay

According to the project deficiencies criteria documented in the City's Traffic Impact Study Guidelines[4], for the Project to create a project deficiency the Project condition would need to meet the criteria listed in either **Table 4** or **5** for signalized and unsignalized intersections, respectively. It should be noted that these guidelines are more stringent than surrounding jurisdictions' criteria, which simply cite an overall LOS standard with potential incremental criteria for cases where the base case is worse than LOS D only.

Signalized Intersections

For signalized intersections, a project may produce a potential project deficiency with acceptable existing or Base Case operation if the delay threshold listed in **Table 4** are exceeded. LOS and delay apply to the entire intersection.

Unsignalized Intersections

For unsignalized intersections, the City's Guidelines have different criteria for all-way stop controlled intersections and side-street stop-controlled intersections.

For all-way stop controlled intersections, Project traffic would have a potential project deficiency if:

[3] *Guidelines For Implementing the Land Use Component of the Congestion Management Program,* C/CAG, January 2018

[4] *City of Belmont Guidelines for Traffic Impact Studies*, City of Belmont, August 2014

- Project traffic degrades operation of the intersection from acceptable conditions to poorer than LOS D operation.
- If the existing or Base Case (without Project) operation of an all-way-stop intersection is already worse than LOS D, Project related traffic would result in a project deficiency if the delay or volume thresholds listed in **Table 5** are exceeded.
- Project traffic may also produce a potential project deficiency with acceptable existing or Base Case operation if the delay threshold listed in **Table 5** are exceeded.

Table 4: Project Deficiency Criteria for Signalized Intersections

If the base case (without project) LOS is:	Then the existing control delay is:	The project deficiency is considered potentially significant if the increase in control delay associated with the project is:	And the demand to capacity ratio (v/c) increased by more than:
A	10 seconds or less	10 seconds	0.02
B	10.1 to 20.0 seconds	10 seconds	0.02
C	20.1 to 35.0 seconds	7.5 seconds	0.02
D	35.1 to 55.0 seconds	4 seconds	0.01
E	55.1 to 80.0 seconds	4 seconds*	0.01
F	Greater than 80 seconds	4 seconds*	0.01

*A project deficiency is considered if 35 or more project trips are added to an intersection operating at LOS E or 20 or more project trips added to an intersection operating at LOS F.

Table 5: Project Deficiency Criteria for Unsignalized Intersections

If the existing or base case (without project) LOS is:	Then the existing average control delay experienced by all drivers entering the intersection is:	The project deficiency is considered potentially significant if the average control delay associated with the project is:
A	10 seconds or less	10 seconds
B	10.1 to 15.0 seconds	5 seconds
C	15.1 to 25.0 seconds	5 seconds
D	25.1 to 35.0 seconds	4 seconds
E	35.1 to 50.0 seconds	4 seconds*
F	Greater than 50 seconds	4 seconds*

*A project deficiency is considered if 25 or more project trips are added to an intersection operating at LOS E or 15 or more project trips are added to an intersection operating at LOS F.

For side street stop-controlled intersections, Project traffic would have a potential project deficiency if:

- Project traffic degrades operation of stop sign controlled approaches and/or turn movements at a side street stop-controlled intersection from acceptable conditions to poorer than LOS D operation (greater than 35 seconds of average control delay).
- If the existing or Base Case (without Project) operation of the stop sign controlled approach or movement is already worse than LOS D (35 seconds control delay), Project-related traffic would result in a project deficiency if the delay or volume thresholds listed in **Table 5** are exceeded.
- Project traffic may also produce a potential project deficiency with acceptable existing or Base Case operation if the delay threshold listed in **Table 5** are exceeded.

B) Intersection Non-Level of Service and Delay

Signal Warrants

The project would have a project deficiency if:

- The project traffic causes an intersection to meet or exceed Caltrans signal warrant criteria.
- For locations where Base Case volumes already exceed signal warrant criteria levels, traffic increases the demand to capacity ratio (V/C) by 0.01.

Turn Lanes

The project would have a project deficiency if:

- The project traffic increases volumes to a level meeting or exceeding criteria for provision of a right or left turn lane on an intersection approach.
- For locations where the Base Case volumes already exceed turn lane warrant criteria levels, project traffic increases peak hour volumes by more than 1 percent.

Sight Lines

The project would have a project deficiency if the project creates an unsignalized intersection or the project adds to an existing unsignalized intersection approach that does not have adequate sight lines based upon Caltrans criteria for state highway intersection and/or criteria for City roadway intersections.

Vehicle Queues

The City's criteria states that there would be a project deficiency if:

- Project traffic creates vehicle queues exceeding turn lane capacity or causes problematic back-ups of traffic on driveways or roadways on or off the Project site.
- For locations where the Base Case volumes already create vehicle queues exceeding turn lane capacity, there would be a project deficiency where Project traffic increases vehicle queues by 1 percent.

C) Project-Level Impacts

On-site Roads and Frontage Improvements

The project would have a project deficiency if the project on-site circulation would not meet the City's minimum standard for roadway or driveway design, or, in the opinion of the registered traffic engineer conducting the study, result in safety hazard to pedestrians, bicyclists, or vehicles.

Parking

The project would have a project deficiency if the proposed on-site vehicle or bicycle parking supply would not be adequate to accommodate parking demand based upon City Code criteria.

Emergency Access

The project would have a project deficiency if the project site would have inadequate emergency access.

Policies and Plans

The project would have a project deficiency if the project would conflict with adopted policies, plans, or programs.

Road Hazards

The project would have a project deficiency if the project substantially increases hazards to pedestrians, bicyclists, or vehicles due to design features (e.g. sharp curves or dangerous intersection) or incompatible uses.

REPORT ORGANIZATION

The remainder of the report is divided into the following chapters:

- Chapter 2: Existing Conditions – describes existing conditions on the roadway network, transit system, pedestrian facilities, and bicycle facilities.
- Chapter 3: Project Description – describes the proposed project, trip generation
- Chapter 4: Vehicle Miles Traveled (VMT) Analysis – describes vehicle miles traveled VMT analysis
- Chapter 5: Level of Service Analysis – describes level of service analysis results.
- Chapter 6: Additional Traffic Significance Criteria Analysis – describes results for intersection non-level of service and delay significant criteria such as signal warrants, turning lane warrants, and intersection vehicle queuing.
- Chapter 7: Site Access and Circulation – describes site access and internal circulation for the project.
- Chapter 8: Summary of Project Impact and Deficiencies – summarizes potential project impacts and deficiencies of the proposed project and recommended improvements.

2. EXISTING CONDITIONS

This chapter describes the existing conditions of the roadway network, transit service, pedestrian facilities, and bicycle facilities within the vicinity of the project site. The chapter also presents existing turning movement volumes and intersection levels of service.

EXISTING ROADWAY NETWORK

This section provides a description of the specific roadways included in this study.

ALAMEDA DE LAS PULGAS

Alameda de las Pulgas is a two-lane, north-south arterial serving residential areas north and south of Ralston Avenue. South of Ralston Avenue, Alameda del Las Pulgas provides access to Carlmont High School, Tierra Linda Middle School and San Carlos Charter Learning Center. Alameda de las Pulgas has bike lanes south of Carlmont Drive. The posted speed limit on Alameda de las Pulgas is 25 mph north of Ralston Avenue and 30 mph south of Ralston Avenue.

BELMONT CANYON ROAD

Belmont Canyon Road is a two-lane local street serving residential areas north of Ralston Avenue. The posted speed limit is 25 mph.

CHULA VISTA DRIVE

Chula Vista Drive is a two-lane major collector serving residential areas south of Ralston Avenue. The posted speed limit is 25 mph.

CIPRIANI BOULEVARD

Cipriani Boulevard is a two-lane major collector serving residential areas north and south of Ralston Avenue. The posted speed limit is 25 mph.

DAVIS DRIVE

Davis Drive is a two-lane local roadway serving several office buildings south of Ralston Avenue and Crystal Springs Upland Middle School. The roadway has no outlet but contains two cul-de-sac turnaround points. A sidewalk currently exists along the eastern side of Davis Drive connecting Ralston Avenue to the inner-most cul-de-sac for pedestrian access. The speed limit is 25 mph. The project's driveway will be on Davis Drive.

EL CAMINO REAL

El Camino Real is a four-lane divided north-south arterial road that runs parallel to US-101. The roadway mostly serves commercial uses within the study area. The Belmont Caltrain station is located at the northeast corner of the El Camino Real and Ralston Avenue intersection. The posted speed limit is 35 mph.

HALLMARK DRIVE

Hallmark Drive is a two-lane, north-south major collector roadway servicing residential areas and Fox Elementary School south of Ralston Avenue. The posted speed limit is 30 mph.

NOTRE DAME AVENUE

Notre Dame Avenue is a two-lane, north-south major collector serving residential areas north of Ralston Avenue. Notre Dame Avenue also provides access to Notre Dame Elementary School. The posted speed limit is 25 mph.

NOTRE DAME DE NAMUR UNIVERSITY DRIVEWAY

Notre Dame University Road is a two-lane local street, which provides access to Notre Dame de Namur University. The posted speed limit is 25 mph.

RALSTON AVENUE

Ralston Avenue is a four-lane, east-west arterial connecting SR-92 in the west to US-101 in the east. Ralston Avenue has a two-way left turn lane (TWLTL) between Alameda de las Pulgas and South Road. The roadway serves residential areas west of Sixth Avenue and commercial areas east of Sixth Avenue. Ralston Middle School is located along the south frontage of Ralston Avenue between Davis Drive and Tahoe Drive. Between Alameda de las Pulgas and SR-92 there is a steep uphill grade in the westbound direction. The posted speed limit on Ralston Avenue is 30 mph east of Alameda de las Pulgas and 40 mph to the west.

SIXTH AVENUE

Sixth Avenue is a two-lane collector street, serving residential areas north of Ralston Avenue and city offices and commercial areas south of Ralston Avenue. The posted speed limit is 25 mph.

SOUTH ROAD

South Road is a two-lane local street, serving residential areas north of Ralston Avenue. The posted speed limit is 25 mph.

TAHOE DRIVE

Tahoe Drive is a two-lane local street serving residential areas south of Ralston Avenue and is west of Ralston Middle School. The posted speed limit is 25 mph.

EXISTING TRANSIT FACILITIES

SamTrans and Caltrain provide transit services within Belmont and other cities in the region. The existing transit services within the study area are described in this section. **Table 6** provides a summary of the existing transit service in the study area.

Table 6: Existing Transit Service

Route	From	To	Weekdays			Weekends	
			Operating Hours[1]	Headway[2] (minutes)		Operating Hours[1]	Headway[2] (minutes)
				Peak	Mid-day		
SamTrans Services							
60	Ralston Middle School	Bridget Parkway and Bowsprit Drive	6:50 AM to 8:00 AM & 12:35 PM to 3:20 PM[3]	-	-	No weekend service	-
67	Ralston Middle School	Bridge Parkway and Bowsprit Drive	7:00 AM to 7:50 AM & 12:45 PM to 4:00 PM[3]	-	-	No weekend service	-
68	Ralston Middle School	Wessex Way and Hiller Street	7:55 AM to 8:00 AM & 12:35 PM to 2:25 PM[3]	-	-	No weekend service	-
260	San Carlos Caltrain Station	College of San Mateo	6:20 AM to 6:50 PM	60	60	8:40 AM to 8:00 PM	60

Notes:
[1] Operating Hours rounded to the nearest 5 minutes for weekdays and weekends.
[2] Headways are defined as the time between transit vehicles on the same route. Listed headways are the modes of the headways and rounded to the nearest 5 minutes.
[3]School route that consist of 2-3 buses during morning drop-off and 2-3 buses during afternoon dismissal. Operating hours may have a different schedule on Wednesdays.
Source: SamTrans (September 2021)

SAMTRANS

SamTrans provides transit services within Belmont and San Mateo County. Within the vicinity of the Project, there are four transit lines that operate along Ralston Avenue. The four routes are described below:

Route 60 operates between Ralston Middle School and the intersection of Bridge Parkway and Bowsprit Drive, with an interim stop at Carlmont High School. The route runs along Ralston Avenue, Cipriani Boulevard, Notre Dame Avenue, Alameda de las Pulgas and El Camino Real within the study area. The route operates only on Belmont-Redwood Shores Elementary School District school days from 6:52 AM to 7:58 AM and from 3:13 PM to 4:03 PM on Mondays, Tuesdays, Thursdays, and Fridays and from 6:52 AM to 7:58 AM and from 12:36 PM to 1:18 PM on Wednesdays. The nearest bus stop to the project site is at the intersection of Ralston Avenue and Davis Drive.

Route 67 operates between Ralston Middle School and the intersection of Bridge Parkway and Bowsprit Drive. The route runs along Ralston Avenue within the study area. The route operates only on Belmont-Redwood Shores Elementary School District school days from 7:03 AM to 7:49 AM on Mondays through Fridays, from 12:44 PM to 1:25 PM on Wednesdays, and from 3:17 PM to 3:58 PM on Mondays, Tuesdays, Thursdays and Fridays. The nearest bus stop to the project site is at the intersection of Ralston Avenue and Davis Drive.

Route 68 operates between Ralston Middle School and Wessex Way and Hiller Street. The route runs along Ralston Avenue, Cipriani Boulevard, and Notre Dame Avenue within the study area. The route operates only on Belmont-Redwood Shores Elementary School District school days from 7:29 AM to 8:00 AM on Mondays through Fridays, from 12:37 PM to 1:08 PM on Wednesdays and from 3:15 PM to 3:48 PM on Mondays through Fridays. The nearest bus stop to the project site is at the intersection of Ralston Avenue and Davis Drive.

Route 260 operates between the San Carlos Caltrain station and the College of San Mateo. The route runs along Ralston Avenue within the study area. The route operates on weekdays from 6:21 AM to 6:49 PM on a frequency of 60- minute headways. On Saturdays, the route operates from 8:43 AM to 8:07 PM on a frequency of 60- minute headways. The nearest bus stop to the project site is at the intersection of Ralston Avenue and Davis Drive.

CALTRAIN

Caltrain provides transit services between San Jose and San Francisco. In Belmont, the Belmont Caltrain station is located at the intersection of El Camino Real and Ralston Avenue. During the AM peak (7-9 AM), northbound trains to the San Francisco Caltrain Station include two local (107 and 109) and two limited-stop (301 and 303) trains and southbound trains to Diridon Station in San Jose include two local (106 and 108) and two limited-stop (302 and 304) trains. During the PM peak (4-6 PM), northbound trains include two local (125 and 127) and two limited-stop (309 and 311) trains and the PM peak southbound trains include two local (124 and126) and three limited-stop (308, 310, and 312)trains. Riders on Caltrain may transfer to SamTrans route 260.

EXISTING PEDESTRIAN FACILITIES

Sidewalks and crosswalks are mostly provided throughout the study area in Belmont to allow for pedestrians to access nearby transit stops, residential uses, and commercial uses. However, there are gaps in the pedestrian facilities along the north side of Ralston Avenue between Hallmark Drive.

EXISTING BICYCLE FACILITIES

There are multiple existing bikeway facilities in Belmont. Class I bicycle facilities are multi-use paths, Class II bicycle facilities are defined as bike lanes, Class III bicycle facilities are bike routes, and Class IV bicycle facilities are separated bikeways.

There are no designated Class I multi-use paths located within the Project study area, however the Ralston Avenue Bike Trail is located adjacent to State Route 92. The trail begins south of Ralston Avenue at Hallmark Drive and runs south connecting to a Class II bike lane on Cañada Road.

Class II bike lanes are located within the Project study area on Ralston Avenue and on Alameda de las Pulgas. On Ralston Avenue, bike lanes are located on the north side of the roadway between Pullman Avenue and Cipriani Boulevard and on both sides of the roadway between Villa Avenue and South Road. On Alameda de las Pulgas bike lanes are located on both sides of the roadway between Carlmont Drive and Cranfield Avenue.

Class III bike routes are located within the project study area on Cipriani Boulevard, Notre Dame Avenue, and Ralston Avenue. On Cipriani Boulevard, bike routes are located between Prindle Road and Alameda Del Las Pulgas. On Notre Dame Avenue, bike routes begin at Ralston Avenue and terminates at Abor Avenue. On Ralston Avenue, bike routes are located between El Camino Real and South Road.

There are currently no Class IV separated bikeways within Belmont.

EXISTING IMPROVEMENT FUNDING AND PLANS

C/CAG TRANSPORTATION DEMAND MANAGEMENT POLICY

As mentioned previously, C/CAG is updating its TDM policy and released the draft *TDM Policy Approach Document* and *TDM Policy Draft Implementation Guide* in March 2021. These documents present new thresholds for implementing TDM program of 100 average daily trips (ADT). These documents also provide guidance relating to required and recommended TDM measures and, monitoring procedure.

TRANSPORTATION IMPACT FEE (TIF)

The collection of the transportation impact fee (TIF) from new development will help fund City infrastructure improvement projects that will mitigate the negative impacts caused by new development on the city's transportation system. In November 2020, the City adopted new TIF for residential and non-residential development projects. These fees were established based on a Nexus study, conducted by Kittelson & Associates, which calculated fees based on future growth and planned improvements identified in the General Plan, Belmont Village Specific Plan, City of Belmont Comprehensive Pedestrian and Bicycle Plan, and the Ralston Avenue Corridor Study and Improvement Plan.

RALSTON CORRIDOR STUDY AND IMPROVEMENT PLAN (RCS)

The Ralston Corridor Study and Improvement Plan (RCS) was approved by the City Council on August 26, 2014 and is intended to address existing and future impacts and constraints along the Ralston Avenue corridor. The RCS requires that any determination the City makes regarding appropriate traffic mitigation measures for a development project along the Ralston Avenue corridor should be consistent with the RCS.

All the Project's study intersections are within the study area of the RSC. Below is a summary of preferred improvements within the study area:

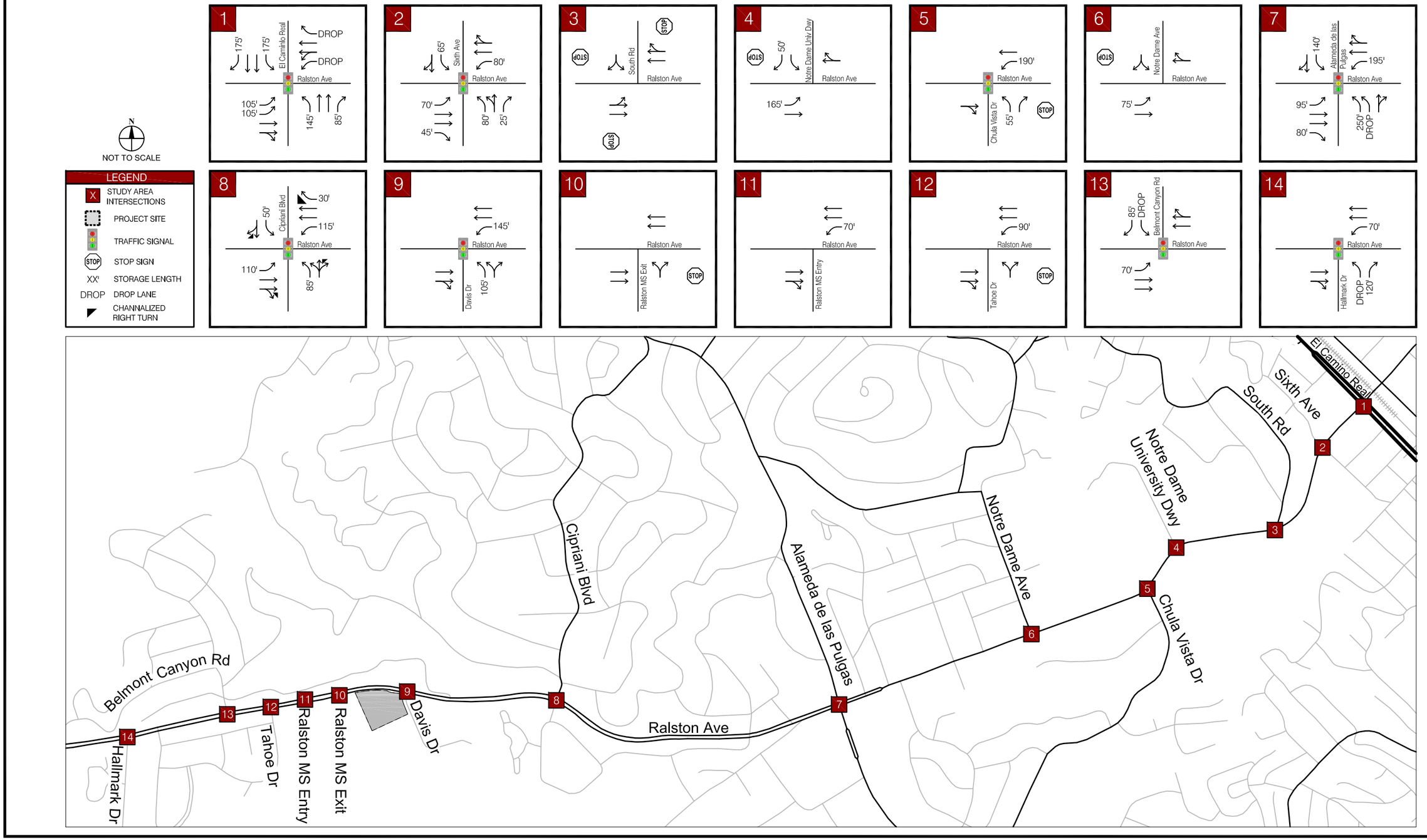
- Pedestrian Crossing Improvements
    - Improve crossing times at signalized intersection
    - Improve crossing visibility
- Sidewalk Improvements
    - Sidewalk rehabilitation
    - Widen sidewalk on south side of Ralston between El Camino Real and 6th Avenue and between Pullman Avenue and Ralston Middle School Exit Driveway
    - Construct sideway on north side of Ralston between Davis Drive and Tahoe Drive and on the south side between Ralston Middle School Exit Drive and Tahoe Drive
- Bikeway Improvements
    - Install bicycle lane between Twin Pines Lane and Alameda de las Pulgas
    - Install wayfinding signage for bicycle routes
- Intersection Improvements
    - Update signal timing and coordination
    - Construct roundabout at Notre Dame de Namur
    - Construct traffic signal at South Road, Notre Dame Avenue, and Tahoe Drive

EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Existing intersection lane configuration and traffic controls are illustrated in **Figure 2**. **Table 7** lists the existing traffic control for each study intersection.

Table 7: Study Intersection and Traffic Control

#	Intersection	Existing Traffic Control	Future Traffic Control
1	Ralston Avenue and El Camino Real	Signal	Signal
2	Ralston Avenue and Sixth Avenue	Signal	Signal
3	Ralston Avenue and South Road	AWSC	Signal
4	Ralston Avenue and Notre Dame de Namur University Driveway	SSSC	SSSC
5	Ralston Avenue and Chula Vista Drive	SSSC	SSSC
6	Ralston Avenue and Notre Dame Avenue	SSSC	SSSC
7	Ralston Avenue and Alameda de las Pulgas	Signal	Signal
8	Ralston Avenue and Cipriani Boulevard	Signal	Signal
9	Ralston Avenue and Davis Drive	Signal	Signal
10	Ralston Avenue and Ralston Middle School Exit Driveway	SSSC	SSSC
11	Ralston Avenue and Ralston Middle School Entrance Driveway	Yield	Signal
12	Ralston Avenue and Tahoe Drive	SSSC	Signal
13	Ralston Avenue and Belmont Canyon Road	Signal	Signal
14	Ralston Avenue and Hallmark Drive	Signal	Signal



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FIGURE 2
EXISTING LANE GEOMETRY AND TRAFFIC CONTROL
2 DAVIS DRIVE TIA

EXISTING PEAK-HOUR TURNING MOVEMENT VOLUMES

Weekday intersection turning movement volumes for study intersections were collected in May 2018. Volumes were collected during the AM (7:00-9:00 AM) peak period and PM (4:00-6:00 PM) peak period on a weekday when local schools were in session. Intersection volume data sheets for all traffic counts are provided in the **Appendix**.

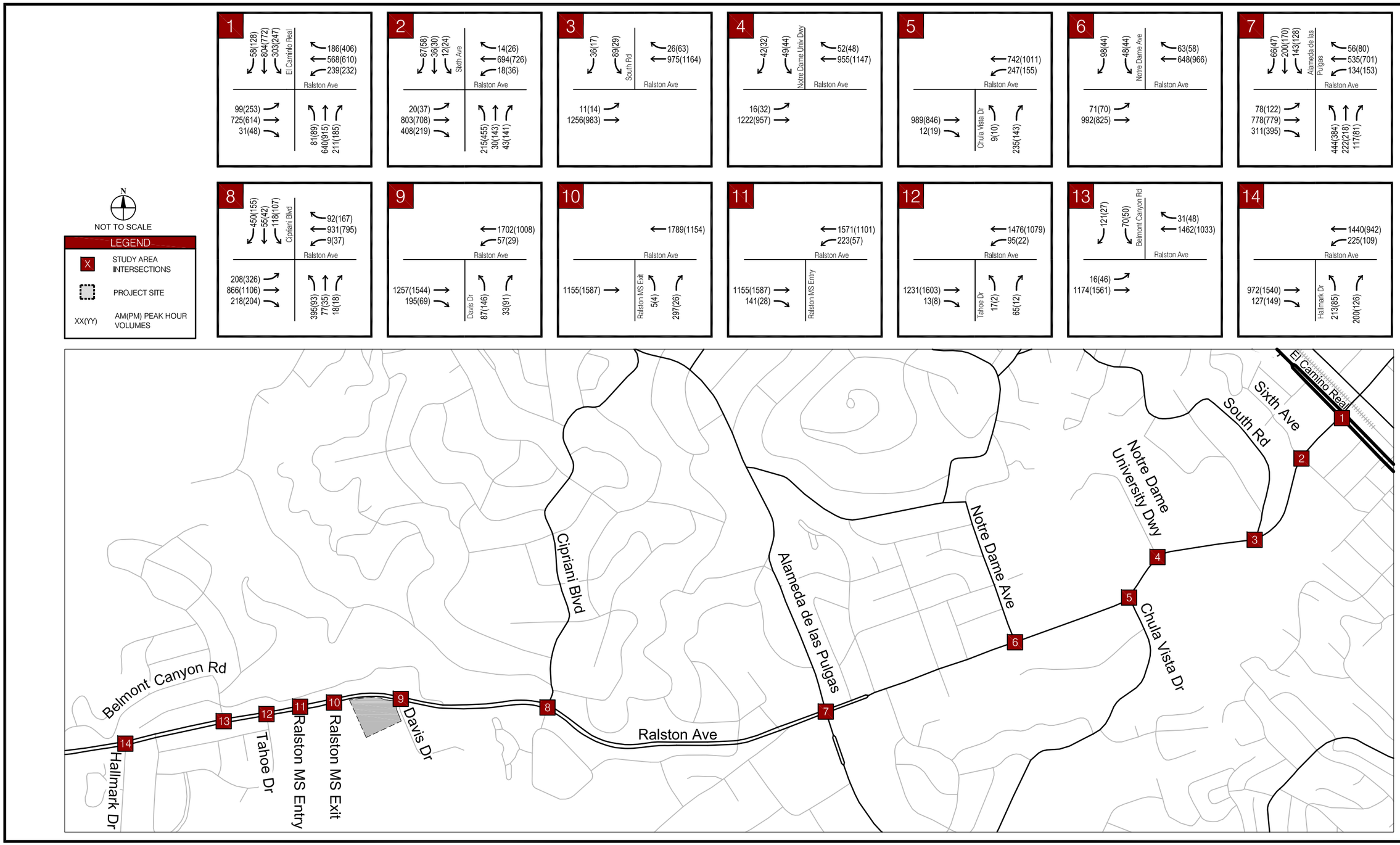
Volumes at adjacent study intersections with no mid-block driveways were balanced. The volume adjustments from the volume balancing were conservatively completed by increasing the lower volume to match the higher volume. Peak hour turning movement volumes are shown in **Figure 3**.

FIELD OBSERVATIONS

Field observations were conducted in May 2018 to qualitatively confirm existing intersection LOS results with conditions in the field. Overall, the study intersections were observed to operate similarly to the calculated LOS. Below are existing field observations that should be noted.

Ralston Avenue and South Road: Construction work was observed at this intersection. The construction activities consisted of installing curb ramps on the north side of the intersection as well as installing traffic signal poles and equipment. All roadway lanes were open to traffic during the peak hours and did not appear to affect the operation at the intersection. The intersection was assumed to be signalized for Cumulative conditions.

Ralston Avenue and Tahoe Drive: It was observed there were signs indicating intersection improvements for late summer or early fall. The intersection improvements were assumed to be the planned signalization of the intersection, which was assumed under Cumulative conditions.



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FIGURE 3
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES
2 DAVIS DRIVE TIA

3. PROJECT DESCRIPTION

This chapter presents a description of the proposed site use, trip generation, trip distribution, and trip assignment.

PROPOSED SITE USE

The proposed project is located at the southwest corner of Davis Drive and Ralston Avenue. The site is currently occupied by an existing 21,000-square foot warehouse and will be replaced with the proposed 77,525-square foot office building and a 16,000-square foot building pad for a future fire station which will be developed separately from the office building. The site will be accessible using an unsignalized driveway along Davis Drive. **Figure 4** illustrates the site plan for the proposed project, dated September 2019.

In addition, the project will construct an exclusive eastbound right-turn lane at Intersection # 9 – Ralston Avenue and Davis Drive.

TRIP GENERATION

Trip generation for projects is typically calculated based on information contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation, 11th Edition*.[5] The manual is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed projects.

A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site and therefore, a single visitor to a site is counted as two trips.

For purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed project are estimated for the AM peak hour (the highest hour between the hours of 7:00 AM and 9:00 AM), and for the PM peak hour (the highest hour between 4:00 PM and 6:00 PM) on a typical weekday.

For estimating trips for the existing warehouse, data for ITE Land Use 150 (Warehousing) was used, while trips associated for the proposed office building utilized data for ITE Land Use 710 (General Office Building). The selection utilizing the average rate or fitted curve equation for calculation was determined based on criteria from ITE *Trip Generation Handbook, 3rd Edition*, which is based on number of data points and R^2 value for the fitted curve[6]. A 15% TDM reduction was applied to proposed trips to reflect the City's TDM requirement. The TDM plan is provided in the **Appendix**.

Table 8 presents the overall trip generation for the proposed project. The proposed project will generate a net new +110 trips in the AM peak hour and a net new +110 trips in the PM peak hour. Trip generation calculation sheets are provided in the **Appendix**.

[5] *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.
[6] Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineering, 2017

Table 8: Project Trip Generation

	ITE Land Use Code	Land Use	Size	Units	Daily Trips	AM Peak			PM Peak		
						Total	In	Out	Total	In	Out
Existing	150	Warehousing	21.000	KSF	72	4	3	1	4	1	3
Proposed	710	General Office Building	77.525	KSF	930	134	118	16	134	23	111
	TDM Reduction (15%)				-140	-20	-18	-2	-20	-3	-17
	Total Project Trips				790	114	100	14	114	20	94
Net New Trips					**718**	**110**	**97**	**13**	**110**	**19**	**91**

Note
(1)Trip generation data from ITE Trip Generation Manual, 11th Edition, 2021.
(2) Existing warehouse (ITE LU 150) used fitted equation for Daily trips and average rates for AM and PM trips.
Daily: T = 1.58(X) + 38.29
Average AM Peak Hour Rate: 0.17 (77% In, 23% out)
Average PM Peak Hour Rate: 0.18 (28% In, 72% out)
(3) Proposed office building (ITE LU 710) used following fitted equations:
Daily: Ln(T) = 0.87Ln(X) + 3.05
AM Peak: Ln(T) = 0.86Ln(X) + 1.16 (88% in, 12% out)
PM Peak: Ln(T) = 0.83Ln(X) + 1.29 (17% in, 83% out)

FIRE STATION

Even though the fire station will be developed separately from the proposed project, it is anticipated that trips from the fire station would be minimal based on information on existing fire stations within the Belmont San Mateo Foster City Fire Department[7]. It also assumed that majority trips generated by the fire station expected to occur outside the AM and PM peak periods.

In 2019, the number of personnel at each fire station varied from 3-8 people[8]. Taking a conservative approach, it was assumed that 8 personnel would be stationed at the proposed fire station which would equate to equate to 16 trips (8 inbound and 8 outbound trips) when shifts changes occur. In 2019, the two fire stations in Belmont responded to a total of 2,706[7]calls. It is assumed that the future fire station would handle a third of the existing response or 902 responses, which equate to roughly 3 emergency response calls per day (or 6 round trips). To be conservative, the number of emergency response call trips was rounded up to 10 daily trips. Lastly, it was assumed that 10 non-emergency trips would be made during the day. These trips would include the trips for getting groceries, attending school educational events or meetings, etc. Overall, a total of 36 daily trips were assumed for the fire station.

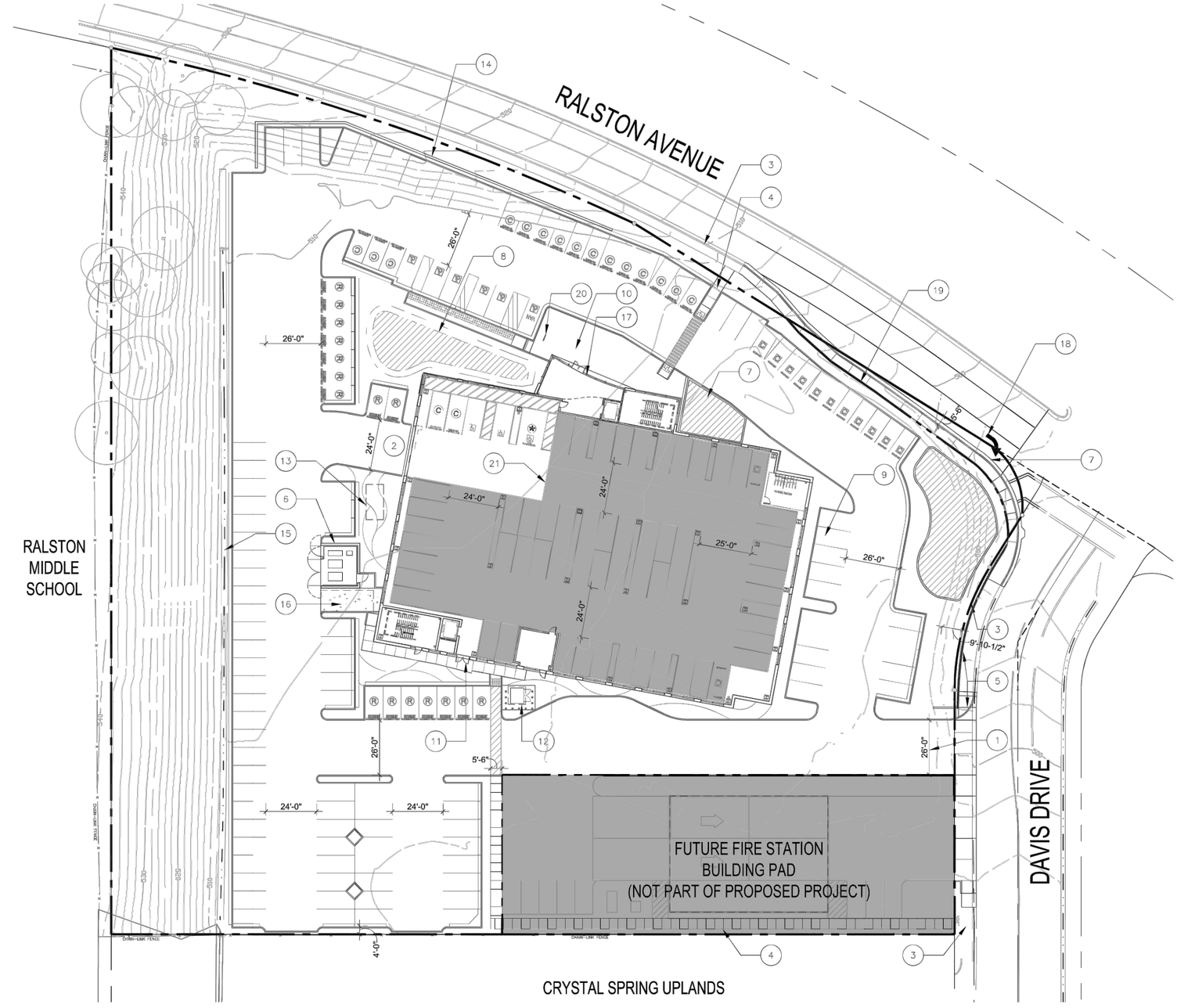
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution was based on existing traffic count information and the general orientation of population sources to the site. **Figure 5** presents the traffic distribution assumed for this analysis.

Based on the assumed trip distribution, the net new vehicle trips generated by the project were assigned to the street network. **Figure 6** presents the trip assignment for the proposed project.

[7] Since January 1, 2013, the Belmont Fire Protection District has an agreement with the cities of San Mateo and Foster City to share firefighting resources and management personnel.

[8] *2019 Annual Report*. Belmont Foster City San Mateo Fire Department, 2019



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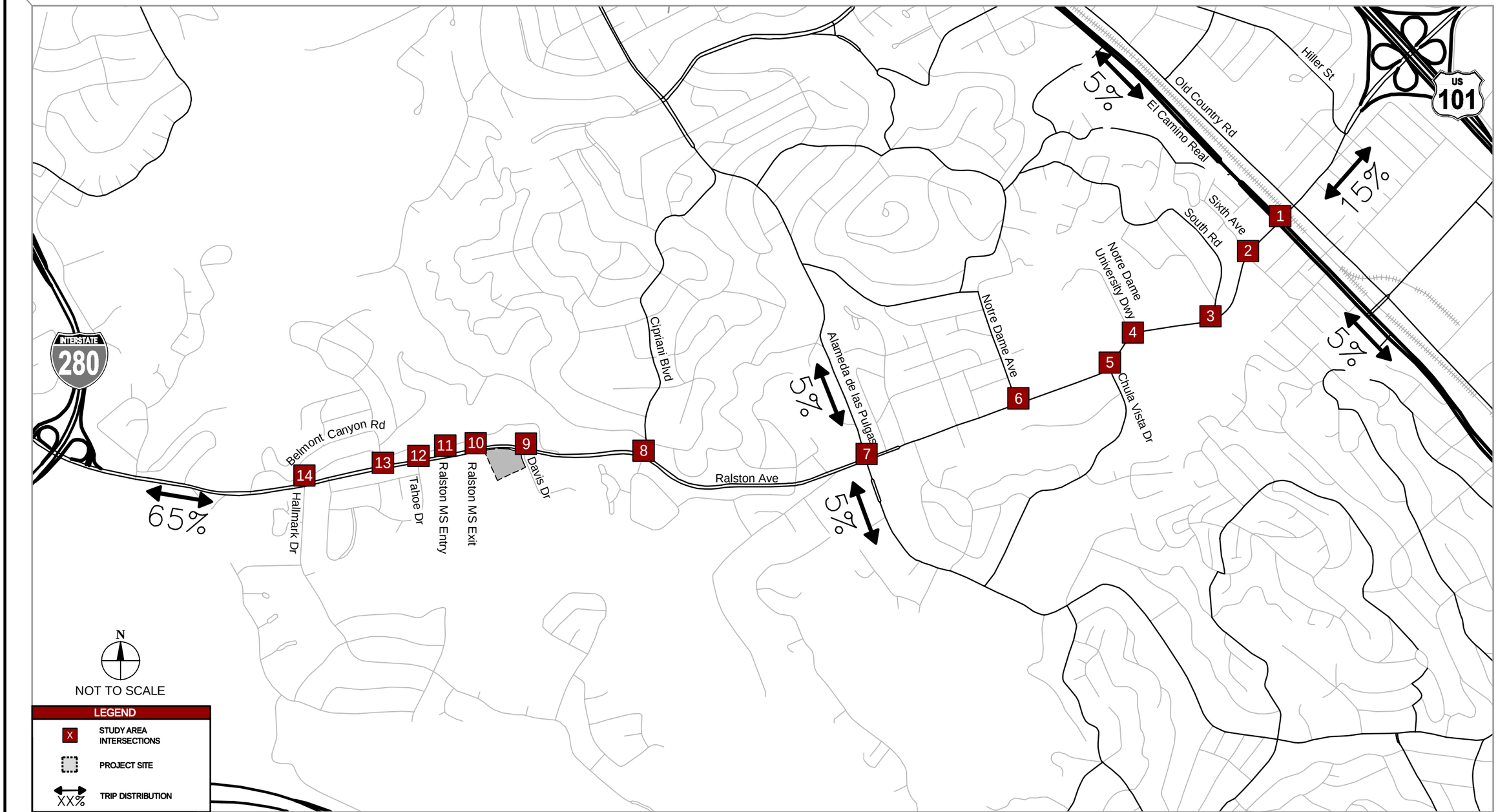
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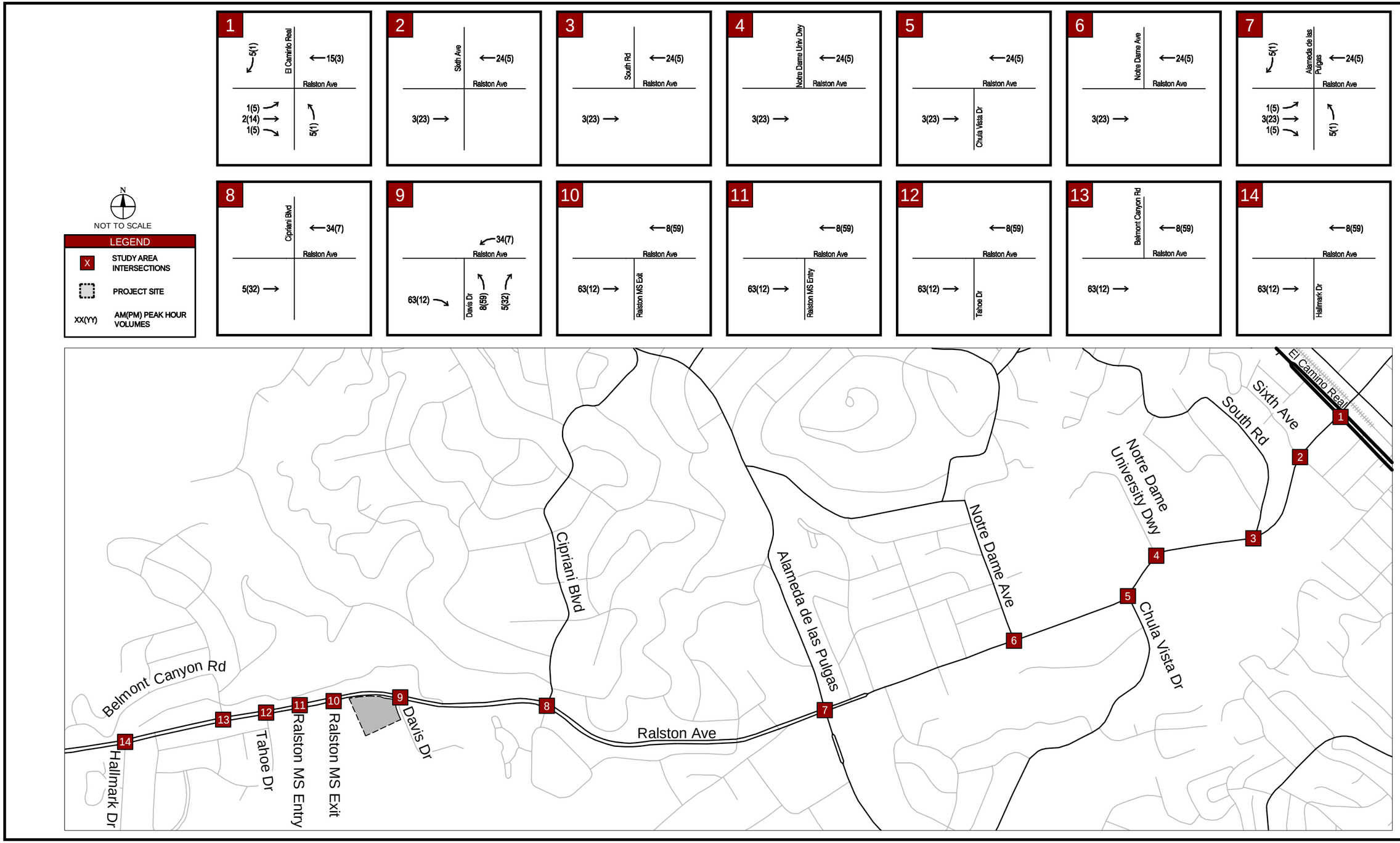
FIGURE 4
PROJECT SITE PLAN
2 DAVIS DRIVE TIA



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FIGURE 5
PROJECT TRIP DISTRIBUTION
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FIGURE 6
PROJECT GENERATED PEAK HOUR TURNING MOVEMENT VOLUMES
2 DAVIS DRIVE TIA

4. VEHICLE MILES TRAVELED (VMT) ANALYSIS

As of July 1, 2020, the state of California has fully adopted a change in the CEQA significant impact methodology for transportation impacts to use VMT as opposed to level of service (LOS) via State Bill 743 (SB 743). The City adopted VMT threshold in February 2021.

VMT ANALYSIS

The VMT analysis consisted of determining the average VMT per employee estimates, as well as the total daily VMT for the Project. For office and industrial uses, the C/CAG Countywide VMT Evaluation Tool estimates average VMT per employee based on project location, proposed land use, project characteristics, multimodal infrastructure, parking information and TDM program elements. Since the Project will implement a TDM program, this analysis did assume VMT reduction measures currently proposed in the TDM program. **Table 9** summaries C/CAG VMT per employee estimates. Without the project there is an estimate 24.60 VMT per employee and 19.70 VMT per employee with the project. It should be noted that the Project and its TDM program results in the maximum reduction possible. While the Project will decrease the VMT per employee from existing condition, the Project still exceeds the City's VMT threshold of 15% below San Mateo countywide average or 14.63 VMT per employee, which results in a potential significant impact. Output from the C/CAG Countywide VMT Evaluation tool is included in the **Appendix**.

Table 10 presents the total daily VMT, which is based on the number of employees and C/CAG VMT per employee estimates. Daily trips from **Table 8** were converted to number of employees based on ITE *Trip Generation, 11th Edition* average rate for daily trips per employee. The total daily VMT for the Project is 5,496, which is an increase of 5,152 VMT from the prior use (21,000 square feet of warehouse) of project site conditions In addition, VMT analysis also evaluated the change in VMT from the current use of the site as of March 2023. This results in 344 VMT and an increase of 5,398 VMT from the current use of the project site.

Table 9: C/CAG VMT per Employee Estimates

	VMT (VMT per Employee)
San Mateo County Average	17.21
15% Below County Average (City Threshold)	14.63
Without Project	24.60
With Project (Maximum Possible Reduction)	19.70

Table 10: Total Daily VMT Summary

	Daily Trips	Conversion Ratio[1] (Trips per Employee)	# Employee	VMT per Employee	Total Daily VMT
Without Project (Prior Use)	72	5.05	14	24.6	344
Without Project (Current Use)	20[2]	5.05	4	24.6	98
With Project	930	3.33	279	19.70	5,496
				Difference (Prior Use)	+5,152
				Difference (Current Use)	+5,398

[1] Assume an employee on average would make 2 daily trips.
[2] City-provided traffic data from March 2023.

5. LEVEL OF SERVICE ANALYSIS

This chapter will discuss the level of service analysis conducted for informational purposes.

EXISTING INTERSECTION LEVEL OF SERVICE

Traffic operations were evaluated at the study intersections under existing traffic conditions. Results of the analysis are presented in **Table 11**. The following study intersections would operate at unacceptable levels of service in the existing scenario:

- #1 – Ralston Avenue and El Camino Real (AM and PM peak hour)
- #3 – Ralston Avenue and South Road (AM and PM peak hour)
- #5 – Ralston Avenue and Chula Vista Drive (AM peak hour)
- #8 – Ralston Avenue and Cipriani Boulevard (AM peak hour)
- #10 – Ralston Avenue and Ralston MS Exit (AM peak hour)
- #12 – Ralston Avenue and Tahoe Drive (PM peak hour)

Analysis sheets are provided in the **Appendix**.

EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Traffic operations were evaluated at the study intersections under existing conditions plus traffic generated by the project, as seen on **Figure 7**. Results of the analysis are presented in **Table 11**.

The following intersections operate at an unacceptable LOS in the existing plus project scenario:

- #1 – Ralston Avenue and El Camino Real (AM and PM peak hours)
    - Intersection operating unacceptably at LOS E without the project. Project causes an increase in delay by less than 4.0 seconds and adds less than 35 project trips to the intersection (threshold at signalized intersection operating at LOS E) – Not a project deficiency
- #3 – Ralston Avenue and South Road (AM and PM peak hours)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in delay by less than 4.0 seconds in the AM peak hour and an increase in delay by 4.0 seconds or more in the PM peak hour, but adds more than 15 project trips to the intersection in both peak hours (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**
- #5 – Ralston Avenue and Chula Vista Drive (AM peak hour)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in average delay by less than 4.0 seconds, but adds more than 15 project trips to the intersection (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**
- #8 – Ralston Avenue and Cipriani Boulevard (AM peak hour)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in delay by less than 4.0 seconds, but adds more than 20 project trips to the intersection (threshold at signalized intersection operating at LOS F) – **Project deficiency**

- #10 – Ralston Avenue and Ralston MS Exit (AM peak hour)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in average delay by less than 4.0 seconds, but adds more than 15 project trips to the intersection (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**
- #12 – Ralston Avenue and Tahoe Drive (PM peak hour)
    - Intersection operating unacceptably at LOS E without the project. Project causes an increase in delay by less than 4.0 seconds, but adds more than 25 project trips to the intersection (threshold at unsignalized intersection operating at LOS E) – **Project deficiency**

Analysis sheets are provided in the **Appendix**.

Table 11: Existing and Existing Plus Project Intersection Level of Service Summary

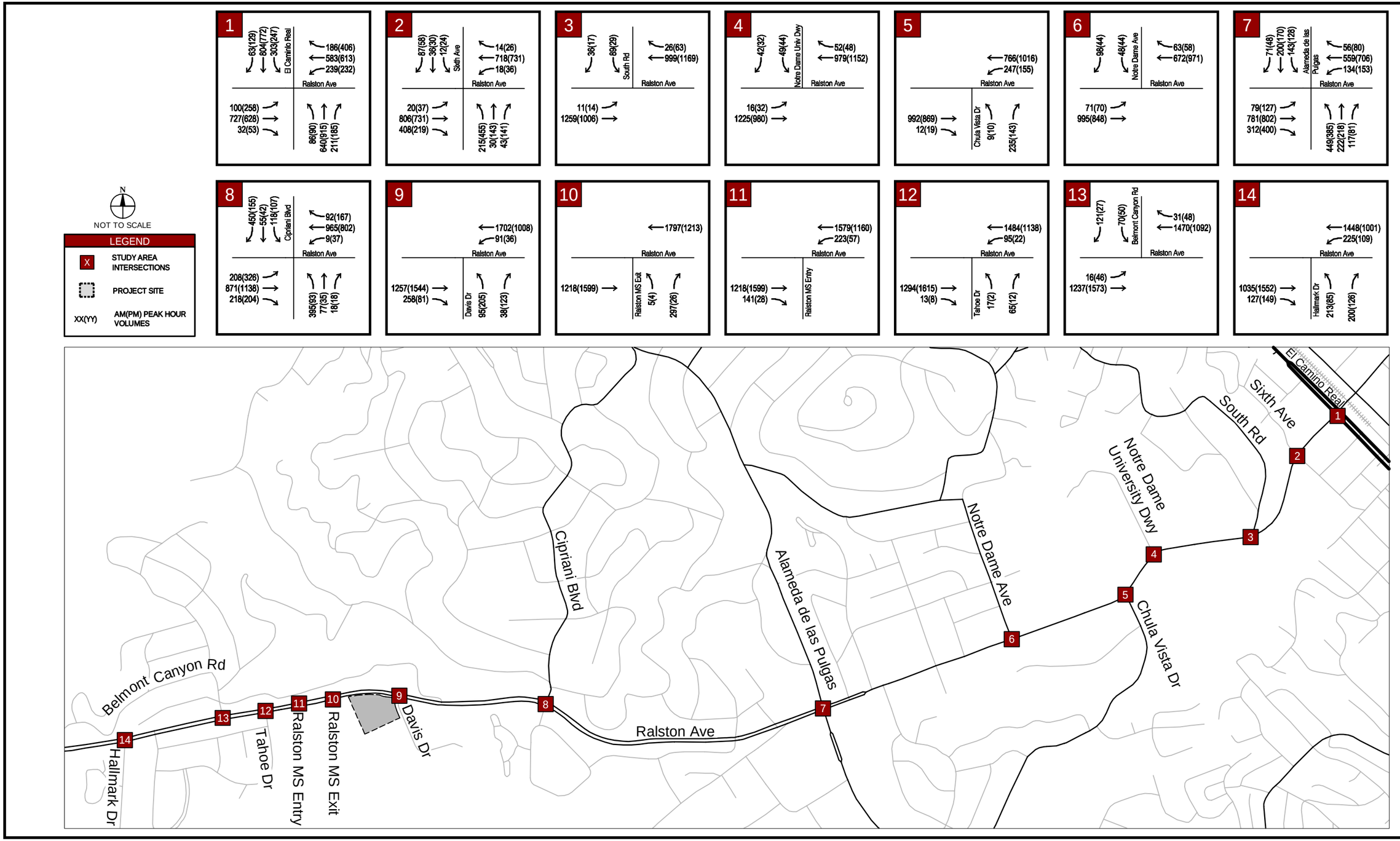
#	Intersection	LOS Criteria	Control	Existing						Existing + Project											
				AM Peak			PM Peak			AM Peak						PM Peak					
				LOS	Delay (sec)[2]	v/c	LOS	Delay (sec)[2]	v/c	LOS	Delay (sec)[2]	ΔDelay (sec)	v/c	Δv/c	Project Trips	LOS	Delay (sec)[2]	ΔDelay (sec)	v/c	Δv/c	Project Trips
1	Ralston Ave and El Camino Real	D	Signal	**E**	**69.5**	**0.88**	**E**	**67.8**	**0.93**	**E**	**69.5**	**0.0**	**0.89**	**0.01**	29	**E**	**68.9**	**1.1**	**0.94**	**0.01**	29
2	Ralston Ave and Sixth Ave	D	Signal	C	23.5	0.48	C	31.4	0.57	C	24.3	0.8	0.50	0.02	27	C	31.5	0.1	0.57	0.00	28
3	Ralston Ave and South Rd	D	AWSC	**F**	**147.5**	**-**	**F**	**107.1**	**-**	**F**	**148.9**	**1.4**	**-**	**-**	**27**	**F**	**111.9**	**4.8**	**-**	**-**	**28**
4	Ralston Ave and Notre Dame de Namur University Dwy	D	SSSC	A	1.7	-	A	1.3	-	A	1.8	0.1	-	-	27	A	1.4	0.1	-	-	28
	Worst Approach			*D*	*30.5*	**-**	*D*	*28.1*	-	*D*	*31.4*	*0.9*	**-**	**-**		*D*	*28.5*	*0.4*	-	-	
5	Ralston Ave and Chula Vista Dr	D	SSSC	C	20.5	-	A	3.3	-	C	20.5	0.0	-	-	**27**	A	3.5	0.2	-	-	28
	Worst Approach			***F***	***142.8***	**-**	*D*	*29.7*	-	***F***	***144.7***	***1.9***	**-**	**-**		*D*	*31.3*	*1.6*	-	-	
6	Ralston Ave and Notre Dame Ave	D	SSSC	A	3.1	-	A	1.7	-	A	3.2	0.1	-	-	27	A	1.7	0.0	-	-	28
	Worst Approach			*D*	*32.7*	-	*D*	*28.0*	**-**	*D*	*34.5*	*1.8*	**-**	**-**		*D*	*28.5*	*0.5*	-	-	
7	Ralston Ave and Alameda de Las Pulgas	D	Signal	D	51.4	0.87	D	41.4	0.77	D	51.8	0.4	0.87	0.00	39	D	41.8	0.4	0.78	0.01	40
8	Ralston Ave and Cipriani Blvd	D	Signal	**F**	**86.1**	**0.96**	C	28.3	0.71	**F**	**89.1**	**3.0**	**0.97**	**0.01**	**39**	C	28.5	0.2	0.72	0.01	39
9	Ralston Ave and Davis Dr	D	Signal	A	8.1	0.65	B	13.7	0.66	A	9.3	1.2	0.65	0.00	110	B	17.1	3.4	0.67	0.01	110
10	Ralston Ave and Ralston MS Exit	D	SSSC	A	7.5	-	A	0.3	-	A	7.5	0.0	-	-	**71**	A	0.3	0.0	-	-	71
	Worst Approach			***F***	***54.4***	**-**	*C*	*23.0*	-	***F***	***55.3***	***0.9***	**-**	**-**		*C*	*22.6*	*-0.4*	-	-	
11	Ralston Ave and Ralston MS Entrance	D	Free	A	1.3	-	A	0.3	-	A	1.4	0.1	-	-	71	A	0.3	0.0	-	-	71
	Worst Approach			C	17.3	-	C	16.4	-	C	18.7	1.4	-	-		C	16.6	0.2	-	-	
12	Ralston Ave and Tahoe Dr	D	SSSC	A	1.7	-	A	0.5	-	A	1.8	0.1	-	-	71	A	0.5	0.0	-	-	**71**
	Worst Approach			D	27.7	-	**E**	**35.2**	-	D	29.3	1.6	-	-		**E**	**37.6**	**2.4**	**-**	**-**	
13	Ralston Ave and Belmont Canyon Rd	D	Signal	B	13.9	0.60	A	3.9	0.57	B	13.9	0.0	0.61	0.01	71	A	4.0	0.1	0.57	0.00	71
14	Ralston Ave and Hallmark Dr	D	Signal	C	23.1	0.77	B	14.6	0.71	C	24.7	1.6	0.80	0.03	71	B	15.4	0.8	0.72	0.01	71

Notes:

Intersections that are operating below (worse than) LOS D are shown in BOLD. Potentially significant exceedance levels are highlighted.

Intersection delay, LOS, and v/c ratios calculated with Highway Capacity Manual (HCM) 2000 methodology using Synchro software.

It should be noted that calculations of delay at saturated conditions (i.e., LOS F) are less reliable than at LOS E or better. Therefore, delay in excess of 80 seconds is reported in the table to allow a relative comparison of without and with project conditions and should not be interpreted as an exact representation of actual delay.



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FIGURE 7
EXISTING PLUS PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES
2 DAVIS DRIVE TIA

CUMULATIVE TRANSPORTATION IMPROVEMENTS

Under Cumulative conditions, the following lane geometry improvements were assumed:

- Intersection #3 – Ralston Avenue and South Road: Signalized intersection, along with reconfiguring the eastbound approach to consist of one eastbound left-turn lane and one eastbound through lane.
- Intersection #11 – Ralston Avenue and MS Entrance: Signalized intersection, along with extending the westbound left-turn lane by approximately 200 feet (total of 270 feet)
- Intersection #12 – Ralston Avenue and Tahoe Road: Signalized intersection, along with reconfiguring the northbound approach to consist of one northbound left-turn lane and one northbound right-turn lane.

Figure 8 illustrates the intersection geometry and traffic control assumed for the Cumulative analysis.

CUMULATIVE TRAFFIC VOLUME

To achieve Cumulative traffic conditions, an annual growth rate of 1.5 percent was applied to traffic volumes in the study area to grow Existing volumes to Cumulative volumes.

CUMULATIVE INTERSECTIONS LEVEL OF SERVICE

Cumulative volumes were evaluated at the study intersections and are presented in **Figure 9**. Results are presented in **Table 12.** The following intersections would operate at unacceptable levels of service in the Cumulative Condition:

- #1 – Ralston Avenue and El Camino Real (AM and PM peak hours)
- #4 – Ralston Avenue and Notre Dame de Namur University Driveway (AM and PM peak hours)
- #5 – Ralston Avenue and Chula Vista Drive (AM and PM peak hours)
- #6 – Ralston Avenue and Notre Dame Ave (AM and PM peak hours)
- #7 – Ralston Avenue and Alameda de Las Pulgas (AM and PM peak hours)
- #8 – Ralston Avenue and Cipriani Boulevard (AM and PM peak hours)
- #10 – Ralston Avenue and MS Exit (AM and PM peak hours)
- #14 – Ralston Avenue and Hallmark Drive (AM peak hour)

It should be noted that the level of service for Intersection #10 – Ralston Avenue and Ralston Middle School Exit Driveway experiences some decrease in delay between Existing and Cumulative conditions. This improvement can be attributed to the signalization of Intersection #11 – Ralston Avenue and Ralston MS Entrance and Intersection #12 – Ralston Avenue and Tahoe Drive because the signal at Ralston Avenue and Tahoe Drive creates platooning of eastbound vehicles, which results in more acceptable gaps in eastbound traffic for vehicles to exit the middle school.

Analysis sheets are provided in the **Appendix**.

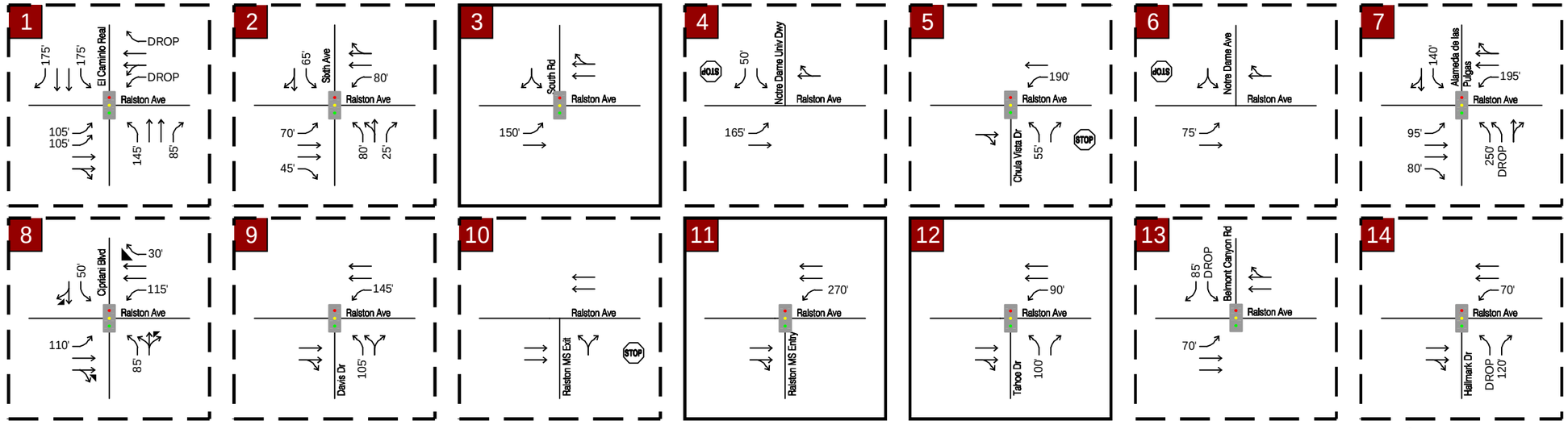
NOTE: DASHED INTERSECTION BOXES REFLECT UNCHANGED CONDITIONS FROM EXISTING CONDITIONS

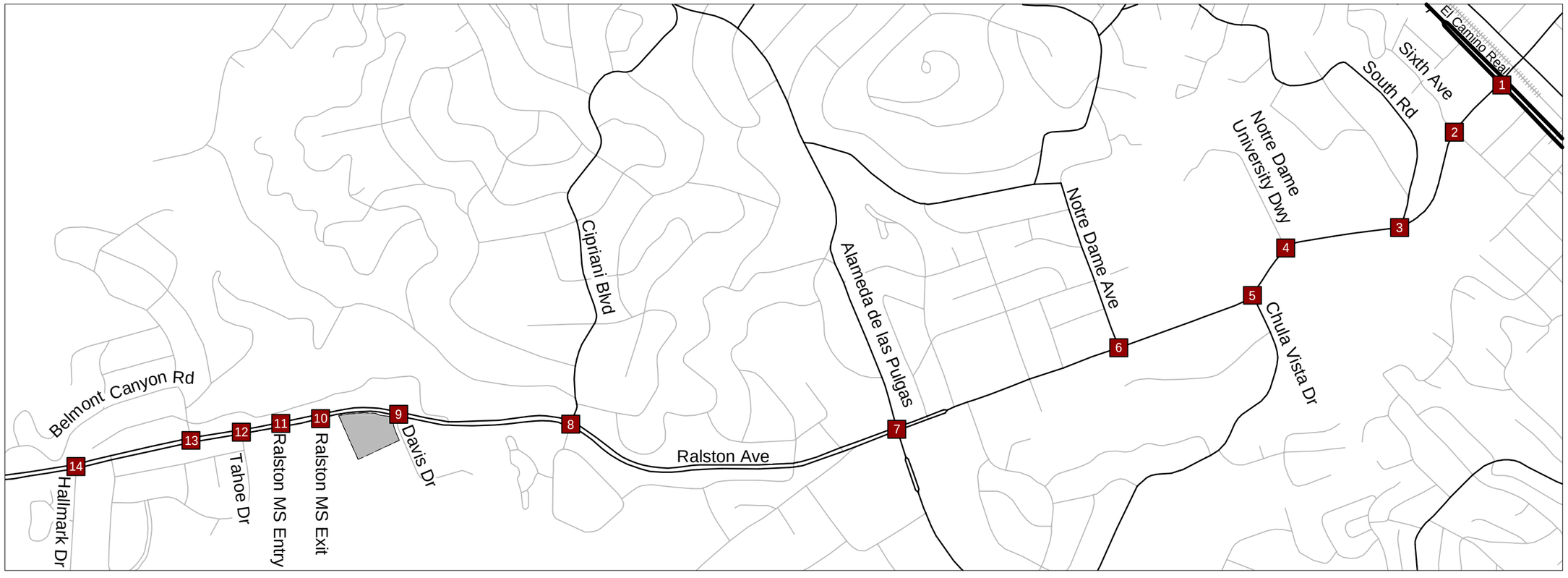
N

NOT TO SCALE

LEGEND

- X — STUDY AREA INTERSECTIONS
- PROJECT SITE
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- XX' — STORAGE LENGTH
- DROP — DROP LANE
- CHANNALIZED RIGHT TURN

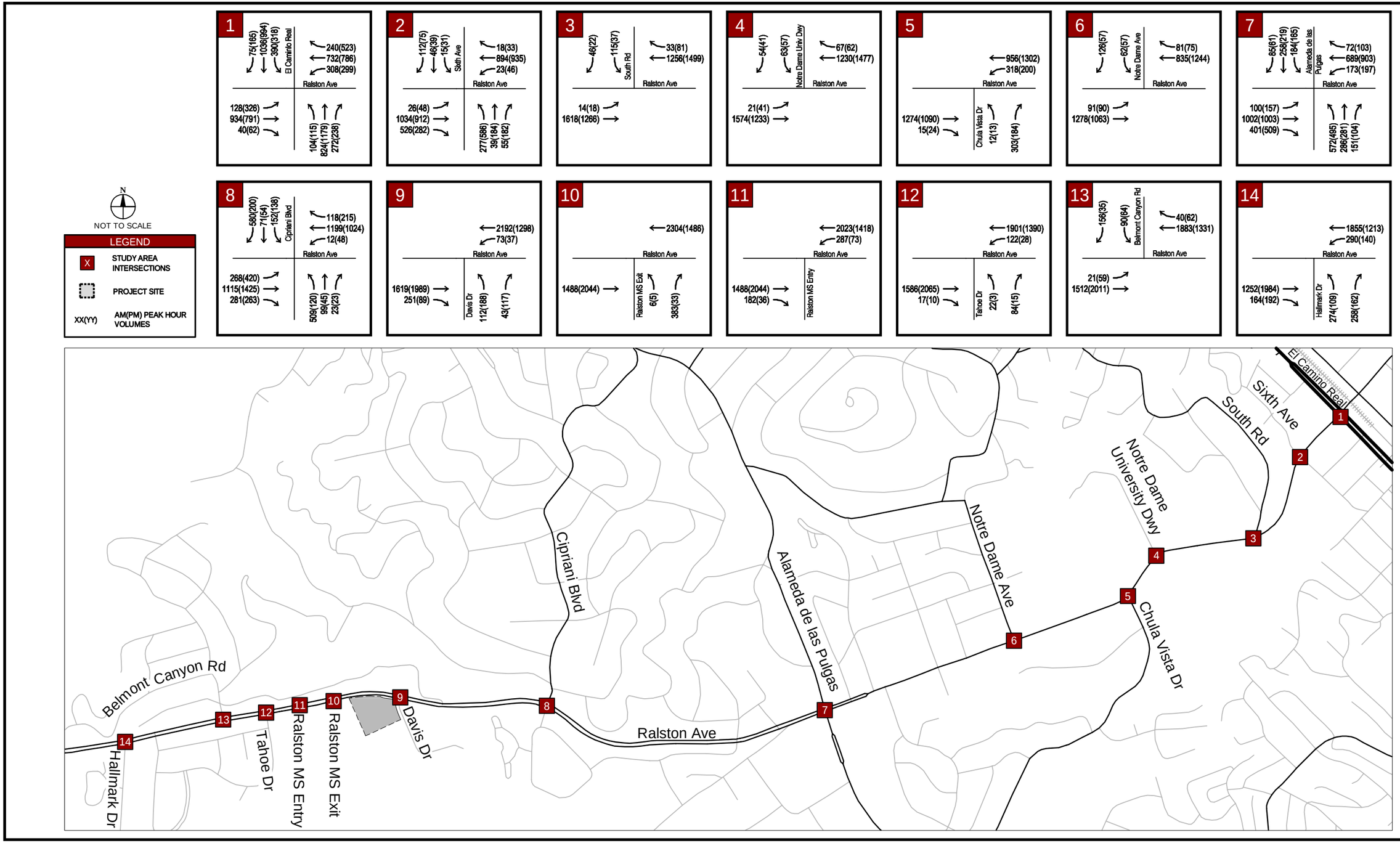




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FIGURE 8
CUMULATIVE LANE GEOMETRY AND TRAFFIC CONTROL
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FIGURE 9
CUMULATIVE PEAK HOUR TURNING MOVEMENT VOLUMES
2 DAVIS DRIVE TIA

Table 12: Cumulative and Cumulative Plus Project Intersection Level of Service Summary

#	Intersection	LOS Criteria	Control	Cumulative						Cumulative + Project											
				AM Peak			PM Peak			AM Peak						PM Peak					
				LOS	Delay (sec)[2]	v/c	LOS	Delay (sec)[2]	v/c	LOS	Delay (sec)[2]	ΔDelay (sec)	v/c	Δv/c	Project Trips	LOS	Delay (sec)[2]	ΔDelay (sec)	v/c	Δv/c	Project Trips
1	Ralston Ave and El Camino Real	D	Signal	**F**	**121.2**	**1.14**	**F**	**121.3**	**1.20**	**F**	**121.5**	**0.3**	**1.14**	**0.00**	**29**	**F**	**123.5**	**2.2**	**1.21**	**0.01**	**29**
2	Ralston Ave and Sixth Ave	D	Signal	C	26.7	0.64	D	36.9	0.76	C	26.7	0.0	0.64	0.00	27	D	37.0	0.1	0.76	0.00	28
3	Ralston Ave and South Rd	D	Signal	D	42.4	1.09	B	11.8	0.86	D	42.7	0.3	1.10	0.01	27	B	12.2	0.4	0.87	0.01	28
4	Ralston Ave and Notre Dame de Namur University Dwy	D	SSSC	**F**	**545.9**	**-**	**F**	**422.4**	**-**	**F**	**541.5**	**-4.4**	**-**	**-**	**27**	**F**	**418.5**	**-3.9**	**-**	**-**	**28**
	Worst Approach			***F***	***OVRFL***	**-**	***F***	***OVRFL***	**-**	***F***	***OVRFL***	**-**	**-**	**-**		***F***	***OVRFL***	**-**	**-**	**-**	
5	Ralston Ave and Chula Vista Dr	D	SSSC	**F**	**83.1**	**-**	B	10.8	-	F	82.9	-0.2	-	-	**27**	B	11.8	1.0	-	-	**28**
	Worst Approach			***F***	***622.5***	**-**	***F***	***117.6***	**-**	***F***	***608.9***	***-13.6***	**-**	**-**		***F***	***126.5***	***8.9***	**-**	**-**	
6	Ralston Ave and Notre Dame Ave	D	SSSC	B	12.5	-	A	3.8	-	B	13.3	0.8	-	-	**27**	A	3.8	0.0	-	-	**28**
	Worst Approach			***F***	***145.3***	**-**	***F***	***71.0***	**-**	***F***	***156.9***	***11.6***	**-**	**-**		***F***	***73.4***	***2.4***	**-**	**-**	
7	Ralston Ave and Alameda de Las Pulgas	D	Signal	**F**	**89.8**	**1.12**	**E**	**78.5**	**1.00**	**F**	**90.7**	**0.9**	**1.13**	**0.01**	**39**	**F**	**82.5**	**4.0**	**1.01**	**0.01**	**40**
8	Ralston Ave and Cipriani Blvd	D	Signal	**F**	**186.3**	**1.29**	**E**	**72.5**	**0.95**	**F**	**189.1**	**2.8**	**1.30**	**0.01**	**39**	**E**	**76.3**	**3.8**	**0.96**	**0.01**	**39**
9	Ralston Ave and Davis Dr	D	Signal	B	16.1	0.84	C	22.8	0.86	B	14.9	-1.2	0.84	0.00	110	B	25.8	3.0	0.87	0.01	110
10	Ralston Ave and Ralston MS Exit	D	SSSC	A	6.7	-	A	0.4	-	A	5.0	-1.7	-	-	**71**	A	0.4	0.0	-	-	**71**
	Worst Approach			***F***	***51.4***	**-**	*E*	*37.7*	-	***E***	***36.4***	***-15.0***	**-**	**-**		***E***	***38.3***	***0.6***	**-**	**-**	
11	Ralston Ave and Ralston MS Entrance	D	Signal	A	4.9	0.80	A	3.5	0.72	A	5.8	0.9	0.80	0.00	**71**	A	3.3	-0.2	0.72	0.00	71
12	Ralston Ave and Tahoe Dr	D	Signal	A	14.0	0.70	A	9.6	0.75	B	11.3	-2.7	0.72	0.02	71	A	9.7	0.1	0.75	0.00	71
13	Ralston Ave and Belmont Canyon Rd	D	Signal	B	17.6	0.80	A	6.2	0.73	B	15.9	-1.7	0.81	0.01	71	A	7.1	0.9	0.74	0.01	71
14	Ralston Ave and Hallmark Dr	D	Signal	**E**	**74.4**	**1.04**	D	36.7	0.92	**F**	**94.0**	**19.6**	**1.07**	**0.03**	**71**	D	36.9	0.2	0.92	0.00	71

Notes: Intersections that are operating below (worse than) LOS D are shown in BOLD. Potentially significant exceedance levels are highlighted.

Intersection delay, LOS, and v/c ratios calculated with Highway Capacity Manual (HCM) 2000 methodology using Synchro software.

It should be noted that calculations of delay at saturated conditions (i.e., LOS F) are less reliable than at LOS E or better. Therefore, delay in excess of 80 seconds is reported in the table to allow a relative comparison of without and with project conditions and should not be interpreted as an exact representation of actual delay.

OVRFL = Overflow (Delay cannot be calculated in Synchro)

CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE

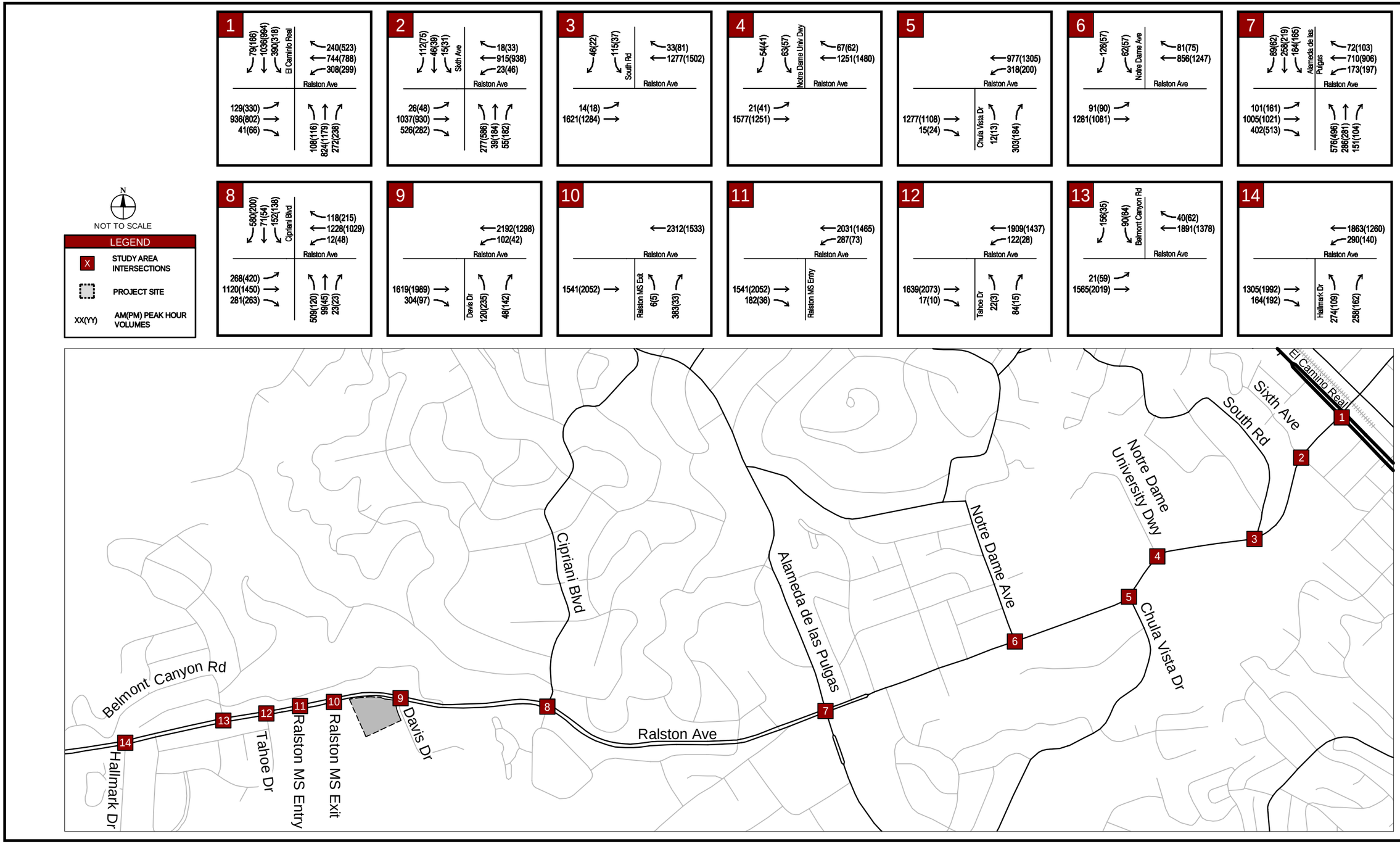
Cumulative Plus Project traffic conditions were evaluated at the study intersections and are shown in **Figure 11**. Results of the analysis are presented in **Table 12**.

The following intersections operate at an unacceptable LOS in the Cumulative Plus Project scenario:

- #1 – Ralston Avenue and El Camino Real (AM and PM peak hours)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in delay by less than 4.0 seconds, but adds more than 20 project trips to the intersection (threshold at signalized intersection operating at LOS F) – **Project deficiency**
- #4 – Ralston Avenue and Notre Dame de Namur University Driveway (AM and PM peak hours)
    - Intersection operating unacceptably at LOS F without the project. Project causes a decrease in average delay, but adds more than 15 project trips to the intersection in both peak hours (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**
- #5 – Ralston Avenue and Chula Vista Drive (AM and PM peak hours)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in average delay less than 4.0 seconds, but adds more than 15 project trips to the intersection (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**
- #6 – Ralston Avenue and Notre Dame Avenue (AM and PM peak hours)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in average delay by less than 4.0 seconds, but adds more than 15 project trips to the intersection (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**
- #7 – Ralston Avenue and Alameda De Las Pulgas (AM and PM peak hours)
    - AM Peak: Intersection operating unacceptably at LOS F without the project. Project causes an increase in delay by less than 4.0 seconds, but adds more than 20 project trips to the intersection (threshold at signalized intersection operating at LOS F) – **Project deficiency**
    - PM Peak: Intersection operating unacceptably at LOS E without the project. Project causes an increase in delay by less than 4.0 seconds and adds less than 35 project trips to the intersection (threshold at signalized intersection operating at LOS E) – Not a project deficiency
- #8 – Ralston Avenue and Cipriani Boulevard (AM and PM peak hour)
    - AM Peak: Intersection operating unacceptably at LOS F without the project. Project causes an increase in delay by less than 4.0 seconds, but adds more than 20 project trips to the intersection (threshold at signalized intersection operating at LOS F) – **Project deficiency**
    - PM Peak: Intersection operating unacceptably at LOS E without the project. Project causes an increase in delay by less than 4.0 seconds and adds less than 35 project trips to the intersection (threshold at signalized intersection operating at LOS E) – Not a project deficiency
- #10 – Ralston Avenue and Ralston MS Exit (AM and PM peak hours)
    - Intersection operating unacceptably at LOS F without the project. Project causes an increase in average delay less than 4.0 seconds, but adds more than 15 project trips to the intersection (threshold at unsignalized intersection operating at LOS F) – **Project deficiency**

- #14 – Ralston Avenue and Hallmark Drive (AM peak hour)
    - Intersection operating unacceptably at LOS E without the project. Project causes an increase in delay greater than 4.0 seconds – **Project deficiency**

Analysis sheets are provided in the **Appendix**.



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FIGURE 10
CUMULATIVE PLUS PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES
2 DAVIS DRIVE TIA

6. ADDITIONAL TRAFFIC SIGNIFICANT CRITERIA ANALYSIS

This chapter presents the results from the intersection non-level of service and delay significant criteria, such as signal warrants, turning lane, sight lines, and intersection vehicle queuing.

SIGNAL WARRANTS

Peak hour signal warrants were evaluated at the unsignalized intersections. According to City's Guidelines, there would be a project deficiency if the project traffic causes an intersection to meet or exceed Caltrans signal warrant criteria. For locations where the base case volumes already exceed signal warrant criteria levels, project deficiency may occur if the project traffic increases the demand to capacity ratio (v/c) by 0.1 or more.

Table 13 presents the summary of the signal warrant analysis. A summary of the analysis is provided in the **Appendix**. The following intersections satisfy the peak hour warrants under the base condition:

- #3 – Ralston Avenue and South Road (Existing AM peak hour)
- #4 – Ralston Avenue and Notre Dame de Namur University Dwy (Cumulative AM peak hour)
- #5 – Ralston Avenue and Notre Dame de Namur University Driveway (Existing and Cumulative AM and PM peak hours)
- #6 – Ralston Avenue and Notre Dame Avenue (Existing AM and Cumulative AM and PM peak hours)
- #10 – Ralston Avenue and Ralston Middle School Exit (Existing and Cumulative AM peak hours)

The following intersections may have a project deficiency due to satisfying the peak hour warrant in the base condition and the project increasing the v/c ratio by 0.01:

- #4 – Ralston Avenue and Notre Dame de Namur University (Cumulative AM peak hour)
- #5 – Ralston Avenue and Notre Dame de Namur University Driveway (Existing AM and Cumulative PM peak hours)
- #6 – Ralston Avenue and Notre Dame Avenue (Existing and Cumulative AM peak hours)
- #10 – Ralston Avenue and Ralston Middle School Exit (Existing and Cumulative AM peak hours)

Table 13: Peak Hour Signal Warrant Summary

#	Intersection	Peak Period	Existing		Existing Plus Project			Cumulative		Cumulative Plus Project		
			Met Warrant?	v/c	Met Warrant?	v/c	v/c Var	Met Warrant?	v/c	Met Warrant?	v/c	v/c Var
3	Ralston Ave and South Rd	AM	**Y**	1.14	**Y**	1.13	-0.01	Intersection Signalized				
		PM	N	-	N	-	-					
4	Ralston Ave and Notre Dame de Namur University Dwy	AM	N	-	N	-	-	**Y**	1.03	**Y**	1.06	**0.03**
		PM	N	-	N	-	-	N	-	N	-	-
5	Ralston Ave and Chula Vista Dr	AM	**Y**	0.62	**Y**	0.63	**0.01**	**Y**	0.92	**Y**	0.92	0.00
		PM	**Y**	0.58	**Y**	0.58	0.00	**Y**	0.77	**Y**	0.78	**0.01**
6	Ralston Ave and Notre Dame Ave	AM	**Y**	0.55	**Y**	0.57	**0.02**	**Y**	0.75	**Y**	0.76	**0.01**
		PM	N	-	N	-	-	**Y**	0.74	**Y**	0.72	-0.01
10	Ralston Ave and Ralston MS Exit	AM	**Y**	0.57	**Y**	0.58	**0.01**	**Y**	0.70	**Y**	0.71	**0.01**
		PM	N	-	N	-	-	N	-	N	-	-
11	Ralston Ave and Ralston MS Entrance	AM	N	-	N	-	-	Intersection Signalized				
		PM	N	-	N	-	-					
12	Ralston Ave and Tahoe Dr	AM	N	-	N	-	-	Intersection Signalized				
		PM	N	-	N	-	-					

Note: Potential significant impacts are bolded and highlighted in yellow

EXCLUSIVE TURN LANE WARRANTS

HCM 2000 methodology was used to determine if the addition of exclusive turn lanes were warranted at intersections. According to the City's Guidelines, there would be a project deficiency if exclusive turn lanes are warranted at an intersection after inclusion of the Project. For locations where Base Case volumes already exceed turn lane warrant criteria levels, there would be a project deficiency where Project traffic increases peak hour volumes by more than 1 percent. Turn lane warrants were considered during the AM and PM peak hours.

As shown in **Table 14**, the analysis showed that there are three (3) study intersections that warrant an exclusive turn lane in both the Existing and Cumulative base case conditions. Although these turning movements remain deficient with the project, the trips generated by the project do not add more than 1 percent of volumes to the movements. Therefore, these deficiencies are not a project deficiency according to the City's Guidelines. A summary of the analysis is provided in the **Appendix**.

Table 14: Exclusive Turning Lane Warrant Summary

#	Intersection	Scenario	Movement	Existing # of Turn Lanes	Required # of Turn Lanes	Δ Volumes > 1% with Project?
1	Ralston Avenue / El Camino Real	Existing Cumulative	SBL	1	2	No
2	Ralston Ave / Sixth Avenue	Existing Cumulative	NBL	1	2	No
8	Ralston Ave / Cipriani Boulevard	Existing Cumulative	NBL	1	2	No
		Existing Cumulative	EBL	1	2	No

SIGHT LINES

The proposed development will be accessible from two driveways on Davis Drive. The project driveway will be located approximately 115 feet south of Ralston Avenue.

According to the City's Guidelines, there would be a project deficiency if the proposed project creates an unsignalized intersection or adds to an unsignalized intersection in which there is inadequate sight distance. A sight distance evaluation was conducted to determine whether the driveway provides adequate sight distance. According to the latest version of the Caltrans Highway Design Manual for an urban driveway, the only required sight distance is for stopping sight distance[9], therefore only stopping sight distances for vehicles traveling along Davis Drive were evaluated.

Based on the location of the driveway, different speeds were assumed for northbound and southbound vehicles. For northbound vehicles, it was assumed that vehicles would be traveling at the posted speed limit of 25 miles per hour. Southbound vehicles would be traveling at a slower speed of 15 miles per hour since they would have recently completed a turning movement from Ralston Avenue. Based on these traveling speeds, each driveway will need to provide stopping sight distance of at least 100 feet north of driveway and 150 feet south of the driveway.

[9] *California Highway Design Manual,* Chapter 405.1.2(d). July 02, 2018

Sight lines for the Project driveway is shown in **Figure 11**. Based on the sight distance exhibits, there is adequate stopping sight distance for vehicles traveling along Davis Drive to stop when seeing a vehicle exiting either of the project driveways.

COLLISION ANALYSIS

There is both a vertical and horizonal curve along Ralston Avenue at Intersection # 9 – Ralston Avenue and Davis Drive, which may result in potential safety concerns at the intersection. Collision data was reviewed to determine if any trends were present to determine if any roadway geometry improvements (e.g. exclusive eastbound right turn lane) are necessary. Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) over a three-year period between January 1, 2015 and December 31, 2017, which is summarized in **Table 15**.

The accident rate (AR) of the number of collisions per million vehicles entering the intersection were calculated for the intersection and compared to the statewide average rate for a suburban three-legged signalized intersection listed in the latest 2015 Collison Data on California Highway State Highways. Data from SWITRS resulted in an AR of 0.07 collisions per million vehicles entering, which is less than the statewide AR of 0.28 collisions per million vehicles entering.

Table 15: Collision Analysis Summary

Date	Collision Type	Primary Collision Factor	Direction of Vehicle 1	Direction of Vehicle 2
1/22/2016	Rear End	Too Close	Westbound	Westbound
2/17/2016	Rear End	Too Close	Eastbound	Eastbound
3/13/2017	Auto/Ped	Pedestrian Violation	Westbound	Westbound
7/23/2017	Sideswipe	Improper turn	Eastbound	Eastbound
8/1/2017	Broadside	Signal	Eastbound	Northbound
			Total number of collisions	5
			Intersection AR	0.07
			Statewide AR	0.28

The collision reports were reviewed to determine if any trends could be identified for the collisions at this intersection and no trends were identified. The Project is proposing constructing an eastbound right-turn lane, which may help reduce the number of rear end or sideswipe collisions.

Crash reports are included in the **Appendix**.

NOT TO SCALE

RALSTON AVENUE

Ralston Ave

Ralston Ave

Ralston Ave

Ralston Ave

Carlos Canyon Rd

108’
(115’ ALONG PATH OF TRAVEL)

345’

DAVIS DRIVE

DAVIS DR

LOBBY

ELEC

HILLSIDE TO REMAIN UNDISTURBED

RALSTON MIDDLE SCHOOL

FUTURE FIRE STATION BUILDING PAD (NOT PART OF PROPOSED PROJECT)

CRYSTAL SPRING UPLANDS

San Mateo County Health Services

LEGEND

— — STOPPING SIGHT DISTANCE FOR 15 MPH = 100’

——— STOPPING SIGHT DISTANCE FOR 25 MPH = 150’

Note: Based on the 2018 Caltrans Highway Design Manual

Site Plan Source: DES

Kimley»Horn

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FIGURE 11
SIGHT LINE ANALYSIS
2 DAVIS DRIVE TIA

INTERSECTION VEHICLE QUEUING

The effects of vehicle queuing were analyzed and the 95th percentile queue is reported for all study intersections. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic volumes will be less than or equal to the queue length determined by the analysis. This is referred to as the "95th percentile queue." The 95th percentile queue was determined based on HCM 2000 methodology within the Synchro software.

Table 16 presents the intersections that would have a project deficiency based on the City's Guidelines. These deficiencies would occur if the Project traffic creates vehicles queues exceeding turn lane capacity or cause problematic backups of traffic on driveways or roadways on or off the Project site. For locations where Base Case volumes already create vehicle queues exceeding turn lane capacity, there would be a project deficiency where Project traffic increases vehicle queues by 1 percent.

Based on the City's criteria the following intersections may have a project deficiency:

- #1 – Ralston Avenue and El Camino Real: Eastbound and northbound left-turns
- #2 – Ralston Avenue and Sixth Avenue: Eastbound left-turn and eastbound right-turn
- #7 – Ralston Avenue and Alameda de las Pulgas: Eastbound left-turn and eastbound right-turn
- #14 – Ralston Avenue and Hallmark Drive: Northbound right-turn

It should be noted that the project results in an increase in queue length of 1 percent or greater for the northbound left turn at Intersection #2 – Ralston Avenue and Sixth Avenue and at Intersection #9 – Ralston Avenue and Davis Drive, but are not considered a project deficiency due to the split phases for the northbound approach. During a split phase, all movements for the approach receive a green phase and vehicles are allowed to go at once, therefore the northbound left- or right-turn queue at these locations would not impact the northbound through movement.

Detailed summary of the queuing results is included in the **Appendix**.

Table 16: Intersection Vehicle Queuing Summary

#	Intersection	Turning Movement	Storage Length (feet)	Scenario	Peak Period	Queue Length (feet)		% Change Queue Length
						Without Project	With Project	
1	Ralston Avenue and El Camino Real	EBL	105	Existing	PM	**175**	**177**	**1.1%**
				Cumulative	PM	**207**	**211**	**1.9%**
		NBL	145	Cumulative	AM	170	**178**	**4.7%**
					PM	**175**	**177**	**1.1%**
		NBR	85	Existing	AM	**211**	**211**	-
					PM	**170**	**170**	-
				Cumulative	AM	**301**	**301**	-
					PM	**233**	**233**	-
		SBL	175	Existing	AM	**528**	**528**	-
					PM	**495**	**495**	-
				Cumulative	AM	**725**	**725**	-
					PM	**666**	**666**	-
2	Ralston Avenue and Sixth Avenue	EBL	70	Existing	AM	49	**105**	**114.3%**
		EBR	45	Existing	AM	**335**	**305**	-
					PM	**161**	**158**	-
				Cumulative	AM	**182**	**181**	-
					PM	**140**	**137**	-
		NBL[1]	80	Existing	AM	**191**	**191**	-
					PM	**408**	**417**	**2.2%**
				Cumulative	AM	**238**	**238**	**-**
					PM	**682**	**682**	**-**
		NBR[1]	25	Existing	PM	**83**	**85**	**2.4%**
				Cumulative	PM	**139**	**139**	**-**
4	Ralston Avenue and Notre Dame de Namur University Driveway	SBR	50	Cumulative	AM	**110**	**72**	-
					PM	**95**	**85**	-
7	Ralston Avenue and Alameda de las Pulgas	EBL	95	Existing	AM	**121**	**122**	**0.8%**
					PM	**138**	**142**	**2.9%**
				Cumulative	AM	**172**	**175**	**1.7%**
					PM	**126**	**128**	**1.6%**
		EBR	80	Existing	AM	**249**	**251**	0.8%
					PM	**388**	**399**	**2.8%**
				Cumulative	AM	**408**	**411**	0.7%
					PM	**417**	**414**	-
		WBL	195	Existing	AM	**227**	**227**	-
					PM	**235**	**235**	-
				Cumulative	AM	**311**	**311**	-
					PM	**326**	**326**	-
		NBL	250	Cumulative	AM	**307**	**309**	0.7%
		SBL	140	Existing	AM	**166**	**166**	-
				Cumulative	AM	**211**	**211**	-
					PM	**194**	**194**	-
8	Ralston Avenue and Cipriani Boulevard	EBL	110	Existing	AM	**274**	**274**	-
					PM	**337**	**334**	**-**
				Cumulative	AM	**409**	**409**	-
					PM	**516**	**510**	-
		NBL	85	Existing	AM	**312**	**312**	-
					PM	**111**	**111**	-
				Cumulative	AM	**463**	**463**	-
					PM	**133**	**133**	-
		SBL	50	Existing	AM	**172**	**172**	-
					PM	**141**	**141**	-
				Cumulative	AM	**254**	**254**	-
					PM	**166**	**166**	-
9	Ralston Avenue and Davis Drive	NBL[1]	105	Cumulative	PM	**130**	**174**	**33.8%**
14	Ralston Avenue and Hallmark Drive	WBL	70	Existing	AM	**194**	**193**	-
					PM	**126**	**115**	-
				Cumulative	AM	**213**	**211**	-
					PM	**170**	**165**	**-**
		NBR	120	Cumulative	AM	106	**295**	**178.3%**

Note: Bolded queue length indicates queue length exceeds storage length, yellow highlighting indicates a project significant impact.

[1] Split phasing is used for northbound approach, therefore queue from northbound left or right-turns would not affect through traffic.

7. SITE ACCESS AND CIRCULATION

This chapter presents a discussion of the site access and circulation based on the provided site plan as shown in **Figure 4**.

SITE ACCESS AND CIRCULATION

VEHICLE TRAFFIC

For the office building, vehicle traffic will be able to access the project site from a new driveway on Davis Drive, approximately 115 feet south of Ralston Avenue. This driveway will be a shared driveway with the fire station. Within the site, the drive aisles are 26 feet wide, which allow for traffic to maneuver around the site and meet the City's requirements.

PEDESTRIAN

For those walking to the site, pedestrians may access the site by utilizing sidewalks on Ralston Avenue or Davis Drive and the marked pedestrian pathway on the south side of the site. Currently the sidewalk on the west side of Davis Drive terminates just south of Ralston Avenue, but the project is proposing to extend the sidewalk along Davis Drive to the southern border of the project site, adjacent to the site. Within the site, there are sidewalks around the office building and a marked pathway connecting the office building to the fire station.

It should be noted that the office is only accessible via the pathway on the south side of the site, resulting in approximate additional 150 feet for those walking to the office building. It is recommended that an additional pathway be constructed along the shared driveway aisle to provide a more direct path for those walking to the office.

BICYCLE

Cyclists may access the site using the bicycle facilities along Ralston Avenue. The proposed project will have bicycle secure bicycle lockers bicyclists to store their bicycles. The Project will also provide shower and changing rooms for bicyclist to use as well.

TRANSIT

For those taking transit, they can utilize the SamTrans bus routes that operate along Ralston Avenue. There are bus stops provided by SamTrans adjacent to the project site on the northwest and southeast corner of Ralston Avenue and Davis Drive. There is a crosswalk on the west and south legs of the intersection of Ralston Avenue and Davis Drive, allowing pedestrians to walk to and from the bus stops and the project site.

FIRE STATION

The fire station may be accessible via two driveways. One is the shared new driveway located approximately 115 feet south of Ralston Avenue. This driveway will be utilized by fire engines when returning to the site and by passenger vehicles to access parking on the west side of the station. The second driveway will be located at the existing driveway and will be for exclusive use by the fire station, and primarily as an exit driveway for the fire engines and access to visitor parking. As mentioned in the sight line analysis, there is adequate stopping sight distance for both project driveways. Based on visual

inspection, it appears that many existing signals along Ralston Avenue does not have pre-emption detectors mounted on the signal poles. It is recommended that when the fire station is developed that necessary improvements such as installing pre-emption detectors be installed.

PARKING REQUIREMENTS

The City parking requirements are stated in the City of Belmont's Zoning Ordinance[10]. For an office, a minimum of 1 space for each 250-square feet of net floor area or 90% of the gross floor area is required. The project proposes a net floor area of 64,059 square feet of office, which equates to 256 spaces. Based on the September 2019 site plan, the proposed project will provide 153 spaces in a surface lot and 62 spaces in the ground floor garage for a total of 215 spaces for the office, which is below the City's required number of parking spaces. The Project is proposing a valet parking service to compensate for the deficiency in required parking spaces, which will provide an additional parking for 16 vehicles on the surface lot and 37 vehicles in the garage for a total of 53 valet parking. With the striped parking stalls and valet parking, the Project site can accommodate 268 vehicles. The project will also implement a TDM plan, with a 15% peak hour trip reduction, which may decrease the parking demand for the site.

In addition, potential parking demand was calculated based on information from ITE *Parking Generation Manual, 5th Edition*. The ITE *Parking General Manual* is a standard reference for estimate parking demand. For estimating parking demand the average and 85th percentile rate for Land Ise 710 (General Office Building) was used and presented in **Table 17**. As shown in **Table 17**, it is estimated that the proposed project would have a parking demand between 185 and 256 vehicles, which can be accommodated by the proposed 268 spaces being provided.

Table 17: ITE Parking Generation

	Average	85th Percentile
Rate	2.39 per 1,000 SF	3.30 per 1,000 SF
Parking Demand	185	256

The City also has parking requirements for the number of accessible spaces, which states for a total number of parking spaces between 201 and 500 spaces, there needs to be a minimum of 5 accessible spaces plus 1 accessible space for each 100 spaces or fraction there of over 100[11]. The project will provide 268 spaces, which equates to a minimum of 6 accessible spaces. The site plan indicates 9 accessible parking spaces, which meets the City requirement.

The City's Zoning Ordinance also provides design standards for parking stalls and aisles. Parking spaces must be 8.5 feet wide and 18 feet in length. The length may include front bumper overhang of planters, walkways etc., but must be less than two feet from the wheel stop. **Figure 4** indicates that parking spaces are 8.5 wide and 16-18 feet in length. For spaces that are only 16 feet in length, there are planters or walkways to allow overhang of the front bumpers. For 90-degree parking, the aisle width for two-way traffic must be 26 feet. The project site has an aisle width of 26 feet. Both the parking spaces and aisle width dimensions meet City requirements.

[10] *Zoning Ordinance – Section 8.4.3 Off Street Parking and Loading*, City of Belmont

[11] *Zoning Ordinance – Section 8.3.1(b) Off Street Parking and Loading*, City of Belmont

BICYCLE PARKING

The Project will provide on-site bicycle parking. There will be one bicycle rack near the entry plaza which will provide short-term bicycle parking. Long-term, secure bicycle parking will be located inside the garage and will consist of a bicycle rack for 16 bicycles.

VALET PARKING

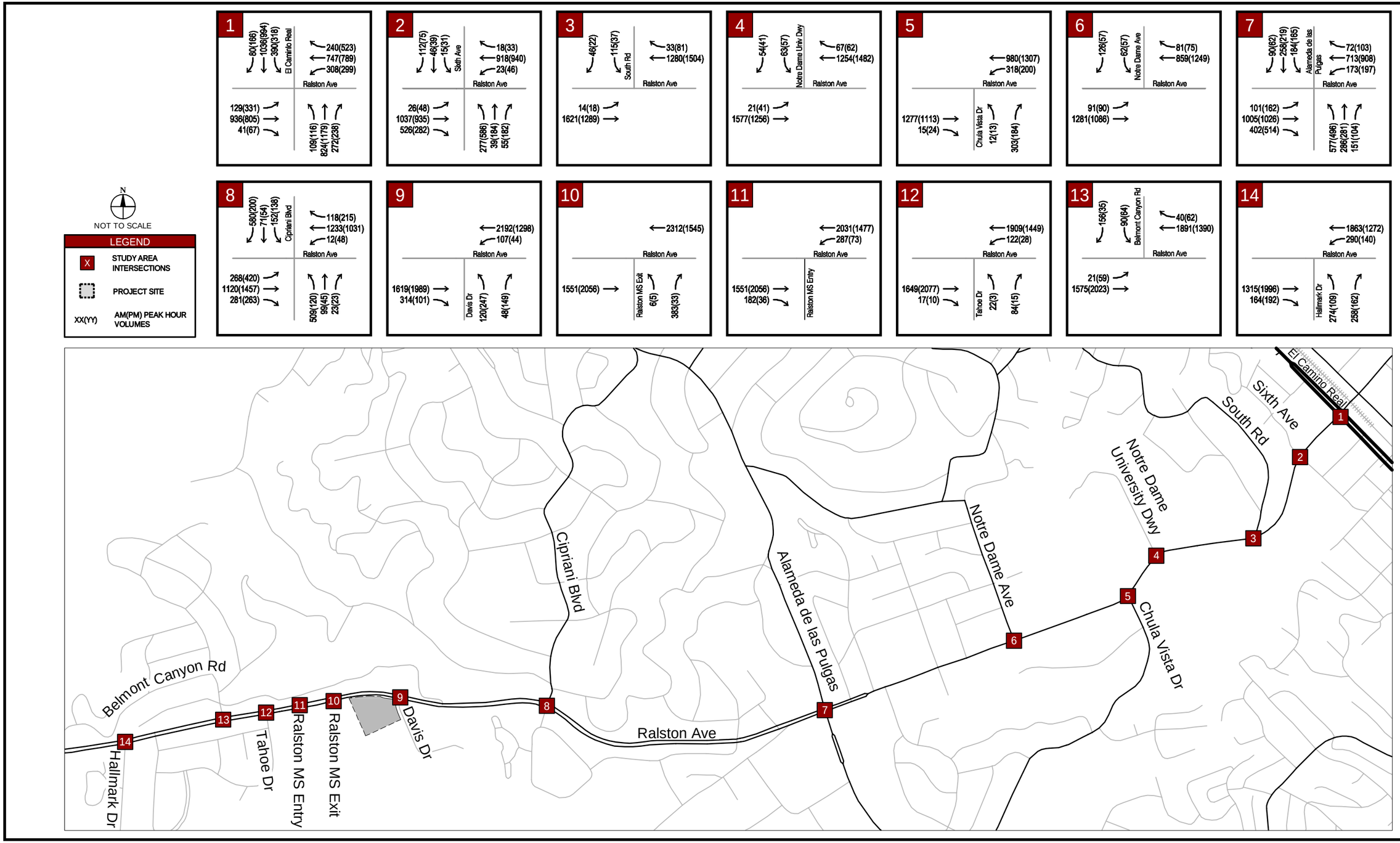
To compensate for the deficiency in required parking spaces, the Project will provide valet parking. Valet parking will utilize the parking garage and the surface lot next to the fire station building pad.

Details of the valet operation will be decided by the valet operator and may change over time but is anticipated to consist of the elements[12] shown in **Figure 12**. Details on the valet operation are provided a memorandum which is included in the **Appendix.**

During the morning, the valet attendees will place cones at two locations: 1) entrance to garage, and 2) drive aisle, just west of the Project driveway. The cones at the garage are to prevent self-parking in the garage. The cones placed at the drive aisle are meant to direct vehicles to circulate the site in a clockwise manner, which would prevent queue spill back onto Davis Drive.

Initially employees of the office building may choose to either self-park or valet park. Those that choose to valet park will leave their cars in the pick-up/drop-off zone located along the curb near the entry plaza. This loading zone may handle 5-8 vehicles. When the surface lot is nearly full, valet operators will relocate the drop-off zone to south side of building near the transformer pad. After this point, any vehicles entering the site will have to valet park. Valet attendees would utilize parking in the parking garage first and then will utilize the surface lot adjacent to the fire station building pad as needed. Valet attendees will remove the cones once the morning peak period has ended.

[12] Proposed valet operation was provided by Watry Design, Inc.



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FIGURE 10
CUMULATIVE PLUS PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES
2 DAVIS DRIVE TIA

DRIVEWAY QUEUING

The Project driveway is approximately 115 feet south of the intersection of Ralston Avenue and Davis Drive. Due to the driveway's proximity to the intersection, queuing at the driveway was evaluated to determine if the Project trips would affect the operation of the northbound approach for the intersection of Ralston Avenue and Davis Drive.

A *SimTraffic* microsimulation within the *Synchro* software was developed to model the interaction between the intersection of Davis Drive / Ralston Avenue and the Project driveway. The analysis reviewed the 95th percentile queue length for the two northbound lanes at Davis Drive / Ralston Avenue and the eastbound approach at the Project Driveway. **Table 18** summarizes the results of the Driveway Queuing analysis.

Based on results in **Table 18**, the queue lengths with the project are within the available storage length. It should be noted that the queue length for the northbound approach at Davis Drive / Ralston Avenue decreased with the addition of the project. This decrease in queue length can be attributed to the signal allocating more green time to northbound approach to accommodate the increase in traffic.

Table 18: Driveway Queuing Summary

Intersection	Turning Movement	Storage Length (feet)	Scenario	Peak Period	Queue Length (feet)		Variance
					Without Project	With Project	
Davis Drive and Ralston Avenue	NBL	105	Existing	AM	59	83	24 feet (1 veh)
				PM	**148**	100	-48 feet (-2 veh)
			Cumulative	AM	56	50	-6 feet (0 veh)
				PM	**159**	67	-92 feet (-4 veh)
	NBL/R	-	Existing	AM	127	179	52 feet (2 veh)
				PM	250	271	21 feet (1 veh)
			Cumulative	AM	468	341	-127 feet (-5 veh)
				PM	386	339	-47 feet (-2 veh)
Davis Drive and Project Driveway	EBL/R	250	Existing	AM	-	32	-
				PM	-	82	-
			Cumulative	AM	-	244	-
				PM	**-**	242	-

Note: Bolded queue length indicates queue length exceeds storage length.

8. SUMMARY OF PROJECT IMPACTS AND DEFICIENCIES

Based on the results of the traffic analysis and evaluation of the proposed site plan, project impacts and deficiencies were identified as defined by the City's Guidelines' significant criteria. This chapter will discuss these project impacts and deficiencies causes by traffic generated by the project and recommended mitigations and improvements.

PROJECT IMPACT

As of July 1, 2020, the state of California has fully adopted a change in the California Environmental Quality Act (CEQA) significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743).

The VMT analysis found that the Project would result in an increase in total daily VMT from 344 to 5,496 VMT per day. The Project would also result in a decrease in VMT per employee from 24.6 to 19.7 VMT per employee. Although the project results in a decrease in VMT per employee, the Project's VMT exceeds the City's threshold of 14.63 and would be a significant impact. As noted in the Chapter 4, the Project and its TDM program results in the maximum reduction possible of 19.7. Since no mitigation is feasible, the Project would result in a **significant impact**.

PROJECT DEFICIENCIES

Table 19 summarizes the project deficiencies and recommended improvements.

EXISTING PLUS PROJECT

The Project will result in a project deficiency at the following intersections under the Existing Plus Project conditions:

- #2 – Ralston Avenue and Sixth Avenue
- #3 – Ralston Avenue and South Road
- #5 – Ralston Avenue and Chula Vista Drive
- #6 – Ralston Avenue and Notre Dame Avenue
- #7 – Ralston Avenue and Alameda de las Pulgas
- #8 – Ralston Avenue and Cipriani Boulevard
- #10 – Ralston Avenue and Ralston Middle School Exit Driveway
- #12 – Ralston Avenue and Tahoe Drive

Trans – 1: Ralston Avenue and Sixth Avenue (Intersection #2)

In the Existing Plus Project scenario, the queue for the eastbound left-turn movement is 105 feet in the AM peak hour. Under the base condition without the project, the eastbound left-turn movement is 49 feet, which is within the 70-foot queue storage length. The projects cause the queue length to exceed the storage length, which results in a project deficiency.

Table 19: Project Deficiency and Recommended Improvement Summary

Scenario	Deficiency #	Int #	Intersection	Significant Criteria	Recommended Improvement	Percent of Project Peak Intersection Traffic[1]
Existing Plus Project	TRANS-1	2	Ralston Avenue and Sixth Avenue	Queuing	PASS Program (update traffic signal)	1.0%
	TRANS-2	3	Ralston Avenue and South Road	LOS	Signalize intersection	1.0%
	TRANS-3	5	Ralston Avenue and Chula Vista Drive	LOS Signal Warrant	Signalize intersection	1.1%
	TRANS-4	6	Ralston Avenue and Notre Dame Avenue	Signal Warrant	Signalize intersection	1.3%
	TRANS-5	7	Ralston Avenue and Alameda de las Pulgas	Queuing	PASS Program (update traffic signal)	1.1%
	TRANS-6	8	Ralston Avenue and Cipriani Boulevard	LOS	Restripe southbound approach	1.0%
	TRANS-7	10	Ralston Avenue and Ralston Middle School Exit Driveway	LOS Signal Warrant	Signalize intersection at Ralston Avenue and Tahoe Drive	1.9%
	TRANS-8	12	Ralston Avenue and Tahoe Drive	LOS	PASS Program (update traffic signal)	2.0%
Cumulative Plus Project	TRANS-9	1	Ralston Avenue and El Camino Real	LOS Queuing	PASS Program (update traffic signal)	0.5%
	TRANS-10	4	Ralston Avenue and Notre Dame University Driveway	LOS Signal Warrant	Signalize intersection	0.8%
	TRANS-11	5	Ralston Avenue and Chula Vista Drive	LOS Signal Warrant	Signalize intersection	0.8%
	TRANS-12	6	Ralston Avenue and Notre Dame Avenue	LOS Signal Warrant	Signalize intersection	1.0%
	TRANS-13	7	Ralston Avenue and Alameda de las Pulgas	LOS Queuing	PASS Program (update traffic signal)	0.9%
	TRANS-14	8	Ralston Avenue and Cipriani Boulevard	LOS	Restripe southbound approach and extend eastbound left-turn storage	0.8%
	TRANS-15	10	Ralston Avenue and Ralston MS Exit	LOS Signal Warrant	PASS Program (update traffic for adjacent signal)	1.5%
	TRANS-16	14	Ralston Avenue and Hallmark Drive	LOS Queuing	PASS Program (update traffic signal)	1.5%

Notes:
[1] Calculated based on project trips divided by either existing without project or cumulative without project volumes.

Improvement - #1

The Ralston Corridor Study and Improvement Plan (RCS) recommends that the intersection be included in future Program for Arterial System Synchronization (PASS) Program Traffic Signal Timing Plans Project to update signal timing along the Ralston Corridor. With this improvement, the eastbound left queue will be 70 feet, which will be within the allowed queue storage. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 2: Ralston Avenue and South Road (Intersection #3)

In the Existing Plus Project scenario, the intersection of Ralston Avenue and South Road will operate at an unacceptable LOS F in the AM peak hour, with the worst movement delay of 148.9 seconds. Under the base condition without the project, the intersection operates at an unacceptable LOS F with the worst movement delay of 147.5 seconds. Since the project adds 24 trips in the AM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, the intersection will operate at an unacceptable LOS F in the PM peak hour, with the worst movement delay of 111.9 seconds. Under base condition without the project, the intersection operates at an unacceptable LOS F with the worst movement delay of 107.1 seconds. Since the project adds 21 trips in the PM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this also results in a project deficiency.

Improvement - #2

The Ralston Corridor Study and Improvement Plan (RCS) recommends that a traffic signal be installed at the intersection. With the installation of a traffic signal, the intersection will operate at an acceptable LOS B in both peak hours, with an average delay of 13.0 seconds in the AM peak hour and 11.0 seconds in the PM peak hour.

It should be noted that this improvement was fully funded as part of the Crystal Springs Uplands School Project and was under construction when field observations were conducted in May 2018. This improvement was assumed under Cumulative conditions and the intersection was determined to be operating under acceptable LOS. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 3: Ralston Avenue and Chula Vista Drive (Intersection #5)

In the Existing Plus Project scenario, the intersection of Ralston Avenue and Chula Vista Drive will operate at an unacceptable LOS F with the worst movement delay of 144.7 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a movement delay of 142.8 seconds. Since the project adds 24 trips in the AM peak to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, intersection volumes satisfy peak hour signal warrants under base and plus project conditions. The project increases the v/c ration by 0.01, which results in a project deficiency.

Improvement - #3

The project deficiency at this intersection could be improved by the installation of a traffic signal. Signalizing the intersection would result in the intersection operating at LOS C with an average delay of 26.8 seconds.

However, the RCS identifies extensive crossing improvements at this intersection, including the installation of a median, the removal of the westbound merge, and the installation of a rectangular rapid flashing beacon (RRFB), instead of signalization to provide traffic calming benefits along this section of the Ralston Avenue corridor. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 4: Ralston Avenue and Notre Dame Avenue (Intersection #6)

During the AM peak hour, the intersection volumes satisfy peak hour signal warrants under base and plus project conditions. The project increases the v/c ratio by 0.01, which results in a project deficiency.

Improvement - #4

The RCS identifies the signalization of the intersection, along with striping and crosswalk improvements. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 5: Ralston Avenue and Alameda de las Pulgas (Intersection #7)

In the Existing Plus Project scenario, the queue for the eastbound left-turn movement is 142 feet in the PM peak hour. Under the base condition without the project, the eastbound left-turn movement queue is 138 feet, which exceeds the 95-foot queue storage length. The project increases the queue length by 2.9 percent (4 feet), which results in a project deficiency.

In addition, the queue for the eastbound right-turn movement is 399 feet in the PM peak hour. Under the base condition without the project, the northbound right-turn queue is 388 feet, which exceeds the 80-foot queue storage length. The project increases the queue length by 2.8 percent (11 feet), which results in a project deficiency.

Improvement - #5

The Ralston Corridor Study and Improvement Plan (RCS) recommends that the intersection be included in future PASS Program Traffic Signal Timing Plans Project to update signal timing along the Ralston Corridor. With this improvement, during the PM peak, the eastbound left-turn queue will be 134 feet and the eastbound right-turn queue will be 380 feet, which are less than the base condition queue length. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 6: Ralston Avenue and Cipriani Boulevard (Intersection #8)

In the Existing Plus Project scenario, the intersection of Ralston Avenue and Cipriani Boulevard will operate at an unacceptable LOS F with an average delay of 89.1 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with an average delay of 86.1 seconds. Since the project adds 34 trips to the signalized intersection (exceeding the 20 trips threshold), this results in a project deficiency.

Improvement - #6

The project deficiency at this intersection could be improved by restriping the southbound approach to include one shared left-through lane and one exclusive right-turn lane. By restriping the southbound approach, the intersection would operate at LOS E with an average delay of 71.3, which is better than the base conditions.

The RSC identifies improvements at this intersection to consist of removing free right turn lanes and extending the curb to create a standard intersection and also the potential to extend the eastbound left-turn storage. The recommended improvement of restriping the southbound approach could be accomplished when other improvements are constructed. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 7: Ralston Avenue and Ralston Middle School Exit driveway (Intersection #10)

In the Existing Plus Project scenario, the intersection of Ralston Avenue and Ralston Middle School Exit Driveway will operate at an unacceptable LOS F, with a worst movement delay of 55.3 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 54.4 seconds. Since the project adds 61 trips to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition to the intersection level of service project deficiency, the intersection satisfies peak hour signal warrants under the base and plus project conditions in the AM peak hour. The project increases the v/c ratio, which results in a project deficiency.

Improvement - #7

As noted for the level of service for the Cumulative condition, the intersection operation improves due to the signalization of Intersection #11 – Ralston Avenue and Ralston MS Entrance and Intersection #12 – Ralston Avenue and Tahoe Drive. The signals create platooning of eastbound vehicles, which results in more acceptable gaps in eastbound traffic for vehicles to exit the middle school. With the signalization of these intersections, the intersection of Ralston Avenue and Ralston Middle School Exit Driveway will operate at LOS C with a worst movement delay of 20.1 seconds. The v/c ratio also decreases to 0.55 which is 0.2 less than the base condition v/c.

The RCS identifies installing a traffic signal at the intersection of Ralston Avenue and Tahoe Drive. It should be noted that the Belmont-Ralston Shores School District (BRSSD) has agreed to install the traffic signal. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 8: Ralston Avenue and Tahoe Drive (Intersection #12)

In the Existing Plus Project scenario, the intersection of Ralston Avenue and Tahoe Drive will operate at an unacceptable LOS E with a worst movement delay of 37.6 seconds in the PM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS E with a worst movement delay of 35.2 seconds. Since the project adds 55 trips to the signalized intersection (exceeding the 25 trips threshold), this results in a project deficiency.

Improvement - #8

The Ralston Corridor Study and Improvement Plan (RCS) recommends that a traffic signal be installed at the intersection. With the installation of a traffic signal, the intersection will operate at an acceptable LOS B with an average delay of 12.5 seconds.

It should be noted that this improvement is identified in the BRSSD 5 School Expansion TIA and the school district agreed to install the traffic signal. Since this is a planned improvement, this improvement was assumed under Cumulative conditions and the intersection was found to be operating at an acceptable LOS. Since the improvement is identified in the RCS, the Project would pay its TIF.

CUMULATIVE PLUS PROJECT

The Project will result in a project deficiency at the following intersections under the Cumulative Plus Project conditions:

- #1 – Ralston Avenue and El Camino Real
- #4 – Ralston Avenue and Notre Dame University Driveway
- #5 – Ralston Avenue and Chula Vista Drive
- #6 – Ralston Avenue and Notre Dame Avenue
- #7 – Ralston Avenue and Alameda de las Pulgas
- #8 – Ralston Avenue and Cipriani Boulevard
- #10 – Ralston Avenue and Ralston MS Exit
- #14 – Ralston Avenue and Hallmark Drive

Trans – 9: Ralston Avenue and El Camion Real (Intersection #1)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and El Camino Real will operate at an unacceptable LOS F with an average delay of 121.5 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with an average delay of 121.2 seconds. Since the project adds 24 trips to the signalized intersection (exceeding the 20 trips threshold), this results in a project deficiency.

In addition, the intersection will operate at an unacceptable LOS with an average delay of 123.5 seconds in the PM peak hour. Under the base condition without the project, the intersection operates at an unacceptable LOS with an average delay of 121.3 seconds. Since the project adds 23 trips to the signalized intersection (Meeting the 20 trips threshold), this results in a project deficiency.

In addition, the queue for the eastbound left-turn movement is 211 feet in the AM peak hour. Under the base condition without the project, the eastbound left-turn movement is 207 feet, which exceeds the 105-foot queue storage length. The project increases the queue length by 1.9 percent (4 feet), which results in a project deficiency.

In addition, the queue for the northbound left-turn movement is 178 feet in the AM peak hour and 177 feet in the PM peak hour. Under the base condition without the project, the northbound left-turn movement is 170 and 175 feet, which exceeds the 145-foot queue storage length. The project increases the queue length by 4.7 percent (8 feet) and 1.1 percent (2 feet), which results in a project deficiency.

Improvement - #9

The Ralston Corridor Study and Improvement Plan (RCS) recommends that the intersection be included in future PASS Program Traffic Signal Timing Plans Project to update signal timing along the Ralston Corridor. With this improvement, the intersection will operate at LOS F with 100.5 seconds and 122.4 seconds in the AM and PM peak hours, respectively. While the intersection still operates unacceptably, there is less delay than the base conditions. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 10: Ralston Avenue and Notre Dame de Namur University Driveway (Intersection #4)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Notre Dame de Namur University Driveway will operate at an unacceptable LOS F. Under base conditions without the project, the

intersection operates at an unacceptable LOS F. Since the project adds 24 trips in the AM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, the intersection will operate at an unacceptable LOS F in the PM peak hour. Under the base condition without the project, the intersection operates at an unacceptable LOS F. Since the project adds 21 trips in the PM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, during the AM peak hour, the intersection volumes satisfy peak hour signal warrants under base and plus project conditions. The project increases the v/c ratio by 0.01, which results in a project deficiency.

Improvement - #10

The project deficiency at this intersection could be improved by the installation of a traffic signal. Signalizing the intersection would result in the intersection operating at an acceptable LOS D with an average delay of 40.2 seconds during the AM peak and at an unacceptable LOS E with an average delay of 57.6 during the PM peak hour. While the intersection still operates unacceptably, there is less delay than the base condition.

However, the RCS recommends a modern roundabout at this intersection to provide traffic calming benefits along this section of the Ralston Avenue corridor. It should be noted that the roundabout improvement would result in the intersection operating at LOS F. Since this intersection is identified for future improvement in the RCS, the Project would pay its TIF.

Trans – 11: Ralston Avenue and Chula Vista Drive (Intersection #5)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Chula Vista Drive will operate at an unacceptable LOS F with the worst movement delay of 608.9 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 622.5 seconds. Since the project adds 24 trips in the AM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, the intersection will be operated at an unacceptable LOS F in the PM peak hour, with a worst movement delay of 1216.5 seconds. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 117.6 seconds. Since the project adds 21 trips in the PM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, during the PM peak hour, the intersection volumes satisfy peak hour signal warrants under base and plus project conditions. The project increases the v/c ratio by 0.01, which results in a project deficiency.

Improvement - #11

As stated for Improvement - #3, the project deficiency at this intersection could be improved by the installation of a traffic signal. With this improvement, the intersection would operate at an unacceptable LOS E with an average delay of 76.9 seconds in the AM peak hour and an acceptable LOS C with an average delay of 26.0 seconds in the PM peak hour. While the intersection still operates unacceptably in the AM peak, there is less delay than the base conditions. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 12: Ralston Avenue and Notre Dame Avenue (Intersection #6)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Notre Dame Avenue will operate at an unacceptable LOS F with the worst movement delay of 156.9 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 145.3 seconds. Since the project adds 24 trips in the AM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, the intersection will be operated at an unacceptable LOS F in the PM peak hour, with a worst movement delay of 73.4 seconds. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 71.0 seconds. Since the project adds 21 trips in the PM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, during the AM peak hour, the intersection volumes satisfy peak hour signal warrants under base and plus project conditions. The project increases the v/c ratio by 0.01, which results in a project deficiency.

Improvement - #12

As stated for Improvement - #4, the project deficiency at this intersection could be improved by the installation of a traffic signal. With this improvement, the intersection would operate at an acceptable LOS C with an average delay of 27.5 seconds and 25.4 in the AM peak hour and PM peak hour, respectively. The RCS identifies the signalization of the intersection, along with striping and crosswalk improvements. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 13: Ralston Avenue and Alameda de las Pulgas (Intersection #7)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Alameda De Las Pulgas will operate at an unacceptable LOS F with an average delay of 90.7 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 89.8 seconds. Since the project adds 34 trips to the signalized intersection (exceeding the 20 trips threshold), this results in a project deficiency.

In addition, the queue for the eastbound left-turn movement is 175 feet in the AM peak hour. Under base condition without the project, the eastbound left-turn queue is 172 feet, which exceeds the 95-foot queue storage length. The project increases the queue length by 1.7 percent (3 feet), which results in a project deficiency.

Improvement - #13

As stated for Improvement - #5, the Ralston Corridor Study and Improvement Plan (RCS) recommends that the intersection be included in future PASS Program Traffic Signal Timing Plans Project to update signal timing along the Ralston Corridor. With this improvement, the intersection would operate at LOS F with 85.3 seconds of delay in the AM peak. While the intersection still operates unacceptably in the AM peak, there is less delay than the base conditions. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 14: Ralston Avenue and Cipriani Boulevard (Intersection #8)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Cipriani Boulevard will operate at an unacceptable LOS F with an average delay of 188.7 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with an average delay of 186.3 seconds. Since the project adds 34 trips to the signalized intersection (exceeding the 20 trips threshold), this results in a project deficiency.

Improvement - #14

As stated for Improvement - #6, to improve the project deficiency, the southbound approach should be restriped to include one shared left-through lane and one exclusive right-turn lane and the eastbound left-turn storage lane would be extended. With this improvement, the intersection would operate at LOS F with an average delay of 161.4 seconds. While the intersection still operates unacceptably in the AM peak, there is less delay than the base conditions. The RCS improvements could also include extending the eastbound left-turn storage.

Trans – 15: Ralston Avenue and Ralston MS Exit (Intersection #10)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Ralston MS Exit will operate at an unacceptable LOS E with the worst movement delay of 36.4seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS F with a worst movement delay of 51.4 seconds. Since the project adds 61 trips in the AM peak hour to the unsignalized intersection (exceeding the 15 trips threshold), this results in a project deficiency.

In addition, the intersection will be operated at an unacceptable LOS E in the PM peak hour, with a worst movement delay of 38.3 seconds. Under base conditions without the project, the intersection operates at an unacceptable LOS E with a worst movement delay of 37.7 seconds. Since the project adds 55 trips in the PM peak hour to the unsignalized intersection (exceeding the 25 trips threshold), this results in a project deficiency.

In addition, during the AM peak hour, the intersection volumes satisfy peak hour signal warrants under base and plus project conditions. The project increases the v/c ratio by 0.01, which results in a project deficiency.

Improvement - #15

As stated for Improvement - #7, the intersection operation improves due to the signalization of Intersection #11 – Ralston Avenue and Ralston MS Entrance and Intersection #12 – Ralston Avenue and Tahoe Drive. The signals create platooning of eastbound vehicles, which results in more acceptable gaps in eastbound traffic for vehicles to exit the middle school. With the signalization of these two intersections, the intersection of Ralston Avenue and Ralston Middle School Exit Driveway will operate at LOS D with a worst movement delay of 31.2 seconds in the AM peak hour and LOS E with a worst movement of 37.5 seconds in the PM peak hour. While the intersection still operates unacceptably in the PM peak, there is less delay than the base conditions.

The RCS identifies installing a traffic signal at the intersection of Ralston Avenue and Tahoe Drive. It should be noted that the Belmont-Ralston Shores School District (BRSSD) has agreed to install the traffic signal. Since the improvement is identified in the RCS, the Project would pay its TIF.

Trans – 16: Ralston Avenue and Hallmark Drive (Intersection #14)

In the Cumulative Plus Project scenario, the intersection of Ralston Avenue and Hallmark Drive will operate at an unacceptable LOS F with an average delay of 94.0 seconds in the AM peak hour. Under base conditions without the project, the intersection operates at an unacceptable LOS E with an average delay of 74.4 seconds. Since the project increase average delay by more than 4.0 seconds, this results in a project deficiency.

In addition, the queue for the eastbound left-turn movement is 175 feet in the AM peak hour. Under base condition without the project, the eastbound left-turn queue is 172 feet, which exceeds the 95-foot queue storage length. The project increases the queue length by 1.7 percent (3 feet), which results in a project deficiency.

Improvement - #16

The Ralston Corridor Study and Improvement Plan (RCS) recommends that the intersection be included in future PASS Program Traffic Signal Timing Plans Project to update signal timing along the Ralston Corridor. With this improvement, the intersection will operate at an acceptable LOS D with 37.4 seconds of delay. Since the improvement is identified in the RCS, the Project would pay its TIF.

APPENDIX

A - TURNING MOVEMENT COUNTS

B - TRIP GENERATION

C – C/CAG COUNTYWIDE VMT EVALUATION TOOL REPORT

D - EXISTING TRAFFIC CONDITIONS

E - EXISTING PLUS PROJECT TRAFFIC CONDITIONS

F - CUMULATIVE TRAFFIC CONDITIONS

G - CUMULATIVE PLUS PROJECT TRAFFIC CONDITION

H – INTERSECTION QUEUING SUMMARY

I - SIGNAL WARRANTS

J – EXCLUSIVE TURN LANE WARRANTS

K – COLLISION REPORT

L – IMPROVEMENT OUTPUTS

M – DRIVEWAY QUEUING SUMMARY

N – TDM PROGRAM

O – VALET PARKING OPERATION MEMO

A - Turning Movement Counts

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-001
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	El Camino Real Southbound					Ralston Ave Westbound					El Camino Real Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	52	121	14	0	187	34	69	35	0	138	16	61	24	0	101	20	131	9	0	160	586	0
7:15	52	195	24	0	271	32	122	39	0	193	24	87	24	0	135	15	179	7	0	201	800	0
7:30	75	205	27	0	307	29	156	35	0	220	31	122	40	0	193	27	184	6	0	217	937	0
7:45	64	201	24	0	289	50	141	35	0	226	28	164	40	0	232	27	170	6	0	203	950	0
Total	243	722	89	0	1054	145	488	144	0	777	99	434	128	0	661	89	664	28	0	781	3273	0
8:00	69	206	12	0	287	54	150	51	0	255	16	135	49	0	200	26	175	5	0	206	948	0
8:15	90	184	15	0	289	64	130	53	0	247	15	159	50	0	224	25	196	5	0	226	986	0
8:30	75	215	16	0	306	65	145	39	0	249	22	172	62	0	256	23	181	10	0	214	1025	0
8:45	69	199	15	0	283	56	143	43	0	242	28	174	50	0	252	25	173	11	0	209	986	0
Total	303	804	58	0	1165	239	568	186	0	993	81	640	211	0	932	99	725	31	0	855	3945	0
16:00	53	191	24	0	268	70	158	81	0	309	21	212	41	0	274	44	129	13	0	186	1037	0
16:15	53	196	33	0	282	46	142	85	0	273	25	211	48	0	284	42	156	17	0	215	1054	0
16:30	43	187	24	0	254	44	133	106	0	283	24	236	48	0	308	46	155	9	0	210	1055	0
16:45	56	180	27	0	263	58	125	94	0	277	24	239	29	0	292	57	144	13	0	214	1046	0
Total	205	754	108	0	1067	218	558	366	0	1142	94	898	166	0	1158	189	584	52	0	825	4192	0
17:00	55	197	33	0	285	59	168	108	0	335	14	230	51	0	295	72	148	12	0	232	1147	0
17:15	57	184	23	0	264	64	133	97	0	294	26	226	61	0	313	65	173	14	0	252	1123	0
17:30	73	211	32	0	316	59	143	104	0	306	16	222	32	0	270	54	139	7	0	200	1092	0
17:45	62	180	40	0	282	50	166	97	0	313	33	237	41	0	311	62	154	15	0	231	1137	0
Total	247	772	128	0	1147	232	610	406	0	1248	89	915	185	0	1189	253	614	48	0	915	4499	0
Grand Total	998	3052	383	0	4433	834	2224	1102	0	4160	363	2887	690	0	3940	630	2587	159	0	3376	15909	0
Apprch %	22.5%	68.8%	8.6%	0.0%		20.0%	53.5%	26.5%	0.0%		9.2%	73.3%	17.5%	0.0%		18.7%	76.6%	4.7%	0.0%			
Total %	6.3%	19.2%	2.4%	0.0%	27.9%	5.2%	14.0%	6.9%	0.0%	26.1%	2.3%	18.1%	4.3%	0.0%	24.8%	4.0%	16.3%	1.0%	0.0%	21.2%	100.0%	

AM PEAK HOUR	El Camino Real Southbound					Ralston Ave Westbound					El Camino Real Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	69	206	12	0	287	54	150	51	0	255	16	135	49	0	200	26	175	5	0	206	948
8:15	90	184	15	0	289	64	130	53	0	247	15	159	50	0	224	25	196	5	0	226	986
8:30	75	215	16	0	306	65	145	39	0	249	22	172	62	0	256	23	181	10	0	214	1025
8:45	69	199	15	0	283	56	143	43	0	242	28	174	50	0	252	25	173	11	0	209	986
Total Volume	303	804	58	0	1165	239	568	186	0	993	81	640	211	0	932	99	725	31	0	855	3945
% App Total	26.0%	69.0%	5.0%	0.0%		24.1%	57.2%	18.7%	0.0%		8.7%	68.7%	22.6%	0.0%		11.6%	84.8%	3.6%	0.0%		
PHF	.842	.935	.906	.000	.952	.919	.947	.877	.000	.974	.723	.920	.851	.000	.910	.952	.925	.705	.000	.946	.962

PM PEAK HOUR	El Camino Real Southbound					Ralston Ave Westbound					El Camino Real Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	55	197	33	0	285	59	168	108	0	335	14	230	51	0	295	72	148	12	0	232	1147
17:15	57	184	23	0	264	64	133	97	0	294	26	226	61	0	313	65	173	14	0	252	1123
17:30	73	211	32	0	316	59	143	104	0	306	16	222	32	0	270	54	139	7	0	200	1092
17:45	62	180	40	0	282	50	166	97	0	313	33	237	41	0	311	62	154	15	0	231	1137
Total Volume	247	772	128	0	1147	232	610	406	0	1248	89	915	185	0	1189	253	614	48	0	915	4499
% App Total	21.5%	67.3%	11.2%	0.0%		18.6%	48.9%	32.5%	0.0%		7.5%	77.0%	15.6%	0.0%		27.7%	67.1%	5.2%	0.0%		
PHF	.846	.915	.800	.000	.907	.906	.908	.940	.000	.931	.674	.965	.758	.000	.950	.878	.887	.800	.000	.908	.981

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-002
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	6th Ave Southbound					Ralston Ave Westbound					6th Ave Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	1	6	0	7	1	82	2	0	85	13	1	7	0	21	2	162	62	0	226	339	0
7:15	2	1	6	0	9	0	156	5	0	161	24	2	12	0	38	3	159	66	0	228	436	0
7:30	2	5	18	0	25	5	211	3	0	219	48	4	13	0	65	3	217	96	0	316	625	0
7:45	6	5	20	0	31	4	183	2	0	189	74	7	7	0	88	6	191	101	0	298	606	0
Total	10	12	50	0	72	10	632	12	0	654	159	14	39	0	212	14	729	325	0	1068	2006	0
8:00	2	11	20	0	33	6	147	3	0	156	46	9	14	0	69	6	200	103	0	309	567	0
8:15	2	15	29	0	46	3	153	6	0	162	47	10	9	0	66	5	195	108	0	308	582	0
8:30	7	31	21	0	59	5	182	5	0	192	39	6	14	0	59	2	190	96	0	288	598	0
8:45	7	6	18	0	31	4	162	6	0	172	26	9	8	0	43	5	184	98	0	287	533	0
Total	18	63	88	0	169	18	644	20	0	682	158	34	45	0	237	18	769	405	0	1192	2280	0
16:00	6	9	17	0	32	3	164	8	0	175	95	16	24	0	135	5	141	34	0	180	522	0
16:15	5	9	11	0	25	8	176	2	0	186	79	20	24	0	123	12	164	54	0	230	564	0
16:30	11	5	13	0	29	11	177	11	0	199	99	16	27	0	142	9	155	68	0	232	602	0
16:45	11	8	15	0	34	8	158	8	0	174	98	23	30	0	151	5	168	46	0	219	578	0
Total	33	31	56	0	120	30	675	29	0	734	371	75	105	0	551	31	628	202	0	861	2266	0
17:00	8	1	9	0	18	9	165	7	0	181	124	34	39	0	197	10	171	66	0	247	643	0
17:15	3	7	16	0	26	14	174	3	0	191	112	27	32	0	171	10	192	54	0	256	644	0
17:30	6	8	14	0	28	6	179	10	0	195	117	43	29	0	189	6	166	43	0	215	627	0
17:45	7	14	19	0	40	7	208	6	0	221	102	39	41	0	182	11	179	56	0	246	689	0
Total	24	30	58	0	112	36	726	26	0	788	455	143	141	0	739	37	708	219	0	964	2603	0
Grand Total	85	136	252	0	473	94	2677	87	0	2858	1143	266	330	0	1739	100	2834	1151	0	4085	9155	0
Apprch %	18.0%	28.8%	53.3%	0.0%		3.3%	93.7%	3.0%	0.0%		65.7%	15.3%	19.0%	0.0%		2.4%	69.4%	28.2%	0.0%			
Total %	0.9%	1.5%	2.8%	0.0%	5.2%	1.0%	29.2%	1.0%	0.0%	31.2%	12.5%	2.9%	3.6%	0.0%	19.0%	1.1%	31.0%	12.6%	0.0%	44.6%	100.0%	

AM PEAK HOUR	6th Ave Southbound					Ralston Ave Westbound					6th Ave Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	2	5	18	0	25	5	211	3	0	219	48	4	13	0	65	3	217	96	0	316	625
7:45	6	5	20	0	31	4	183	2	0	189	74	7	7	0	88	6	191	101	0	298	606
8:00	2	11	20	0	33	6	147	3	0	156	46	9	14	0	69	6	200	103	0	309	567
8:15	2	15	29	0	46	3	153	6	0	162	47	10	9	0	66	5	195	108	0	308	582
Total Volume	12	36	87	0	135	18	694	14	0	726	215	30	43	0	288	20	803	408	0	1231	2380
% App Total	8.9%	26.7%	64.4%	0.0%		2.5%	95.6%	1.9%	0.0%		74.7%	10.4%	14.9%	0.0%		1.6%	65.2%	33.1%	0.0%		
PHF	.500	.600	.750	.000	.734	.750	.822	.583	.000	.829	.726	.750	.768	.000	.818	.833	.925	.944	.000	.974	.952

PM PEAK HOUR	6th Ave Southbound					Ralston Ave Westbound					6th Ave Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	8	1	9	0	18	9	165	7	0	181	124	34	39	0	197	10	171	66	0	247	643
17:15	3	7	16	0	26	14	174	3	0	191	112	27	32	0	171	10	192	54	0	256	644
17:30	6	8	14	0	28	6	179	10	0	195	117	43	29	0	189	6	166	43	0	215	627
17:45	7	14	19	0	40	7	208	6	0	221	102	39	41	0	182	11	179	56	0	246	689
Total Volume	24	30	58	0	112	36	726	26	0	788	455	143	141	0	739	37	708	219	0	964	2603
% App Total	21.4%	26.8%	51.8%	0.0%		4.6%	92.1%	3.3%	0.0%		61.6%	19.4%	19.1%	0.0%		3.8%	73.4%	22.7%	0.0%		
PHF	.750	.536	.763	.000	.700	.643	.873	.650	.000	.891	.917	.831	.860	.000	.938	.841	.922	.830	.000	.941	.944

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-003
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	S Rd Southbound					Ralston Ave Westbound					S Rd Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	11	0	1	0	12	0	99	4	0	103	0	0	0	0	0	3	210	0	0	213	328	0
7:15	19	0	5	0	24	0	174	3	0	177	0	0	0	0	0	1	215	0	0	216	417	0
7:30	15	0	11	0	26	0	248	5	0	253	0	0	0	0	0	4	315	0	0	319	598	0
7:45	26	0	12	0	38	0	276	7	0	283	0	0	0	0	0	1	308	0	0	309	630	0
Total	71	0	29	0	100	0	797	19	0	816	0	0	0	0	0	9	1048	0	0	1057	1973	0
8:00	25	0	7	0	32	0	234	8	0	242	0	0	0	0	0	3	311	0	0	314	588	0
8:15	23	0	6	0	29	0	217	6	0	223	0	0	0	0	0	3	322	0	0	325	577	0
8:30	15	0	3	0	18	0	223	5	0	228	0	0	0	0	0	1	286	0	0	287	533	0
8:45	10	0	12	0	22	0	201	3	0	204	0	0	0	0	0	4	323	0	0	327	553	0
Total	73	0	28	0	101	0	875	22	0	897	0	0	0	0	0	11	1242	0	0	1253	2251	0
16:00	2	0	0	0	2	0	248	13	0	261	0	0	0	0	0	2	185	0	0	187	450	0
16:15	4	0	5	0	9	0	282	9	0	291	0	0	0	0	0	0	246	0	0	246	546	0
16:30	5	0	0	0	5	0	272	13	0	285	0	0	0	0	0	5	255	0	0	260	550	0
16:45	4	0	2	0	6	0	276	11	0	287	0	0	0	0	0	7	221	0	0	228	521	0
Total	15	0	7	0	22	0	1078	46	0	1124	0	0	0	0	0	14	907	0	0	921	2067	0
17:00	9	0	3	0	12	0	280	15	0	295	0	0	0	0	0	5	265	0	0	270	577	0
17:15	5	0	2	0	7	0	305	11	0	316	0	0	0	0	0	6	238	0	0	244	567	0
17:30	4	0	6	0	10	0	290	17	0	307	0	0	0	0	0	2	234	0	0	236	553	0
17:45	11	0	6	0	17	0	289	20	0	309	0	0	0	0	0	1	246	0	0	247	573	0
Total	29	0	17	0	46	0	1164	63	0	1227	0	0	0	0	0	14	983	0	0	997	2270	0
Grand Total	188	0	81	0	269	0	3914	150	0	4064	0	0	0	0	0	48	4180	0	0	4228	8561	0
Apprch %	69.9%	0.0%	30.1%	0.0%		0.0%	96.3%	3.7%	0.0%		0.0%	0.0%	0.0%	0.0%		1.1%	98.9%	0.0%	0.0%			
Total %	2.2%	0.0%	0.9%	0.0%	3.1%	0.0%	45.7%	1.8%	0.0%	47.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	48.8%	0.0%	0.0%	49.4%	100.0%	

AM PEAK HOUR	S Rd Southbound					Ralston Ave Westbound					S Rd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	15	0	11	0	26	0	248	5	0	253	0	0	0	0	0	4	315	0	0	319	598
7:45	26	0	12	0	38	0	276	7	0	283	0	0	0	0	0	1	308	0	0	309	630
8:00	25	0	7	0	32	0	234	8	0	242	0	0	0	0	0	3	311	0	0	314	588
8:15	23	0	6	0	29	0	217	6	0	223	0	0	0	0	0	3	322	0	0	325	577
Total Volume	89	0	36	0	125	0	975	26	0	1001	0	0	0	0	0	11	1256	0	0	1267	2393
% App Total	71.2%	0.0%	28.8%	0.0%		0.0%	97.4%	2.6%	0.0%		0.0%	0.0%	0.0%	0.0%		0.9%	99.1%	0.0%	0.0%		
PHF	.856	.000	.750	.000	.822	.000	.883	.813	.000	.884	.000	.000	.000	.000	.000	.688	.975	.000	.000	.975	.950

PM PEAK HOUR	S Rd Southbound					Ralston Ave Westbound					S Rd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	9	0	3	0	12	0	280	15	0	295	0	0	0	0	0	5	265	0	0	270	577
17:15	5	0	2	0	7	0	305	11	0	316	0	0	0	0	0	6	238	0	0	244	567
17:30	4	0	6	0	10	0	290	17	0	307	0	0	0	0	0	2	234	0	0	236	553
17:45	11	0	6	0	17	0	289	20	0	309	0	0	0	0	0	1	246	0	0	247	573
Total Volume	29	0	17	0	46	0	1164	63	0	1227	0	0	0	0	0	14	983	0	0	997	2270
% App Total	63.0%	0.0%	37.0%	0.0%		0.0%	94.9%	5.1%	0.0%		0.0%	0.0%	0.0%	0.0%		1.4%	98.6%	0.0%	0.0%		
PHF	.659	.000	.708	.000	.676	.000	.954	.788	.000	.971	.000	.000	.000	.000	.000	.583	.927	.000	.000	.923	.984

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-004
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Notre Dame University Rd Southbound					Ralston Ave Westbound					Notre Dame University Rd Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	2	0	0	0	2	0	94	3	0	97	0	0	0	0	0	1	211	0	0	212	311	0
7:15	1	0	1	0	2	0	177	9	0	186	0	0	0	0	0	2	232	0	0	234	422	0
7:30	5	0	6	0	11	0	257	7	0	264	0	0	0	0	0	3	309	0	0	312	587	0
7:45	17	0	16	0	33	0	261	25	0	286	0	0	0	0	0	6	305	0	0	311	630	0
Total	25	0	23	0	48	0	789	44	0	833	0	0	0	0	0	12	1057	0	0	1069	1950	0
8:00	20	0	14	1	35	0	226	8	0	234	0	0	0	0	0	4	293	0	0	297	566	1
8:15	6	0	6	0	12	0	211	12	0	223	0	0	0	0	0	3	315	0	0	318	553	0
8:30	3	0	0	0	3	0	228	5	0	233	0	0	0	0	0	2	311	0	0	313	549	0
8:45	1	0	2	0	3	0	211	5	0	216	0	0	0	0	0	4	335	0	0	339	558	0
Total	30	0	22	1	53	0	876	30	0	906	0	0	0	0	0	13	1254	0	0	1267	2226	1
16:00	14	0	5	0	19	0	245	8	0	253	0	0	0	0	0	2	179	0	0	181	453	0
16:15	8	0	7	0	15	0	282	7	0	289	0	0	0	0	0	4	245	0	0	249	553	0
16:30	14	0	7	0	21	0	257	17	0	274	0	0	0	0	0	4	239	0	0	243	538	0
16:45	4	0	3	0	7	0	263	9	0	272	0	0	0	0	0	4	220	0	0	224	503	0
Total	40	0	22	0	62	0	1047	41	0	1088	0	0	0	0	0	14	883	0	0	897	2047	0
17:00	12	0	9	0	21	0	283	8	0	291	0	0	0	0	0	6	257	0	0	263	575	0
17:15	14	0	11	0	25	0	297	12	0	309	0	0	0	0	0	6	229	0	0	235	569	0
17:30	9	0	3	0	12	0	284	14	0	298	0	0	0	0	0	11	231	0	0	242	552	0
17:45	9	0	9	0	18	0	283	14	0	297	0	0	0	0	0	9	240	0	0	249	564	0
Total	44	0	32	0	76	0	1147	48	0	1195	0	0	0	0	0	32	957	0	0	989	2260	0
Grand Total	139	0	99	1	239	0	3859	163	0	4022	0	0	0	0	0	71	4151	0	0	4222	8483	1
Apprch %	58.2%	0.0%	41.4%	0.4%		0.0%	95.9%	4.1%	0.0%		0.0%	0.0%	0.0%	0.0%		1.7%	98.3%	0.0%	0.0%			
Total %	1.6%	0.0%	1.2%	0.0%	2.8%	0.0%	45.5%	1.9%	0.0%	47.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	48.9%	0.0%	0.0%	49.8%	100.0%	

AM PEAK HOUR	Notre Dame University Rd Southbound					Ralston Ave Westbound					Notre Dame University Rd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	5	0	6	0	11	0	257	7	0	264	0	0	0	0	0	3	309	0	0	312	587
7:45	17	0	16	0	33	0	261	25	0	286	0	0	0	0	0	6	305	0	0	311	630
8:00	20	0	14	1	35	0	226	8	0	234	0	0	0	0	0	4	293	0	0	297	566
8:15	6	0	6	0	12	0	211	12	0	223	0	0	0	0	0	3	315	0	0	318	553
Total Volume	48	0	42	1	91	0	955	52	0	1007	0	0	0	0	0	16	1222	0	0	1238	2336
% App Total	52.7%	0.0%	46.2%	1.1%		0.0%	94.8%	5.2%	0.0%		0.0%	0.0%	0.0%	0.0%		1.3%	98.7%	0.0%	0.0%		
PHF	.600	.000	.656	.250	.650	.000	.915	.520	.000	.880	.000	.000	.000	.000	.000	.667	.970	.000	.000	.973	.927

PM PEAK HOUR	Notre Dame University Rd Southbound					Ralston Ave Westbound					Notre Dame University Rd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	12	0	9	0	21	0	283	8	0	291	0	0	0	0	0	6	257	0	0	263	575
17:15	14	0	11	0	25	0	297	12	0	309	0	0	0	0	0	6	229	0	0	235	569
17:30	9	0	3	0	12	0	284	14	0	298	0	0	0	0	0	11	231	0	0	242	552
17:45	9	0	9	0	18	0	283	14	0	297	0	0	0	0	0	9	240	0	0	249	564
Total Volume	44	0	32	0	76	0	1147	48	0	1195	0	0	0	0	0	32	957	0	0	989	2260
% App Total	57.9%	0.0%	42.1%	0.0%		0.0%	96.0%	4.0%	0.0%		0.0%	0.0%	0.0%	0.0%		3.2%	96.8%	0.0%	0.0%		
PHF	.786	.000	.727	.000	.760	.000	.965	.857	.000	.967	.000	.000	.000	.000	.000	.727	.931	.000	.000	.940	.983

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-005
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Chula Vista Dr Southbound					Ralston Ave Westbound					Chula Vista Dr Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	14	79	0	0	93	0	0	13	0	13	0	198	2	0	200	306	0
7:15	0	0	0	0	0	35	138	0	0	173	3	0	23	0	26	0	210	6	0	216	415	0
7:30	0	0	0	0	0	67	186	0	0	253	2	0	54	0	56	0	259	4	0	263	572	0
7:45	0	0	0	0	0	65	212	0	0	277	2	0	60	0	62	0	249	3	0	252	591	0
Total	0	0	0	0	0	181	615	0	0	796	7	0	150	0	157	0	916	15	0	931	1884	0
8:00	0	0	0	0	0	62	182	0	0	244	3	0	79	0	82	0	222	2	0	224	550	0
8:15	0	0	0	0	0	53	162	0	0	215	2	0	42	0	44	0	259	3	0	262	521	0
8:30	0	0	0	0	0	72	155	0	0	227	0	0	52	0	52	0	265	5	0	270	549	0
8:45	0	0	0	0	0	44	168	0	0	212	4	0	48	0	52	0	285	1	0	286	550	0
Total	0	0	0	0	0	231	667	0	0	898	9	0	221	0	230	0	1031	11	0	1042	2170	0
16:00	0	0	0	0	0	24	222	0	0	246	1	0	19	0	20	0	163	4	0	167	433	0
16:15	0	0	0	0	0	40	250	0	0	290	0	0	26	0	26	0	218	4	0	222	538	0
16:30	0	0	0	0	0	30	235	0	0	265	0	0	27	0	27	0	219	6	0	225	517	0
16:45	0	0	0	0	0	36	227	0	0	263	3	0	25	0	28	0	188	5	0	193	484	0
Total	0	0	0	0	0	130	934	0	0	1064	4	0	97	0	101	0	788	19	0	807	1972	0
17:00	0	0	0	0	0	34	253	0	0	287	3	0	35	0	38	0	233	2	0	235	560	0
17:15	0	0	0	0	0	50	257	0	0	307	3	0	36	0	39	0	195	3	0	198	544	0
17:30	0	0	0	0	0	33	251	0	0	284	2	0	42	0	44	0	202	11	0	213	541	0
17:45	0	0	0	0	0	38	250	0	0	288	2	0	30	0	32	0	216	3	0	219	539	0
Total	0	0	0	0	0	155	1011	0	0	1166	10	0	143	0	153	0	846	19	0	865	2184	0
Grand Total	0	0	0	0	0	697	3227	0	0	3924	30	0	611	0	641	0	3581	64	0	3645	8210	0
Apprch %	0.0%	0.0%	0.0%	0.0%		17.8%	82.2%	0.0%	0.0%		4.7%	0.0%	95.3%	0.0%		0.0%	98.2%	1.8%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	8.5%	39.3%	0.0%	0.0%	47.8%	0.4%	0.0%	7.4%	0.0%	7.8%	0.0%	43.6%	0.8%	0.0%	44.4%	100.0%	

AM PEAK HOUR	Chula Vista Dr Southbound					Ralston Ave Westbound					Chula Vista Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	67	186	0	0	253	2	0	54	0	56	0	259	4	0	263	572
7:45	0	0	0	0	0	65	212	0	0	277	2	0	60	0	62	0	249	3	0	252	591
8:00	0	0	0	0	0	62	182	0	0	244	3	0	79	0	82	0	222	2	0	224	550
8:15	0	0	0	0	0	53	162	0	0	215	2	0	42	0	44	0	259	3	0	262	521
Total Volume	0	0	0	0	0	247	742	0	0	989	9	0	235	0	244	0	989	12	0	1001	2234
% App Total	0.0%	0.0%	0.0%	0.0%		25.0%	75.0%	0.0%	0.0%		3.7%	0.0%	96.3%	0.0%		0.0%	98.8%	1.2%	0.0%		
PHF	.000	.000	.000	.000	.000	.922	.875	.000	.000	.893	.750	.000	.744	.000	.744	.000	.955	.750	.000	.952	.945

PM PEAK HOUR	Chula Vista Dr Southbound					Ralston Ave Westbound					Chula Vista Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	34	253	0	0	287	3	0	35	0	38	0	233	2	0	235	560
17:15	0	0	0	0	0	50	257	0	0	307	3	0	36	0	39	0	195	3	0	198	544
17:30	0	0	0	0	0	33	251	0	0	284	2	0	42	0	44	0	202	11	0	213	541
17:45	0	0	0	0	0	38	250	0	0	288	2	0	30	0	32	0	216	3	0	219	539
Total Volume	0	0	0	0	0	155	1011	0	0	1166	10	0	143	0	153	0	846	19	0	865	2184
% App Total	0.0%	0.0%	0.0%	0.0%		13.3%	86.7%	0.0%	0.0%		6.5%	0.0%	93.5%	0.0%		0.0%	97.8%	2.2%	0.0%		
PHF	.000	.000	.000	.000	.000	.775	.983	.000	.000	.950	.833	.000	.851	.000	.869	.000	.908	.432	.000	.920	.975

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-006
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Notre Dame Ave Southbound					Ralston Ave Westbound					Notre Dame Ave Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	7	0	11	0	18	0	75	3	0	78	0	0	0	0	0	5	204	0	1	210	306	1
7:15	8	0	8	0	16	0	131	3	0	134	0	0	0	0	0	4	221	0	0	225	375	0
7:30	10	0	28	0	38	0	165	13	0	178	0	0	0	0	0	20	250	0	0	270	486	0
7:45	11	0	24	0	35	0	187	23	0	210	0	0	0	0	0	31	258	0	0	289	534	0
Total	36	0	71	0	107	0	558	42	0	600	0	0	0	0	0	60	933	0	1	994	1701	1
8:00	10	0	18	0	28	0	156	17	0	173	0	0	0	0	0	10	241	0	0	251	452	0
8:15	17	0	28	0	45	0	140	10	0	150	0	0	0	0	0	10	243	0	0	253	448	0
8:30	7	0	25	0	32	0	141	7	0	148	0	0	0	0	0	11	253	0	0	264	444	0
8:45	10	0	10	0	20	0	155	11	0	166	0	0	0	0	0	7	302	0	0	309	495	0
Total	44	0	81	0	125	0	592	45	0	637	0	0	0	0	0	38	1039	0	0	1077	1839	0
16:00	5	0	13	0	18	0	217	12	0	229	0	0	0	0	0	14	166	0	0	180	427	0
16:15	10	0	12	0	22	0	244	7	0	251	0	0	0	0	0	14	211	0	0	225	498	0
16:30	6	0	13	0	19	0	222	11	0	233	0	0	0	0	0	18	214	0	0	232	484	0
16:45	8	0	12	0	20	0	218	17	0	235	0	0	0	0	0	8	192	0	0	200	455	0
Total	29	0	50	0	79	0	901	47	0	948	0	0	0	0	0	54	783	0	0	837	1864	0
17:00	13	0	8	0	21	0	237	13	0	250	0	0	0	0	0	7	216	0	0	223	494	0
17:15	8	0	12	0	20	0	244	17	0	261	0	0	0	0	0	17	194	0	0	211	492	0
17:30	12	0	11	0	23	0	250	12	0	262	0	0	0	0	0	20	203	0	0	223	508	0
17:45	11	0	13	0	24	0	235	16	0	251	0	0	0	0	0	26	212	0	0	238	513	0
Total	44	0	44	0	88	0	966	58	0	1024	0	0	0	0	0	70	825	0	0	895	2007	0
Grand Total	153	0	246	0	399	0	3017	192	0	3209	0	0	0	0	0	222	3580	0	1	3803	7411	1
Apprch %	38.3%	0.0%	61.7%	0.0%		0.0%	94.0%	6.0%	0.0%		0.0%	0.0%	0.0%	0.0%		5.8%	94.1%	0.0%	0.0%			
Total %	2.1%	0.0%	3.3%	0.0%	5.4%	0.0%	40.7%	2.6%	0.0%	43.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	48.3%	0.0%	0.0%	51.3%	100.0%	

AM PEAK HOUR	Notre Dame Ave Southbound					Ralston Ave Westbound					Notre Dame Ave Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	10	0	28	0	38	0	165	13	0	178	0	0	0	0	0	20	250	0	0	270	486
7:45	11	0	24	0	35	0	187	23	0	210	0	0	0	0	0	31	258	0	0	289	534
8:00	10	0	18	0	28	0	156	17	0	173	0	0	0	0	0	10	241	0	0	251	452
8:15	17	0	28	0	45	0	140	10	0	150	0	0	0	0	0	10	243	0	0	253	448
Total Volume	48	0	98	0	146	0	648	63	0	711	0	0	0	0	0	71	992	0	0	1063	1920
% App Total	32.9%	0.0%	67.1%	0.0%		0.0%	91.1%	8.9%	0.0%		0.0%	0.0%	0.0%	0.0%		6.7%	93.3%	0.0%	0.0%		
PHF	.706	.000	.875	.000	.811	.000	.866	.685	.000	.846	.000	.000	.000	.000	.000	.573	.961	.000	.000	.920	.899

PM PEAK HOUR	Notre Dame Ave Southbound					Ralston Ave Westbound					Notre Dame Ave Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	13	0	8	0	21	0	237	13	0	250	0	0	0	0	0	7	216	0	0	223	494
17:15	8	0	12	0	20	0	244	17	0	261	0	0	0	0	0	17	194	0	0	211	492
17:30	12	0	11	0	23	0	250	12	0	262	0	0	0	0	0	20	203	0	0	223	508
17:45	11	0	13	0	24	0	235	16	0	251	0	0	0	0	0	26	212	0	0	238	513
Total Volume	44	0	44	0	88	0	966	58	0	1024	0	0	0	0	0	70	825	0	0	895	2007
% App Total	50.0%	0.0%	50.0%	0.0%		0.0%	94.3%	5.7%	0.0%		0.0%	0.0%	0.0%	0.0%		7.8%	92.2%	0.0%	0.0%		
PHF	.846	.000	.846	.000	.917	.000	.966	.853	.000	.977	.000	.000	.000	.000	.000	.673	.955	.000	.000	.940	.978

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-007
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Alameda De Las Pulgas Southbound					Ralston Ave Westbound					Alameda De Las Pulgas Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	19	10	9	0	38	10	69	6	0	85	76	14	28	0	118	6	159	51	0	216	457	0
7:15	32	21	25	0	78	17	83	6	0	106	95	23	26	0	144	11	161	69	0	241	569	0
7:30	37	46	22	0	105	38	147	16	0	201	104	31	31	0	166	12	205	113	0	330	802	0
7:45	44	72	16	0	132	33	158	6	0	197	136	67	35	0	238	16	193	69	0	278	845	0
Total	132	149	72	0	353	98	457	34	0	589	411	135	120	0	666	45	718	302	0	1065	2673	0
8:00	34	39	19	0	92	34	144	16	0	194	108	55	28	0	191	33	209	59	0	301	778	0
8:15	28	43	9	0	80	29	86	18	0	133	96	69	23	0	188	17	171	70	0	258	659	0
8:30	41	36	17	0	94	30	108	22	0	160	88	58	24	0	170	19	225	58	0	302	726	0
8:45	42	28	11	0	81	17	102	18	0	137	93	61	21	0	175	28	223	56	0	307	700	0
Total	145	146	56	0	347	110	440	74	0	624	385	243	96	0	724	97	828	243	0	1168	2863	0
16:00	28	46	4	0	78	42	132	19	0	193	92	45	24	0	161	29	154	70	0	253	685	0
16:15	24	32	6	0	62	39	186	27	0	252	81	52	30	0	163	16	195	79	0	290	767	0
16:30	36	54	9	0	99	34	149	23	0	206	86	52	18	0	156	29	174	104	0	307	768	0
16:45	17	51	13	0	81	38	183	26	0	247	116	49	29	0	194	27	178	94	0	299	821	0
Total	105	183	32	0	320	153	650	95	0	898	375	198	101	0	674	101	701	347	0	1149	3041	0
17:00	38	37	11	0	86	37	158	16	0	211	92	54	13	0	159	38	179	96	0	313	769	0
17:15	21	47	9	0	77	41	184	24	0	249	93	65	22	0	180	30	205	95	0	330	836	0
17:30	37	48	18	0	103	49	155	18	0	222	83	52	24	0	159	29	173	86	0	288	772	0
17:45	32	38	9	0	79	26	204	22	0	252	116	47	22	0	185	25	222	118	0	365	881	0
Total	128	170	47	0	345	153	701	80	0	934	384	218	81	0	683	122	779	395	0	1296	3258	0
Grand Total	510	648	207	0	1365	514	2248	283	0	3045	1555	794	398	0	2747	365	3026	1287	0	4678	11835	0
Apprch %	37.4%	47.5%	15.2%	0.0%		16.9%	73.8%	9.3%	0.0%		56.6%	28.9%	14.5%	0.0%		7.8%	64.7%	27.5%	0.0%			
Total %	4.3%	5.5%	1.7%	0.0%	11.5%	4.3%	19.0%	2.4%	0.0%	25.7%	13.1%	6.7%	3.4%	0.0%	23.2%	3.1%	25.6%	10.9%	0.0%	39.5%	100.0%	

AM PEAK HOUR	Alameda De Las Pulgas Southbound					Ralston Ave Westbound					Alameda De Las Pulgas Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	37	46	22	0	105	38	147	16	0	201	104	31	31	0	166	12	205	113	0	330	802
7:45	44	72	16	0	132	33	158	6	0	197	136	67	35	0	238	16	193	69	0	278	845
8:00	34	39	19	0	92	34	144	16	0	194	108	55	28	0	191	33	209	59	0	301	778
8:15	28	43	9	0	80	29	86	18	0	133	96	69	23	0	188	17	171	70	0	258	659
Total Volume	143	200	66	0	409	134	535	56	0	725	444	222	117	0	783	78	778	311	0	1167	3084
% App Total	35.0%	48.9%	16.1%	0.0%		18.5%	73.8%	7.7%	0.0%		56.7%	28.4%	14.9%	0.0%		6.7%	66.7%	26.6%	0.0%		
PHF	.813	.694	.750	.000	.775	.882	.847	.778	.000	.902	.816	.804	.836	.000	.822	.591	.931	.688	.000	.884	.912

PM PEAK HOUR	Alameda De Las Pulgas Southbound					Ralston Ave Westbound					Alameda De Las Pulgas Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	38	37	11	0	86	37	158	16	0	211	92	54	13	0	159	38	179	96	0	313	769
17:15	21	47	9	0	77	41	184	24	0	249	93	65	22	0	180	30	205	95	0	330	836
17:30	37	48	18	0	103	49	155	18	0	222	83	52	24	0	159	29	173	86	0	288	772
17:45	32	38	9	0	79	26	204	22	0	252	116	47	22	0	185	25	222	118	0	365	881
Total Volume	128	170	47	0	345	153	701	80	0	934	384	218	81	0	683	122	779	395	0	1296	3258
% App Total	37.1%	49.3%	13.6%	0.0%		16.4%	75.1%	8.6%	0.0%		56.2%	31.9%	11.9%	0.0%		9.4%	60.1%	30.5%	0.0%		
PHF	.842	.885	.653	.000	.837	.781	.859	.833	.000	.927	.828	.838	.844	.000	.923	.803	.877	.837	.000	.888	.925

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-008
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Cipriani Blvd Southbound					Ralston Ave Westbound					Cipriani Blvd Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	28	1	79	0	108	2	141	5	0	148	57	4	8	0	69	8	146	9	0	163	488	0
7:15	34	2	90	0	126	1	163	8	0	172	45	2	9	0	56	19	191	8	0	218	572	0
7:30	37	6	96	0	139	1	266	15	0	282	79	5	4	0	88	18	239	33	0	290	799	0
7:45	25	12	127	0	164	3	236	24	1	264	123	11	4	0	138	51	237	66	2	356	922	3
Total	124	21	392	0	537	7	806	52	1	866	304	22	25	0	351	96	813	116	2	1027	2781	3
8:00	22	7	121	0	150	2	258	25	0	285	138	34	4	0	176	59	192	69	12	332	943	12
8:15	34	30	106	0	170	2	171	28	0	201	55	27	6	0	88	61	198	50	5	314	773	5
8:30	33	27	70	0	130	4	186	25	0	215	55	17	7	0	79	29	213	58	0	300	724	0
8:45	33	10	52	0	95	3	177	20	0	200	36	10	7	0	53	20	218	28	0	266	614	0
Total	122	74	349	0	545	11	792	98	0	901	284	88	24	0	396	169	821	205	17	1212	3054	17
16:00	25	4	35	0	64	7	201	27	0	235	22	4	2	0	28	65	220	38	0	323	650	0
16:15	20	4	35	0	59	7	188	47	0	242	16	3	2	0	21	57	234	49	1	341	663	1
16:30	37	7	44	0	88	8	170	30	0	208	14	6	3	0	23	75	254	35	1	365	684	1
16:45	28	3	34	0	65	7	211	51	0	269	21	8	4	0	33	69	223	48	0	340	707	0
Total	110	18	148	0	276	29	770	155	0	954	73	21	11	0	105	266	931	170	2	1369	2704	2
17:00	38	10	38	0	86	8	204	44	0	256	12	8	3	0	23	72	252	46	0	370	735	0
17:15	29	10	34	0	73	4	188	42	0	234	31	3	4	0	38	78	306	55	1	440	785	1
17:30	21	14	35	0	70	15	180	30	0	225	22	16	7	0	45	98	290	54	1	443	783	1
17:45	19	8	48	0	75	10	223	51	0	284	28	8	4	0	40	76	258	49	0	383	782	0
Total	107	42	155	0	304	37	795	167	0	999	93	35	18	0	146	324	1106	204	2	1636	3085	2
Grand Total	463	155	1044	0	1662	84	3163	472	1	3720	754	166	78	0	998	855	3671	695	23	5244	11624	24
Apprch %	27.9%	9.3%	62.8%	0.0%		2.3%	85.0%	12.7%	0.0%		75.6%	16.6%	7.8%	0.0%		16.3%	70.0%	13.3%	0.4%			
Total %	4.0%	1.3%	9.0%	0.0%	14.3%	0.7%	27.2%	4.1%	0.0%	32.0%	6.5%	1.4%	0.7%	0.0%	8.6%	7.4%	31.6%	6.0%	0.2%	45.1%	100.0%	

AM PEAK HOUR	Cipriani Blvd Southbound					Ralston Ave Westbound					Cipriani Blvd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	37	6	96	0	139	1	266	15	0	282	79	5	4	0	88	18	239	33	0	290	799
7:45	25	12	127	0	164	3	236	24	1	264	123	11	4	0	138	51	237	66	2	356	922
8:00	22	7	121	0	150	2	258	25	0	285	138	34	4	0	176	59	192	69	12	332	943
8:15	34	30	106	0	170	2	171	28	0	201	55	27	6	0	88	61	198	50	5	314	773
Total Volume	118	55	450	0	623	8	931	92	1	1032	395	77	18	0	490	189	866	218	19	1292	3437
% App Total	18.9%	8.8%	72.2%	0.0%		0.8%	90.2%	8.9%	0.1%		80.6%	15.7%	3.7%	0.0%		14.6%	67.0%	16.9%	1.5%		
PHF	.797	.458	.886	.000	.916	.667	.875	.821	.250	.905	.716	.566	.750	.000	.696	.775	.906	.790	.396	.907	.911

PM PEAK HOUR	Cipriani Blvd Southbound					Ralston Ave Westbound					Cipriani Blvd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	38	10	38	0	86	8	204	44	0	256	12	8	3	0	23	72	252	46	0	370	735
17:15	29	10	34	0	73	4	188	42	0	234	31	3	4	0	38	78	306	55	1	440	785
17:30	21	14	35	0	70	15	180	30	0	225	22	16	7	0	45	98	290	54	1	443	783
17:45	19	8	48	0	75	10	223	51	0	284	28	8	4	0	40	76	258	49	0	383	782
Total Volume	107	42	155	0	304	37	795	167	0	999	93	35	18	0	146	324	1106	204	2	1636	3085
% App Total	35.2%	13.8%	51.0%	0.0%		3.7%	79.6%	16.7%	0.0%		63.7%	24.0%	12.3%	0.0%		19.8%	67.6%	12.5%	0.1%		
PHF	.704	.750	.807	.000	.884	.617	.891	.819	.000	.879	.750	.547	.643	.000	.811	.827	.904	.927	.500	.923	.982

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-009
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Davis Dr Southbound					Ralston Ave Westbound					Davis Dr Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	14	261	0	1	276	5	0	2	0	7	0	158	23	0	181	464	1
7:15	0	0	0	0	0	11	301	0	1	313	2	0	7	0	9	0	227	33	0	260	582	1
7:30	0	0	0	0	0	20	383	0	0	403	20	0	17	0	37	0	279	39	0	318	758	0
7:45	0	0	0	0	0	18	473	0	2	493	24	0	9	0	33	0	340	47	0	387	913	2
Total	0	0	0	0	0	63	1418	0	4	1485	51	0	35	0	86	0	1004	142	0	1146	2717	4
8:00	0	0	0	0	0	4	487	0	1	492	16	0	3	0	19	0	334	46	0	380	891	1
8:15	0	0	0	0	0	11	356	0	1	368	27	0	4	0	31	0	290	61	0	351	750	1
8:30	0	0	0	0	0	10	290	0	2	302	4	0	2	0	6	0	270	23	0	293	601	2
8:45	0	0	0	0	0	23	228	0	1	252	1	0	3	0	4	0	282	33	0	315	571	1
Total	0	0	0	0	0	48	1361	0	5	1414	48	0	12	0	60	0	1176	163	0	1339	2813	5
16:00	0	0	0	0	0	4	259	0	0	263	29	0	9	0	38	0	305	8	0	313	614	0
16:15	0	0	0	0	0	9	219	0	1	229	15	0	12	0	27	0	325	5	0	330	586	1
16:30	0	0	0	0	0	4	231	0	1	236	28	0	20	0	48	0	349	8	1	358	642	2
16:45	0	0	0	0	0	4	248	0	1	253	13	0	14	0	27	0	312	11	0	323	603	1
Total	0	0	0	0	0	21	957	0	3	981	85	0	55	0	140	0	1291	32	1	1324	2445	4
17:00	0	0	0	0	0	8	250	0	0	258	45	0	20	0	65	0	374	13	0	387	710	0
17:15	0	0	0	0	0	8	234	0	1	243	37	0	29	0	66	0	401	5	0	406	715	1
17:30	0	0	0	0	0	4	245	0	0	249	39	0	24	0	63	0	428	14	0	442	754	0
17:45	0	0	0	0	0	7	279	0	1	287	25	0	18	0	43	0	333	37	0	370	700	1
Total	0	0	0	0	0	27	1008	0	2	1037	146	0	91	0	237	0	1536	69	0	1605	2879	2
Grand Total	0	0	0	0	0	159	4744	0	14	4917	330	0	193	0	523	0	5007	406	1	5414	10854	15
Apprch %	0.0%	0.0%	0.0%	0.0%		3.2%	96.5%	0.0%	0.3%		63.1%	0.0%	36.9%	0.0%		0.0%	92.5%	7.5%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	43.7%	0.0%	0.1%	45.3%	3.0%	0.0%	1.8%	0.0%	4.8%	0.0%	46.1%	3.7%	0.0%	49.9%	100.0%	

AM PEAK HOUR	Davis Dr Southbound					Ralston Ave Westbound					Davis Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	20	383	0	0	403	20	0	17	0	37	0	279	39	0	318	758
7:45	0	0	0	0	0	18	473	0	2	493	24	0	9	0	33	0	340	47	0	387	913
8:00	0	0	0	0	0	4	487	0	1	492	16	0	3	0	19	0	334	46	0	380	891
8:15	0	0	0	0	0	11	356	0	1	368	27	0	4	0	31	0	290	61	0	351	750
Total Volume	0	0	0	0	0	53	1699	0	4	1756	87	0	33	0	120	0	1243	193	0	1436	3312
% App Total	0.0%	0.0%	0.0%	0.0%		3.0%	96.8%	0.0%	0.2%		72.5%	0.0%	27.5%	0.0%		0.0%	86.6%	13.4%	0.0%		
PHF	.000	.000	.000	.000	.000	.663	.872	.000	.500	.890	.806	.000	.485	.000	.811	.000	.914	.791	.000	.928	.907

PM PEAK HOUR	Davis Dr Southbound					Ralston Ave Westbound					Davis Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	8	250	0	0	258	45	0	20	0	65	0	374	13	0	387	710
17:15	0	0	0	0	0	8	234	0	1	243	37	0	29	0	66	0	401	5	0	406	715
17:30	0	0	0	0	0	4	245	0	0	249	39	0	24	0	63	0	428	14	0	442	754
17:45	0	0	0	0	0	7	279	0	1	287	25	0	18	0	43	0	333	37	0	370	700
Total Volume	0	0	0	0	0	27	1008	0	2	1037	146	0	91	0	237	0	1536	69	0	1605	2879
% App Total	0.0%	0.0%	0.0%	0.0%		2.6%	97.2%	0.0%	0.2%		61.6%	0.0%	38.4%	0.0%		0.0%	95.7%	4.3%	0.0%		
PHF	.000	.000	.000	.000	.000	.844	.903	.000	.500	.903	.811	.000	.784	.000	.898	.000	.897	.466	.000	.908	.955

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-010
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Ralston Middle School Exit Dr Southbound					Ralston Ave Westbound					Ralston Middle School Exit Dr Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	0	268	0	0	268	4	0	8	0	12	0	183	0	0	183	463	0
7:15	0	0	0	0	0	0	294	0	0	294	4	0	2	0	6	0	252	0	0	252	552	0
7:30	0	0	0	0	0	0	418	0	0	418	1	0	22	0	23	0	306	0	0	306	747	0
7:45	0	0	0	0	0	0	469	0	0	469	3	0	83	0	86	0	309	0	0	309	864	0
Total	0	0	0	0	0	0	1449	0	0	1449	12	0	115	0	127	0	1050	0	0	1050	2626	0
8:00	0	0	0	0	0	0	508	0	0	508	0	0	132	0	132	0	253	0	0	253	893	0
8:15	0	0	0	0	0	0	372	0	0	372	1	0	60	0	61	0	287	0	0	287	720	0
8:30	0	0	0	0	0	0	295	0	0	295	1	0	2	0	3	0	284	0	0	284	582	0
8:45	0	0	0	0	0	0	245	0	0	245	3	0	2	0	5	0	303	0	0	303	553	0
Total	0	0	0	0	0	0	1420	0	0	1420	5	0	196	0	201	0	1127	0	0	1127	2748	0
16:00	0	0	0	0	0	0	275	0	0	275	6	0	46	0	52	0	259	0	0	259	586	0
16:15	0	0	0	0	0	0	248	0	0	248	5	0	12	0	17	0	328	0	0	328	593	0
16:30	0	0	0	0	0	0	250	0	0	250	3	0	4	0	7	0	348	0	0	348	605	0
16:45	0	0	0	0	0	0	270	0	0	270	2	0	10	0	12	0	320	0	0	320	602	0
Total	0	0	0	0	0	0	1043	0	0	1043	16	0	72	0	88	0	1255	0	0	1255	2386	0
17:00	0	0	0	0	0	0	288	0	0	288	1	0	8	0	9	0	377	0	0	377	674	0
17:15	0	0	0	0	0	0	272	0	0	272	0	0	6	0	6	0	403	0	0	403	681	0
17:30	0	0	0	0	0	0	273	0	0	273	2	0	5	0	7	0	432	0	0	432	712	0
17:45	0	0	0	0	0	0	311	0	0	311	1	0	7	0	8	0	375	0	0	375	694	0
Total	0	0	0	0	0	0	1144	0	0	1144	4	0	26	0	30	0	1587	0	0	1587	2761	0
Grand Total	0	0	0	0	0	0	5056	0	0	5056	37	0	409	0	446	0	5019	0	0	5019	10521	0
Apprch %	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		8.3%	0.0%	91.7%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.1%	0.0%	0.0%	48.1%	0.4%	0.0%	3.9%	0.0%	4.2%	0.0%	47.7%	0.0%	0.0%	47.7%	100.0%	

AM PEAK HOUR	Ralston Middle School Exit Dr Southbound					Ralston Ave Westbound					Ralston Middle School Exit Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	418	0	0	418	1	0	22	0	23	0	306	0	0	306	747
7:45	0	0	0	0	0	0	469	0	0	469	3	0	83	0	86	0	309	0	0	309	864
8:00	0	0	0	0	0	0	508	0	0	508	0	0	132	0	132	0	253	0	0	253	893
8:15	0	0	0	0	0	0	372	0	0	372	1	0	60	0	61	0	287	0	0	287	720
Total Volume	0	0	0	0	0	0	1767	0	0	1767	5	0	297	0	302	0	1155	0	0	1155	3224
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		1.7%	0.0%	98.3%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.870	.000	.000	.870	.417	.000	.563	.000	.572	.000	.934	.000	.000	.934	.903

PM PEAK HOUR	Ralston Middle School Exit Dr Southbound					Ralston Ave Westbound					Ralston Middle School Exit Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	288	0	0	288	1	0	8	0	9	0	377	0	0	377	674
17:15	0	0	0	0	0	0	272	0	0	272	0	0	6	0	6	0	403	0	0	403	681
17:30	0	0	0	0	0	0	273	0	0	273	2	0	5	0	7	0	432	0	0	432	712
17:45	0	0	0	0	0	0	311	0	0	311	1	0	7	0	8	0	375	0	0	375	694
Total Volume	0	0	0	0	0	0	1144	0	0	1144	4	0	26	0	30	0	1587	0	0	1587	2761
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		13.3%	0.0%	86.7%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.920	.000	.000	.920	.500	.000	.813	.000	.833	.000	.918	.000	.000	.918	.969

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-011
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Ralston Middle School Entrance Dr Southbound					Ralston Ave Westbound					Ralston Middle School Entrance Dr Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	8	246	0	0	254	0	0	0	0	0	0	188	8	0	196	450	0
7:15	0	0	0	0	0	7	293	0	0	300	0	0	0	0	0	0	246	3	0	249	549	0
7:30	0	0	0	0	0	34	396	0	0	430	0	0	0	0	0	0	309	10	0	319	749	0
7:45	0	0	0	0	0	85	365	0	0	450	0	0	0	0	0	0	306	34	0	340	790	0
Total	0	0	0	0	0	134	1300	0	0	1434	0	0	0	0	0	0	1049	55	0	1104	2538	0
8:00	0	0	0	0	0	76	425	0	0	501	0	0	0	0	0	0	256	78	0	334	835	0
8:15	0	0	0	0	0	28	374	0	0	402	0	0	0	0	0	0	283	19	0	302	704	0
8:30	0	0	0	0	0	5	297	0	0	302	0	0	0	0	0	0	293	1	0	294	596	0
8:45	0	0	0	0	0	3	241	0	0	244	0	0	0	0	0	0	305	2	0	307	551	0
Total	0	0	0	0	0	112	1337	0	0	1449	0	0	0	0	0	0	1137	100	0	1237	2686	0
16:00	0	0	0	0	0	17	264	0	0	281	0	0	0	0	0	0	261	7	0	268	549	0
16:15	0	0	0	0	0	6	254	0	0	260	0	0	0	0	0	0	337	4	0	341	601	0
16:30	0	0	0	0	0	3	244	0	0	247	0	0	0	0	0	0	350	2	0	352	599	0
16:45	0	0	0	0	0	12	263	0	0	275	0	0	0	0	0	0	325	1	0	326	601	0
Total	0	0	0	0	0	38	1025	0	0	1063	0	0	0	0	0	0	1273	14	0	1287	2350	0
17:00	0	0	0	0	0	9	277	0	0	286	0	0	0	0	0	0	377	3	0	380	666	0
17:15	0	0	0	0	0	8	267	0	0	275	0	0	0	0	0	0	411	2	0	413	688	0
17:30	0	0	0	0	0	12	258	0	0	270	0	0	0	0	0	0	420	8	0	428	698	0
17:45	0	0	0	0	0	28	287	0	0	315	0	0	0	0	0	0	375	15	0	390	705	0
Total	0	0	0	0	0	57	1089	0	0	1146	0	0	0	0	0	0	1583	28	0	1611	2757	0
Grand Total	0	0	0	0	0	341	4751	0	0	5092	0	0	0	0	0	0	5042	197	0	5239	10331	0
Apprch %	0.0%	0.0%	0.0%	0.0%		6.7%	93.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	96.2%	3.8%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	46.0%	0.0%	0.0%	49.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.8%	1.9%	0.0%	50.7%	100.0%	

AM PEAK HOUR	Ralston Middle School Entrance Dr Southbound					Ralston Ave Westbound					Ralston Middle School Entrance Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	34	396	0	0	430	0	0	0	0	0	0	309	10	0	319	749
7:45	0	0	0	0	0	85	365	0	0	450	0	0	0	0	0	0	306	34	0	340	790
8:00	0	0	0	0	0	76	425	0	0	501	0	0	0	0	0	0	256	78	0	334	835
8:15	0	0	0	0	0	28	374	0	0	402	0	0	0	0	0	0	283	19	0	302	704
Total Volume	0	0	0	0	0	223	1560	0	0	1783	0	0	0	0	0	0	1154	141	0	1295	3078
% App Total	0.0%	0.0%	0.0%	0.0%		12.5%	87.5%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	89.1%	10.9%	0.0%		
PHF	.000	.000	.000	.000	.000	.656	.918	.000	.000	.890	.000	.000	.000	.000	.000	.000	.934	.452	.000	.952	.922

PM PEAK HOUR	Ralston Middle School Entrance Dr Southbound					Ralston Ave Westbound					Ralston Middle School Entrance Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	9	277	0	0	286	0	0	0	0	0	0	377	3	0	380	666
17:15	0	0	0	0	0	8	267	0	0	275	0	0	0	0	0	0	411	2	0	413	688
17:30	0	0	0	0	0	12	258	0	0	270	0	0	0	0	0	0	420	8	0	428	698
17:45	0	0	0	0	0	28	287	0	0	315	0	0	0	0	0	0	375	15	0	390	705
Total Volume	0	0	0	0	0	57	1089	0	0	1146	0	0	0	0	0	0	1583	28	0	1611	2757
% App Total	0.0%	0.0%	0.0%	0.0%		5.0%	95.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	98.3%	1.7%	0.0%		
PHF	.000	.000	.000	.000	.000	.509	.949	.000	.000	.910	.000	.000	.000	.000	.000	.000	.942	.467	.000	.941	.978

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-012
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Tahoe Dr Southbound					Ralston Ave Westbound					Tahoe Dr Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	2	260	0	0	262	2	0	1	0	3	0	210	0	0	210	475	0
7:15	0	0	0	0	0	4	298	0	0	302	3	0	3	0	6	0	236	1	0	237	545	0
7:30	0	0	0	0	0	6	364	0	0	370	4	0	5	0	9	0	343	1	0	344	723	0
7:45	0	0	0	0	0	33	348	0	0	381	8	0	21	0	29	0	292	8	0	300	710	0
Total	0	0	0	0	0	45	1270	0	0	1315	17	0	30	0	47	0	1081	10	0	1091	2453	0
8:00	0	0	0	0	0	50	380	0	0	430	4	0	31	0	35	0	305	4	0	309	774	0
8:15	0	0	0	0	0	6	368	0	0	374	1	0	8	0	9	0	284	0	0	284	667	0
8:30	0	0	0	0	0	2	285	0	0	287	3	0	10	0	13	0	293	0	0	293	593	0
8:45	0	0	0	0	0	1	239	0	0	240	1	0	7	0	8	0	284	0	0	284	532	0
Total	0	0	0	0	0	59	1272	0	0	1331	9	0	56	0	65	0	1166	4	0	1170	2566	0
16:00	0	0	0	0	0	2	271	0	0	273	0	0	6	0	6	0	257	0	0	257	536	0
16:15	0	0	0	0	0	3	230	0	0	233	0	0	3	0	3	0	357	6	0	363	599	0
16:30	0	0	0	0	0	2	262	0	0	264	1	0	6	0	7	0	324	1	0	325	596	0
16:45	0	0	0	0	0	4	246	0	0	250	1	0	2	0	3	0	333	0	0	333	586	0
Total	0	0	0	0	0	11	1009	0	0	1020	2	0	17	0	19	0	1271	7	0	1278	2317	0
17:00	0	0	0	0	0	3	289	0	0	292	0	0	1	0	1	0	360	0	0	360	653	0
17:15	0	0	0	0	0	4	254	0	0	258	0	0	3	0	3	0	434	1	0	435	696	0
17:30	0	0	0	0	0	3	273	0	0	276	0	0	1	0	1	0	410	1	0	411	688	0
17:45	0	0	0	0	0	12	259	0	0	271	2	0	7	0	9	0	398	6	0	404	684	0
Total	0	0	0	0	0	22	1075	0	0	1097	2	0	12	0	14	0	1602	8	0	1610	2721	0
Grand Total	0	0	0	0	0	137	4626	0	0	4763	30	0	115	0	145	0	5120	29	0	5149	10057	0
Apprch %	0.0%	0.0%	0.0%	0.0%		2.9%	97.1%	0.0%	0.0%		20.7%	0.0%	79.3%	0.0%		0.0%	99.4%	0.6%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	46.0%	0.0%	0.0%	47.4%	0.3%	0.0%	1.1%	0.0%	1.4%	0.0%	50.9%	0.3%	0.0%	51.2%	100.0%	

AM PEAK HOUR	Tahoe Dr Southbound					Ralston Ave Westbound					Tahoe Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	6	364	0	0	370	4	0	5	0	9	0	343	1	0	344	723
7:45	0	0	0	0	0	33	348	0	0	381	8	0	21	0	29	0	292	8	0	300	710
8:00	0	0	0	0	0	50	380	0	0	430	4	0	31	0	35	0	305	4	0	309	774
8:15	0	0	0	0	0	6	368	0	0	374	1	0	8	0	9	0	284	0	0	284	667
Total Volume	0	0	0	0	0	95	1460	0	0	1555	17	0	65	0	82	0	1224	13	0	1237	2874
% App Total	0.0%	0.0%	0.0%	0.0%		6.1%	93.9%	0.0%	0.0%		20.7%	0.0%	79.3%	0.0%		0.0%	98.9%	1.1%	0.0%		
PHF	.000	.000	.000	.000	.000	.475	.961	.000	.000	.904	.531	.000	.524	.000	.586	.000	.892	.406	.000	.899	.928

PM PEAK HOUR	Tahoe Dr Southbound					Ralston Ave Westbound					Tahoe Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	3	289	0	0	292	0	0	1	0	1	0	360	0	0	360	653
17:15	0	0	0	0	0	4	254	0	0	258	0	0	3	0	3	0	434	1	0	435	696
17:30	0	0	0	0	0	3	273	0	0	276	0	0	1	0	1	0	410	1	0	411	688
17:45	0	0	0	0	0	12	259	0	0	271	2	0	7	0	9	0	398	6	0	404	684
Total Volume	0	0	0	0	0	22	1075	0	0	1097	2	0	12	0	14	0	1602	8	0	1610	2721
% App Total	0.0%	0.0%	0.0%	0.0%		2.0%	98.0%	0.0%	0.0%		14.3%	0.0%	85.7%	0.0%		0.0%	99.5%	0.5%	0.0%		
PHF	.000	.000	.000	.000	.000	.458	.930	.000	.000	.939	.250	.000	.429	.000	.389	.000	.923	.333	.000	.925	.977

ALL TRAFFIC DATA

City of Belmont
Totals and Uturns on Unshifted Tab

(916) 771-8700
orders@atdtraffic.com

File Name : 18-08218-013
Date : 08/14/2018

Unshifted Count = All Vehicles & Uturns

	Belmont Canyon Rd Southbound					Ralston Ave Westbound					Belmont Canyon Rd Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	6	0	12	0	18	0	170	3	0	173	0	0	0	0	0	0	141	0	0	141	332	0
7:15	9	0	12	0	21	0	243	0	0	243	0	0	0	0	0	3	161	0	0	164	428	0
7:30	11	0	11	0	22	0	298	2	0	300	0	0	0	0	0	4	234	0	1	239	561	1
7:45	20	0	19	0	39	0	289	11	0	300	0	0	0	0	0	7	237	0	1	245	584	1
Total	46	0	54	0	100	0	1000	16	0	1016	0	0	0	0	0	14	773	0	2	789	1905	2
8:00	10	0	16	0	26	0	274	4	0	278	0	0	0	0	0	3	214	0	0	217	521	0
8:15	12	0	15	0	27	0	253	7	0	260	0	0	0	0	0	2	193	0	0	195	482	0
8:30	13	0	15	0	28	0	214	4	0	218	0	0	0	0	0	4	268	0	0	272	518	0
8:45	19	0	15	0	34	0	240	6	0	246	0	0	0	0	0	2	303	0	3	308	588	3
Total	54	0	61	0	115	0	981	21	0	1002	0	0	0	0	0	11	978	0	3	992	2109	3
16:00	4	0	5	0	9	0	208	9	0	217	0	0	0	0	0	11	218	0	0	229	455	0
16:15	4	0	11	0	15	0	217	12	0	229	0	0	0	0	0	7	267	0	0	274	518	0
16:30	11	0	10	0	21	0	236	10	0	246	0	0	0	0	0	8	256	0	0	264	531	0
16:45	16	0	9	0	25	0	248	9	0	257	0	0	0	0	0	7	269	0	0	276	558	0
Total	35	0	35	0	70	0	909	40	0	949	0	0	0	0	0	33	1010	0	0	1043	2062	0
17:00	9	0	9	0	18	0	292	8	0	300	0	0	0	0	0	14	282	0	0	296	614	0
17:15	9	0	7	0	16	0	259	13	0	272	0	0	0	0	0	9	335	0	2	346	634	2
17:30	10	0	6	0	16	0	235	15	0	250	0	0	0	0	0	9	325	0	0	334	600	0
17:45	12	0	5	0	17	0	213	10	0	223	0	0	0	0	0	14	312	0	0	326	566	0
Total	40	0	27	0	67	0	999	46	0	1045	0	0	0	0	0	46	1254	0	2	1302	2414	2
Grand Total	175	0	177	0	352	0	3889	123	0	4012	0	0	0	0	0	104	4015	0	7	4126	8490	7
Apprch %	49.7%	0.0%	50.3%	0.0%		0.0%	96.9%	3.1%	0.0%		0.0%	0.0%	0.0%	0.0%		2.5%	97.3%	0.0%	0.2%			
Total %	2.1%	0.0%	2.1%	0.0%	4.1%	0.0%	45.8%	1.4%	0.0%	47.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	47.3%	0.0%	0.1%	48.6%	100.0%	

AM PEAK HOUR	Belmont Canyon Rd Southbound					Ralston Ave Westbound					Belmont Canyon Rd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	11	0	11	0	22	0	298	2	0	300	0	0	0	0	0	4	234	0	1	239	561
7:45	20	0	19	0	39	0	289	11	0	300	0	0	0	0	0	7	237	0	1	245	584
8:00	10	0	16	0	26	0	274	4	0	278	0	0	0	0	0	3	214	0	0	217	521
8:15	12	0	15	0	27	0	253	7	0	260	0	0	0	0	0	2	193	0	0	195	482
Total Volume	53	0	61	0	114	0	1114	24	0	1138	0	0	0	0	0	16	878	0	2	896	2148
% App Total	46.5%	0.0%	53.5%	0.0%		0.0%	97.9%	2.1%	0.0%		0.0%	0.0%	0.0%	0.0%		1.8%	98.0%	0.0%	0.2%		
PHF	.663	.000	.803	.000	.731	.000	.935	.545	.000	.948	.000	.000	.000	.000	.000	.571	.926	.000	.500	.914	.920

PM PEAK HOUR	Belmont Canyon Rd Southbound					Ralston Ave Westbound					Belmont Canyon Rd Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	9	0	9	0	18	0	292	8	0	300	0	0	0	0	0	14	282	0	0	296	614
17:15	9	0	7	0	16	0	259	13	0	272	0	0	0	0	0	9	335	0	2	346	634
17:30	10	0	6	0	16	0	235	15	0	250	0	0	0	0	0	9	325	0	0	334	600
17:45	12	0	5	0	17	0	213	10	0	223	0	0	0	0	0	14	312	0	0	326	566
Total Volume	40	0	27	0	67	0	999	46	0	1045	0	0	0	0	0	46	1254	0	2	1302	2414
% App Total	59.7%	0.0%	40.3%	0.0%		0.0%	95.6%	4.4%	0.0%		0.0%	0.0%	0.0%	0.0%		3.5%	96.3%	0.0%	0.2%		
PHF	.833	.000	.750	.000	.931	.000	.855	.767	.000	.871	.000	.000	.000	.000	.000	.821	.936	.000	.250	.941	.952

ALL TRAFFIC DATA

(916) 771-8700

orders@atdtraffic.com

File Name : 18-08218-014
Date : 05/01/2018

Unshifted Count = All Vehicles & Uturns

	Hallmark Dr Southbound					Ralston Ave Westbound					Hallmark Dr Northbound					Ralston Ave Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	7	260	0	0	267	24	0	11	0	35	0	183	7	0	190	492	0
7:15	0	0	0	0	0	17	306	0	0	323	28	0	21	0	49	0	206	9	0	215	587	0
7:30	0	0	0	0	0	17	385	0	0	402	43	0	34	0	77	0	296	20	0	316	795	0
7:45	0	0	0	0	0	47	342	0	0	389	46	0	46	0	92	0	244	35	0	279	760	0
Total	0	0	0	0	0	88	1293	0	0	1381	141	0	112	0	253	0	929	71	0	1000	2634	0
8:00	0	0	0	0	0	72	338	0	3	413	62	0	50	0	112	0	228	37	0	265	790	3
8:15	0	0	0	0	0	86	375	0	0	461	62	0	70	0	132	0	204	35	0	239	832	0
8:30	0	0	0	0	0	26	280	0	0	306	63	0	65	0	128	0	224	19	0	243	677	0
8:45	0	0	0	0	0	18	231	0	0	249	19	0	37	0	56	0	239	13	0	252	557	0
Total	0	0	0	0	0	202	1224	0	3	1429	206	0	222	0	428	0	895	104	0	999	2856	3
16:00	0	0	0	0	0	23	227	0	0	250	23	0	25	0	48	0	231	26	0	257	555	0
16:15	0	0	0	0	0	27	218	0	0	245	19	0	21	0	40	0	359	46	0	405	690	0
16:30	0	0	0	0	0	21	220	0	1	242	32	0	27	0	59	0	303	29	0	332	633	1
16:45	0	0	0	0	0	21	242	0	0	263	17	0	28	0	45	0	315	37	0	352	660	0
Total	0	0	0	0	0	92	907	0	1	1000	91	0	101	0	192	0	1208	138	0	1346	2538	1
17:00	0	0	0	0	0	28	237	0	0	265	21	0	31	0	52	0	341	34	0	375	692	0
17:15	0	0	0	0	0	29	235	0	1	265	28	0	30	0	58	0	404	46	0	450	773	1
17:30	0	0	0	0	0	23	236	0	0	259	10	0	34	0	44	0	398	33	0	431	734	0
17:45	0	0	0	0	0	28	234	0	0	262	26	0	31	0	57	0	397	36	0	433	752	0
Total	0	0	0	0	0	108	942	0	1	1051	85	0	126	0	211	0	1540	149	0	1689	2951	1
Grand Total	0	0	0	0	0	490	4366	0	5	4861	523	0	561	0	1084	0	4572	462	0	5034	10979	5
Apprch %	0.0%	0.0%	0.0%	0.0%		10.1%	89.8%	0.0%	0.1%		48.2%	0.0%	51.8%	0.0%		0.0%	90.8%	9.2%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	39.8%	0.0%	0.0%	44.3%	4.8%	0.0%	5.1%	0.0%	9.9%	0.0%	41.6%	4.2%	0.0%	45.9%	100.0%	

AM PEAK HOUR	Hallmark Dr Southbound					Ralston Ave Westbound					Hallmark Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	17	385	0	0	402	43	0	34	0	77	0	296	20	0	316	795
7:45	0	0	0	0	0	47	342	0	0	389	46	0	46	0	92	0	244	35	0	279	760
8:00	0	0	0	0	0	72	338	0	3	413	62	0	50	0	112	0	228	37	0	265	790
8:15	0	0	0	0	0	86	375	0	0	461	62	0	70	0	132	0	204	35	0	239	832
Total Volume	0	0	0	0	0	222	1440	0	3	1665	213	0	200	0	413	0	972	127	0	1099	3177
% App Total	0.0%	0.0%	0.0%	0.0%		13.3%	86.5%	0.0%	0.2%		51.6%	0.0%	48.4%	0.0%		0.0%	88.4%	11.6%	0.0%		
PHF	.000	.000	.000	.000	.000	.645	.935	.000	.250	.903	.859	.000	.714	.000	.782	.000	.821	.858	.000	.869	.955

PM PEAK HOUR	Hallmark Dr Southbound					Ralston Ave Westbound					Hallmark Dr Northbound					Ralston Ave Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	28	237	0	0	265	21	0	31	0	52	0	341	34	0	375	692
17:15	0	0	0	0	0	29	235	0	1	265	28	0	30	0	58	0	404	46	0	450	773
17:30	0	0	0	0	0	23	236	0	0	259	10	0	34	0	44	0	398	33	0	431	734
17:45	0	0	0	0	0	28	234	0	0	262	26	0	31	0	57	0	397	36	0	433	752
Total Volume	0	0	0	0	0	108	942	0	1	1051	85	0	126	0	211	0	1540	149	0	1689	2951
% App Total	0.0%	0.0%	0.0%	0.0%		10.3%	89.6%	0.0%	0.1%		40.3%	0.0%	59.7%	0.0%		0.0%	91.2%	8.8%	0.0%		
PHF	.000	.000	.000	.000	.000	.931	.994	.000	.250	.992	.759	.000	.926	.000	.909	.000	.953	.810	.000	.938	.954

B - Trip Generation

	ITE Land Use Code	Land Use	Size	Units	Daily Trip Rate/ Equation	Daily Trips	AM Peak				PM Peak			
							Rate/ Equation	Total	In	Out	Rate/ Equation	Total	In	Out
Existing	150	Warehousing	21.000	KSF	T = 1.58(X)+38.29	72	0.17	4	3	1	0.18	4	1	3
Proposed	710	General Office Building	77.525	KSF	Ln(T)=0.87Ln(X)+3.05	930	Ln(T) = 0.86Ln(X)+1.16	134	118	16	Ln(T) = 0.83Ln(X)+1.29	134	23	111
	TDM Reduction (15%)					-140		-20	-18	-2		-20	-3	-17
	Total Project Trips					790		114	100	14		114	20	94
Net New Trips						**718**		**110**	**97**	**13**		**110**	**19**	**91**

Note

(1)Trip generation data from ITE Trip Generation Manual, 11th Edition, 2021.

(2) Existing warehouse (ITE LU 150) used fitted equation for Daily trips and average rates for AM and PM trips.

Daily: T = 1.58(X) + 38.29

Average AM Peak Hour Rate: 0.17 (77% In, 23% out)

Average PM Peak Hour Rate: 0.18 (28% In, 72% out)

(3) Proposed office building (ITE LU 710) used following fitted equations:

Daily: Ln(T) = 0.87Ln(X) + 3.05

AM Peak: Ln(T) = 0.86Ln(X) + 1.16 (88% in, 12% out)

PM Peak: Ln(T) = 0.83Ln(X) + 1.29 (17% in, 83% out)

C – C/CAG Countywide VMT Evaluation Tool Report

C/CAG VMT Estimation Tool Report

Project Details

Timestamp of Analysis: December 16, 2021, 02:35:07 PM

Project Name: 2 Davis Drive

Project Description: Redevelop industrial to office (All potential TDM)

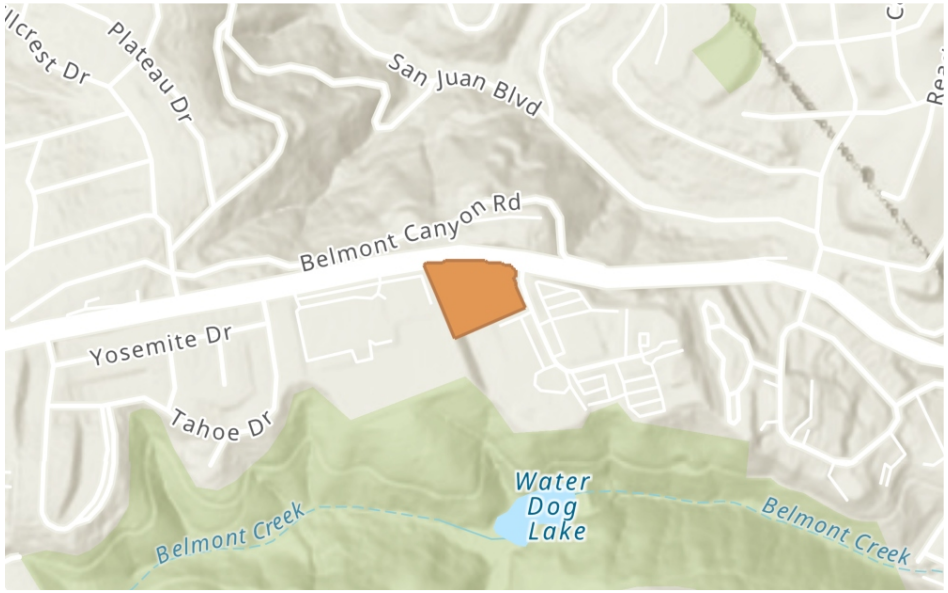
Project Location

jurisdiction: Belmont

apn	TAZ
043340120	1552

Inside a TPA?

No (Fail)



Analysis Details

Data Version: C/CAG Travel Model

Analysis Methodology: TAZ

Baseline Year: 2021

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	
Total DUs:	0

Non-Residential:

Office KSF:	77
Local Serving Retail KSF:	
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

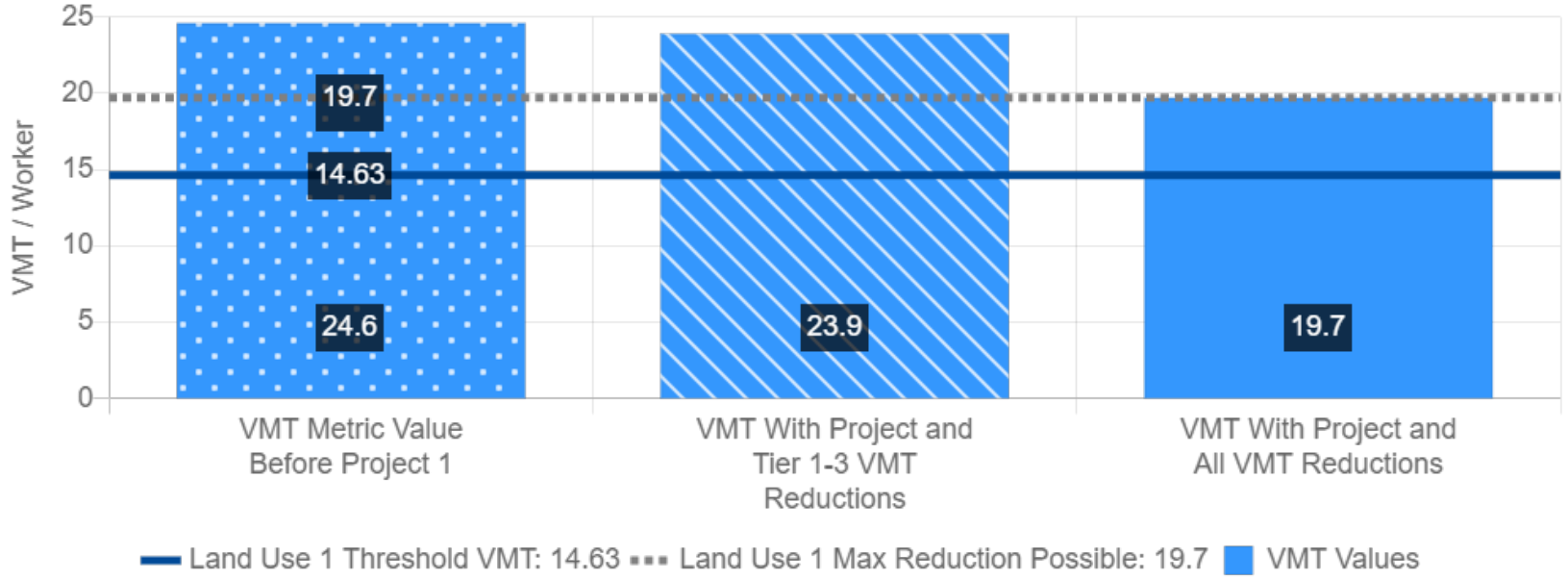
Parking:

Motor Vehicle Parking:	215
Bicycle Parking:	16

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Without Project 1:	Home-Based Work VMT per Employee
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	17.21
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	24.6	23.9	19.7
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Tier 1 Project Characteristics

PC04 Increase Employment Density

Existing Employment Density:	4.09
With Project Employment Density:	5.03

Tier 3 Parking

PK01 Limit Parking Supply

Minimum Parking Required by City Code:	256
Total Parking Spaces Available to Employees:	215
Is the Surrounding Street Parking Restricted?:	

PK02 Provide Bike Facilities

Bicycle Parking:	16
Project End-of-trip Bike Facilities:	Yes

Tier 4 TDM Programs

TP04 CTR Marketing and Education

TP09 Free Door-to-Door Transit Fleet

Free Direct Shuttle Service Percent Participants:	100 %

D - Existing Traffic Conditions



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	104	796	221	611	192	89	703	232	319	846	61
v/c Ratio	0.13	0.96	0.50	0.66	0.36	0.43	0.90	0.56	1.08	0.88	0.13
Control Delay	50.4	88.8	48.9	50.6	7.1	66.0	69.7	36.1	130.7	62.4	8.0
Queue Delay	0.0	0.0	18.0	53.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	88.8	66.9	104.1	8.2	66.0	69.7	36.1	130.7	62.4	8.0
Queue Length 50th (ft)	52	416	193	280	0	79	340	120	~334	402	0
Queue Length 95th (ft)	76	#535	287	352	60	138	#447	211	#528	#511	32
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	805	825	439	923	534	208	783	411	295	956	452
Starvation Cap Reductn	0	0	202	420	165	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.96	0.93	1.21	0.52	0.43	0.90	0.56	1.08	0.88	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Existing
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	725	31	239	568	186	81	640	211	303	804	58
Future Volume (vph)	99	725	31	239	568	186	81	640	211	303	804	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Peak-hour factor, PHF	0.95	0.95	0.95	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	104	763	33	246	586	192	89	703	232	319	846	61
RTOR Reduction (vph)	0	2	0	0	0	140	0	0	69	0	0	45
Lane Group Flow (vph)	104	794	0	221	611	52	89	703	163	319	846	16
Confl. Peds. (#/hr)	45		33	33		45	27		6	6		27
Confl. Bikes (#/hr)			1			1			4			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Effective Green, g (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Actuated g/C Ratio	0.23	0.23		0.27	0.27	0.27	0.12	0.22	0.22	0.17	0.27	0.27
Clearance Time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	805	823		439	923	394	208	783	342	295	956	402
v/s Ratio Prot	0.03	c0.23		0.14	c0.18		0.05	c0.20		c0.18	c0.24	
v/s Ratio Perm						0.04			0.11			0.01
v/c Ratio	0.13	0.96		0.50	0.66	0.13	0.43	0.90	0.48	1.08	0.88	0.04
Uniform Delay, d1	43.5	54.5		44.1	46.5	39.5	59.0	54.5	48.8	60.0	50.4	38.8
Progression Factor	1.15	1.23		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	22.1		4.1	3.7	0.7	1.4	15.2	4.7	75.8	11.8	0.2
Delay (s)	49.9	89.1		48.2	50.2	40.2	60.4	69.7	53.5	135.8	62.2	39.0
Level of Service	D	F		D	D	D	E	E	D	F	E	D
Approach Delay (s)		84.6			47.9			65.2			80.2	
Approach LOS		F			D			E			F	

Intersection Summary					
HCM 2000 Control Delay	69.5	HCM 2000 Level of Service	E		
HCM 2000 Volume to Capacity ratio	0.88				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	98.5%	ICU Level of Service	F		
Analysis Period (min)	15				
c Critical Lane Group					

Queues
2: Sixth Ave & Ralston Ave

Existing
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	828	421	22	853	149	150	52	16	168
v/c Ratio	0.23	0.38	0.43	0.24	0.39	0.68	0.67	0.17	0.09	0.71
Control Delay	71.2	17.2	14.5	40.0	7.0	74.2	73.7	1.2	56.2	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	17.2	14.5	40.0	7.1	74.2	73.7	1.2	56.2	49.7
Queue Length 50th (ft)	19	211	151	15	75	142	143	0	14	84
Queue Length 95th (ft)	49	335	304	m38	62	191	192	0	30	111
Internal Link Dist (ft)		847			519		540			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	122	2171	971	122	2162	326	331	389	349	384
Starvation Cap Reductn	0	0	0	0	295	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.38	0.43	0.18	0.46	0.46	0.45	0.13	0.05	0.44

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Sixth Ave & Ralston Ave

Existing
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	803	408	18	694	14	215	30	43	12	36	87
Future Volume (vph)	20	803	408	18	694	14	215	30	43	12	36	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1512	1770	3521		1681	1705	1515	1770	1641	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1512	1770	3521		1681	1705	1515	1770	1641	
Peak-hour factor, PHF	0.97	0.97	0.97	0.83	0.83	0.83	0.82	0.82	0.82	0.73	0.73	0.73
Adj. Flow (vph)	21	828	421	22	836	17	262	37	52	16	49	119
RTOR Reduction (vph)	0	0	46	0	1	0	0	0	45	0	68	0
Lane Group Flow (vph)	21	828	375	22	852	0	149	150	7	16	100	0
Confl. Peds. (#/hr)	30		7	7		30	5		19	19		5
Confl. Bikes (#/hr)			4			5						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	4.9	86.8	86.8	5.0	86.9		18.9	18.9	18.9	14.7	14.7	
Effective Green, g (s)	4.9	86.8	86.8	5.0	86.9		18.9	18.9	18.9	14.7	14.7	
Actuated g/C Ratio	0.03	0.60	0.60	0.03	0.60		0.13	0.13	0.13	0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	60	2133	911	61	2124		220	223	198	180	167	
v/s Ratio Prot	0.01	0.23		0.01	c0.24		c0.09	0.09		0.01	c0.06	
v/s Ratio Perm			c0.25						0.00			
v/c Ratio	0.35	0.39	0.41	0.36	0.40		0.68	0.67	0.03	0.09	0.60	
Uniform Delay, d1	68.0	14.8	15.1	67.9	14.9		59.6	59.6	54.6	58.6	61.8	
Progression Factor	1.00	1.00	1.00	0.53	0.39		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.5	0.5	1.4	3.2	0.5		8.7	8.4	0.1	0.3	6.6	
Delay (s)	71.5	15.4	16.5	39.2	6.3		68.4	68.0	54.7	58.9	68.4	
Level of Service	E	B	B	D	A		E	E	D	E	E	
Approach Delay (s)		16.7			7.1			66.2			67.6	
Approach LOS		B			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.48			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	57.9%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
3: Ralston Ave & South Rd

Existing
Timing Plan: AM Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	11	1256	975	26	89	36
Future Volume (vph)	11	1256	975	26	89	36
Peak Hour Factor	0.98	0.98	0.88	0.88	0.82	0.82
Hourly flow rate (vph)	11	1282	1108	30	109	44

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total (vph)	438	855	739	399	153
Volume Left (vph)	11	0	0	0	109
Volume Right (vph)	0	0	0	30	44
Hadj (s)	0.05	0.03	0.03	-0.02	0.00
Departure Headway (s)	6.4	6.4	6.5	6.4	6.9
Degree Utilization, x	0.78	1.53	1.33	0.71	0.30
Capacity (veh/h)	551	564	566	547	513
Control Delay (s)	27.8	262.8	180.6	22.7	12.8
Approach Delay (s)	183.1		125.2		12.8
Approach LOS	F		F		B

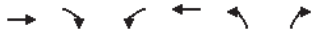
Intersection Summary				
Delay	147.5			
Level of Service	F			
Intersection Capacity Utilization	56.2%	ICU Level of Service	B	
Analysis Period (min)	15			
Description: Ralston Ave/South Rd				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	1222	955	52	49	42
Future Volume (Veh/h)	16	1222	955	52	49	42
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.88	0.88	0.65	0.65
Hourly flow rate (vph)	16	1260	1085	59	75	65
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1153				2416	1124
vC1, stage 1 conf vol					1124	
vC2, stage 2 conf vol					1292	
vCu, unblocked vol	1153				2416	1124
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				61	74
cM capacity (veh/h)	601				190	248

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	16	1260	1144	140
Volume Left	16	0	0	75
Volume Right	0	0	59	65
cSH	601	1700	1700	355
Volume to Capacity	0.03	0.74	0.67	0.39
Queue Length 95th (ft)	2	0	0	46
Control Delay (s)	11.1	0.0	0.0	30.5
Lane LOS	B			D
Approach Delay (s)	0.1		0.0	30.5
Approach LOS				D

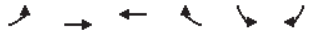
Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	74.3%	ICU Level of Service	D	
Analysis Period (min)	15			
Description: Ralston Ave/Notre Dame Univ. Rd				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	989	12	247	742	9	235
Future Volume (Veh/h)	989	12	247	742	9	235
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	1041	13	278	834	12	318
Pedestrians	3			1	6	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1060		2446	1054
vC1, stage 1 conf vol					1054	
vC2, stage 2 conf vol					1393	
vCu, unblocked vol			1060		2446	1054
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			57		90	0
cM capacity (veh/h)			654		119	273

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	1054	278	834	12	318
Volume Left	0	278	0	12	0
Volume Right	13	0	0	0	318
cSH	1700	654	1700	119	273
Volume to Capacity	0.62	0.43	0.49	0.10	1.17
Queue Length 95th (ft)	0	53	0	8	353
Control Delay (s)	0.0	14.5	0.0	38.5	146.8
Lane LOS		B		E	F
Approach Delay (s)	0.0	3.6		142.8	
Approach LOS				F	

Intersection Summary				
Average Delay	20.5			
Intersection Capacity Utilization	80.1%	ICU Level of Service	D	
Analysis Period (min)	15			
Description: Ralston Ave/Chula Vista Dr				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	992	648	63	48	98
Future Volume (Veh/h)	71	992	648	63	48	98
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.81	0.81
Hourly flow rate (vph)	77	1078	762	74	59	121
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	843				2038	806
vC1, stage 1 conf vol					806	
vC2, stage 2 conf vol					1232	
vCu, unblocked vol	843				2038	806
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	90				73	68
cM capacity (veh/h)	788				215	380

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	77	1078	836	180
Volume Left	77	0	0	59
Volume Right	0	0	74	121
cSH	788	1700	1700	304
Volume to Capacity	0.10	0.63	0.49	0.59
Queue Length 95th (ft)	8	0	0	89
Control Delay (s)	10.1	0.0	0.0	32.7
Lane LOS	B			D
Approach Delay (s)	0.7		0.0	32.7
Approach LOS				D

Intersection Summary				
Average Delay			3.1	
Intersection Capacity Utilization			67.6%	ICU Level of Service C
Analysis Period (min)			15	
Description: Ralston Ave/Notre Dame Ave				



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	874	349	149	656	541	414	183	341
v/c Ratio	0.62	0.83	0.63	0.82	0.58	0.68	0.98	0.48	0.87
Control Delay	72.8	47.5	28.2	85.8	36.1	47.3	83.8	45.5	66.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	47.5	28.2	85.8	36.1	47.3	83.8	45.5	66.7
Queue Length 50th (ft)	67	337	146	115	223	199	309	123	244
Queue Length 95th (ft)	121	413	249	#227	287	232	#444	166	295
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	154	1056	551	186	1135	794	422	402	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.83	0.63	0.80	0.58	0.68	0.98	0.46	0.83

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

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Existing
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	778	311	134	535	56	444	222	117	143	200	66
Future Volume (vph)	78	778	311	134	535	56	444	222	117	143	200	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1532	1770	3476		3433	1758		1770	1769	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1532	1770	3476		3433	1758		1770	1769	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0.82	0.82	0.78	0.78	0.78
Adj. Flow (vph)	88	874	349	149	594	62	541	271	143	183	256	85
RTOR Reduction (vph)	0	0	94	0	7	0	0	15	0	0	10	0
Lane Group Flow (vph)	88	874	255	149	649	0	541	399	0	183	331	0
Confl. Peds. (#/hr)	9		5	5		9	29		1	1		29
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	9.6	35.8	35.8	12.3	38.9		27.8	27.8		25.8	25.8	
Effective Green, g (s)	9.6	35.8	35.8	12.3	38.9		27.8	27.8		25.8	25.8	
Actuated g/C Ratio	0.08	0.30	0.30	0.10	0.32		0.23	0.23		0.22	0.22	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	141	1055	457	181	1126		795	407		380	380	
v/s Ratio Prot	0.05	c0.25		c0.08	c0.19		0.16	c0.23		0.10	c0.19	
v/s Ratio Perm			0.17									
v/c Ratio	0.62	0.83	0.56	0.82	0.58		0.68	0.98		0.48	0.87	
Uniform Delay, d1	53.5	39.2	35.4	52.8	33.7		42.0	45.8		41.2	45.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	7.5	4.9	25.1	2.2		2.6	38.8		1.3	19.5	
Delay (s)	61.8	46.7	40.3	77.9	35.9		44.7	84.7		42.6	65.0	
Level of Service	E	D	D	E	D		D	F		D	E	
Approach Delay (s)		46.0			43.6			62.0			57.2	
Approach LOS		D			D			E			E	

Intersection Summary					
HCM 2000 Control Delay	51.4	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.87				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		18.3	
Intersection Capacity Utilization	76.9%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Queues
8: Cipriani Blvd & Ralston Ave

Existing
Timing Plan: AM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	229	1192	10	1023	101	350	350	128	549
v/c Ratio	0.81	0.67	0.11	0.83	0.17	0.93	0.92	0.56	1.27
Control Delay	73.5	24.9	60.8	46.1	4.6	81.9	78.9	63.7	161.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	24.9	60.8	46.1	4.6	81.9	78.9	63.7	161.4
Queue Length 50th (ft)	185	342	8	411	0	302	298	103	~394
Queue Length 95th (ft)	274	506	27	#516	31	312	308	172	#621
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	329	1787	246	1227	611	383	388	230	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.67	0.04	0.83	0.17	0.91	0.90	0.56	1.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	866	218	9	931	92	395	77	18	118	55	450
Future Volume (vph)	208	866	218	9	931	92	395	77	18	118	55	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (prot)	1770	3412		1770	3539	1548	1681	1696		1770	1614	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (perm)	1770	3412		1770	3539	1548	1681	1696		1770	1614	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	229	952	240	10	1023	101	564	110	26	128	60	489
RTOR Reduction (vph)	0	14	0	0	0	66	0	2	0	0	224	0
Lane Group Flow (vph)	229	1178	0	10	1023	35	350	348	0	128	325	0
Confl. Peds. (#/hr)			4	4					4	4		
Confl. Bikes (#/hr)						2						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	20.7	63.9		1.5	44.7	44.7	28.8	28.8		16.8	16.8	
Effective Green, g (s)	20.7	63.9		1.5	44.7	44.7	28.8	28.8		16.8	16.8	
Actuated g/C Ratio	0.16	0.50		0.01	0.35	0.35	0.22	0.22		0.13	0.13	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	284	1690		20	1226	536	375	378		230	210	
v/s Ratio Prot	c0.13	0.35		0.01	c0.29		c0.21	0.21		0.07	c0.20	
v/s Ratio Perm						0.02						
v/c Ratio	0.81	0.70		0.50	0.83	0.07	0.93	0.92		0.56	1.55	
Uniform Delay, d1	52.2	25.1		63.4	38.7	28.2	49.2	49.0		52.6	56.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.3	2.4		18.3	6.8	0.2	29.9	26.8		2.9	269.6	
Delay (s)	67.5	27.5		81.7	45.5	28.4	79.0	75.8		55.5	325.7	
Level of Service	E	C		F	D	C	E	E		E	F	
Approach Delay (s)		33.9			44.3			77.4			274.6	
Approach LOS		C			D			E			F	

Intersection Summary				
HCM 2000 Control Delay	86.1	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	97.6%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1305	64	1912	148
v/c Ratio	0.52	0.41	0.65	0.46
Control Delay	6.2	58.6	5.0	41.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.2	58.6	5.0	41.7
Queue Length 50th (ft)	100	48	210	41
Queue Length 95th (ft)	265	90	302	63
Internal Link Dist (ft)	705		1437	355
Turn Bay Length (ft)		145		105
Base Capacity (vph)	2498	207	2953	849
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.31	0.65	0.17

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1257	195	57	1702	87	33
Future Volume (vph)	1257	195	57	1702	87	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.6	
Lane Util. Factor	0.95		1.00	0.95	0.97	
Frpb, ped/bikes	0.99		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.98		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3424		1770	3539	3343	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3424		1770	3539	3343	
Peak-hour factor, PHF	0.93	0.93	0.89	0.89	0.81	0.81
Growth Factor (vph)	81%	100%	100%	100%	100%	100%
Adj. Flow (vph)	1095	210	64	1912	107	41
RTOR Reduction (vph)	8	0	0	0	38	0
Lane Group Flow (vph)	1297	0	64	1912	110	0
Confl. Peds. (#/hr)		15	15		20	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases						
Actuated Green, G (s)	86.5		9.3	100.2	10.2	
Effective Green, g (s)	86.5		9.3	100.2	10.2	
Actuated g/C Ratio	0.72		0.08	0.84	0.08	
Clearance Time (s)	5.4		4.0	5.0	4.6	
Vehicle Extension (s)	6.0		4.0	6.0	4.0	
Lane Grp Cap (vph)	2468		137	2955	284	
v/s Ratio Prot	0.38		0.04	c0.54	c0.03	
v/s Ratio Perm						
v/c Ratio	0.53		0.47	0.65	0.39	
Uniform Delay, d1	7.5		53.0	3.6	52.0	
Progression Factor	0.65		1.00	1.00	1.00	
Incremental Delay, d2	0.8		3.4	1.1	1.2	
Delay (s)	5.7		56.4	4.7	53.2	
Level of Service	A		E	A	D	
Approach Delay (s)	5.7			6.3	53.2	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1155	0	0	1789	5	297
Future Volume (Veh/h)	1155	0	0	1789	5	297
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.57	0.57
Hourly flow rate (vph)	1242	0	0	2056	9	521
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1055			785		
pX, platoon unblocked			0.89		0.79	0.89
vC, conflicting volume			1242		2270	621
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1014		1432	313
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	14
cM capacity (veh/h)			602		99	605

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	621	621	1028	1028	530
Volume Left	0	0	0	0	9
Volume Right	0	0	0	0	521
cSH	1700	1700	1700	1700	557
Volume to Capacity	0.37	0.37	0.60	0.60	0.95
Queue Length 95th (ft)	0	0	0	0	313
Control Delay (s)	0.0	0.0	0.0	0.0	54.4
Lane LOS					F
Approach Delay (s)	0.0		0.0		54.4
Approach LOS					F

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1155	141	223	1571	0	0
Future Volume (Veh/h)	1155	141	223	1571	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	1.00	1.00
Hourly flow rate (vph)	1216	148	251	1765	0	0
Pedestrians					3	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	611			1229		
pX, platoon unblocked			0.86		0.87	0.86
vC, conflicting volume			1367		2678	685
vC1, stage 1 conf vol					1293	
vC2, stage 2 conf vol					1384	
vCu, unblocked vol			1104		1905	312
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			54		100	100
cM capacity (veh/h)			541		122	589

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	811	553	251	882	882
Volume Left	0	0	251	0	0
Volume Right	0	148	0	0	0
cSH	1700	1700	541	1700	1700
Volume to Capacity	0.48	0.33	0.46	0.52	0.52
Queue Length 95th (ft)	0	0	61	0	0
Control Delay (s)	0.0	0.0	17.3	0.0	0.0
Lane LOS			C		
Approach Delay (s)	0.0		2.2		
Approach LOS					

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	74.8%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1231	13	95	1476	17	65
Future Volume (Veh/h)	1231	13	95	1476	17	65
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.59	0.59
Hourly flow rate (vph)	1368	14	106	1640	29	110
Pedestrians					130	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					11	
Right turn flare (veh)						
Median type	Raised			TWLTL		
Median storage veh)	1			2		
Upstream signal (ft)	441					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			1512		2537	821
vC1, stage 1 conf vol					1505	
vC2, stage 2 conf vol					1032	
vCu, unblocked vol			1256		2457	446
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			75		79	74
cM capacity (veh/h)			418		136	426

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	912	470	106	820	820	139
Volume Left	0	0	106	0	0	29
Volume Right	0	14	0	0	0	110
cSH	1700	1700	418	1700	1700	295
Volume to Capacity	0.54	0.28	0.25	0.48	0.48	0.47
Queue Length 95th (ft)	0	0	25	0	0	60
Control Delay (s)	0.0	0.0	16.5	0.0	0.0	27.7
Lane LOS			C			D
Approach Delay (s)	0.0		1.0			27.7
Approach LOS						D

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	54.7%	ICU Level of Service	A	
Analysis Period (min)	15			
Description: Ralston Ave/Tahoe Dr				

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	18	1290	1572	96	166
v/c Ratio	0.14	0.48	0.64	0.33	0.43
Control Delay	41.2	2.1	21.8	44.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.2	2.1	21.8	44.6	9.3
Queue Length 50th (ft)	15	26	428	61	0
Queue Length 95th (ft)	m21	63	724	88	25
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	221	2670	2468	433	493
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.48	0.64	0.22	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	1174	1462	31	70	121
Future Volume (vph)	16	1174	1462	31	70	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3526		1770	1502
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3526		1770	1502
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.73	0.73
Adj. Flow (vph)	18	1290	1539	33	96	166
RTOR Reduction (vph)	0	0	1	0	0	139
Lane Group Flow (vph)	18	1290	1571	0	96	27
Confl. Peds. (#/hr)	1			1		30
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	4.6	90.6	81.0		19.8	19.8
Effective Green, g (s)	4.6	90.6	81.0		19.8	19.8
Actuated g/C Ratio	0.04	0.75	0.68		0.17	0.17
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		3.5	3.5
Lane Grp Cap (vph)	67	2671	2380		292	247
v/s Ratio Prot	0.01	c0.36	c0.45		c0.05	
v/s Ratio Perm						0.02
v/c Ratio	0.27	0.48	0.66		0.33	0.11
Uniform Delay, d1	56.1	5.7	11.4		44.2	42.6
Progression Factor	0.79	0.24	1.52		1.00	1.00
Incremental Delay, d2	1.8	0.4	1.2		0.8	0.2
Delay (s)	46.1	1.8	18.6		45.0	42.8
Level of Service	D	A	B		D	D
Approach Delay (s)		2.4	18.6		43.6	
Approach LOS		A	B		D	

Intersection Summary

HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1263	250	1600	273	256
v/c Ratio	0.84	0.60	0.64	0.74	0.50
Control Delay	38.4	35.1	4.3	56.4	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	35.1	4.3	56.4	10.6
Queue Length 50th (ft)	~507	181	66	193	18
Queue Length 95th (ft)	#682	194	86	230	52
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	1509	501	2517	491	602
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.50	0.64	0.56	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	972	127	225	1440	213	200
Future Volume (vph)	972	127	225	1440	213	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3429		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3429		1770	3539	1770	1583
Peak-hour factor, PHF	0.87	0.87	0.90	0.90	0.78	0.78
Adj. Flow (vph)	1117	146	250	1600	273	256
RTOR Reduction (vph)	7	0	0	0	0	179
Lane Group Flow (vph)	1256	0	250	1600	273	77
Confl. Peds. (#/hr)		53	53		59	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	52.6		28.4	85.4	24.9	24.9
Effective Green, g (s)	52.6		28.4	85.4	24.9	24.9
Actuated g/C Ratio	0.44		0.24	0.71	0.21	0.21
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	1503		418	2518	367	328
v/s Ratio Prot	c0.37		0.14	c0.45	c0.15	
v/s Ratio Perm						0.05
v/c Ratio	0.84		0.60	0.64	0.74	0.23
Uniform Delay, d1	29.9		40.7	9.1	44.6	39.6
Progression Factor	1.00		0.75	0.32	1.00	1.00
Incremental Delay, d2	5.7		2.3	1.0	7.9	0.4
Delay (s)	35.5		33.0	4.0	52.5	40.0
Level of Service	D		C	A	D	D
Approach Delay (s)	35.5			7.9	46.4	
Approach LOS	D			A	D	

Intersection Summary

HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
1: El Camino Real & Ralston Ave

Existing
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	278	728	224	681	437	94	963	195	271	848	141
v/c Ratio	0.39	1.01	0.53	0.77	0.74	0.38	0.91	0.38	1.23	0.84	0.30
Control Delay	45.7	86.9	50.9	55.7	23.3	61.5	62.3	28.9	185.7	57.5	17.9
Queue Delay	0.0	0.0	21.1	52.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	86.9	72.1	108.4	30.4	61.5	62.3	28.9	185.7	57.5	17.9
Queue Length 50th (ft)	134	~375	198	325	123	81	460	96	~312	395	37
Queue Length 95th (ft)	175	#515	295	404	263	141	#582	170	#495	480	97
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	710	724	422	888	593	245	1054	507	221	1005	466
Starvation Cap Reductn	0	0	187	382	115	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	1.01	0.95	1.35	0.91	0.38	0.91	0.38	1.23	0.84	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Existing
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	614	48	232	610	406	89	915	185	247	772	128
Future Volume (vph)	253	614	48	232	610	406	89	915	185	247	772	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.90	1.00	1.00	0.98	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3483		1610	3384	1428	1770	3539	1553	1770	3539	1421
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3483		1610	3384	1428	1770	3539	1553	1770	3539	1421
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	278	675	53	249	656	437	94	963	195	271	848	141
RTOR Reduction (vph)	0	4	0	0	0	219	0	0	45	0	0	63
Lane Group Flow (vph)	278	724	0	224	681	218	94	963	150	271	848	78
Confl. Peds. (#/hr)	51		33	33		51	53		5	5		53
Confl. Bikes (#/hr)			2			4						1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Effective Green, g (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Actuated g/C Ratio	0.21	0.21		0.26	0.26	0.26	0.14	0.30	0.30	0.12	0.28	0.28
Clearance Time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	710	720		422	888	374	245	1054	462	221	1005	403
v/s Ratio Prot	0.08	c0.21		0.14	c0.20		0.05	c0.27		c0.15	0.24	
v/s Ratio Perm						0.15			0.10			0.05
v/c Ratio	0.39	1.01		0.53	0.77	0.58	0.38	0.91	0.32	1.23	0.84	0.19
Uniform Delay, d1	49.3	57.1		45.5	49.0	46.2	56.4	48.8	39.3	63.0	48.5	39.1
Progression Factor	0.89	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	34.0		4.7	6.3	6.5	1.0	13.4	1.9	135.1	8.6	1.1
Delay (s)	44.2	88.0		50.2	55.3	52.7	57.4	62.2	41.2	198.1	57.2	40.1
Level of Service	D	F		D	E	D	E	E	D	F	E	D
Approach Delay (s)		75.9			53.6			58.6			85.6	
Approach LOS		E			D			E			F	

Intersection Summary

HCM 2000 Control Delay	67.8	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	0.93				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)		15.5	
Intersection Capacity Utilization	95.1%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

Queues
2: Sixth Ave & Ralston Ave

Existing
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	753	233	40	845	315	321	150	34	126
v/c Ratio	0.37	0.43	0.30	0.33	0.47	0.80	0.79	0.33	0.24	0.67
Control Delay	74.0	26.3	16.5	40.2	6.7	66.9	66.1	13.5	63.8	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	26.3	16.5	40.2	6.8	66.9	66.1	13.5	63.8	50.2
Queue Length 50th (ft)	36	246	80	36	46	289	293	23	31	61
Queue Length 95th (ft)	74	338	161	m60	120	408	412	83	49	83
Internal Link Dist (ft)		847			519		269			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	126	1764	773	131	1782	408	419	462	349	372
Starvation Cap Reductn	0	0	0	0	178	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.43	0.30	0.31	0.53	0.77	0.77	0.32	0.10	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Sixth Ave & Ralston Ave

Existing
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	708	219	36	726	26	455	143	141	24	30	58
Future Volume (vph)	37	708	219	36	726	26	455	143	141	24	30	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1463	1770	3508		1681	1724	1533	1770	1647	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1463	1770	3508		1681	1724	1533	1770	1647	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.70	0.70	0.70
Adj. Flow (vph)	39	753	233	40	816	29	484	152	150	34	43	83
RTOR Reduction (vph)	0	0	45	0	1	0	0	0	90	0	55	0
Lane Group Flow (vph)	39	753	188	40	844	0	315	321	60	34	71	0
Confl. Peds. (#/hr)	27		17	17		27	10		12	12		10
Confl. Bikes (#/hr)			2			4						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	7.5	70.9	70.9	8.8	72.2		33.9	33.9	33.9	11.8	11.8	
Effective Green, g (s)	7.5	70.9	70.9	8.8	72.2		33.9	33.9	33.9	11.8	11.8	
Actuated g/C Ratio	0.05	0.49	0.49	0.06	0.50		0.24	0.24	0.24	0.08	0.08	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	92	1742	720	108	1758		395	405	360	145	134	
v/s Ratio Prot	0.02	c0.21		0.02	c0.24		c0.19	0.19		0.02	c0.04	
v/s Ratio Perm			0.13						0.04			
v/c Ratio	0.42	0.43	0.26	0.37	0.48		0.80	0.79	0.17	0.23	0.53	
Uniform Delay, d1	66.2	23.6	21.3	64.9	23.6		51.8	51.7	43.8	61.9	63.4	
Progression Factor	1.00	1.00	1.00	0.55	0.24		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.1	0.8	0.9	1.6	0.7		10.7	10.2	0.2	0.8	3.7	
Delay (s)	69.3	24.4	22.2	37.3	6.3		62.5	61.9	44.0	62.7	67.2	
Level of Service	E	C	C	D	A		E	E	D	E	E	
Approach Delay (s)		25.6			7.7			58.8			66.2	
Approach LOS		C			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	14	983	1164	63	29	17
Future Volume (vph)	14	983	1164	63	29	17
Peak Hour Factor	0.92	0.92	0.97	0.97	0.68	0.68
Hourly flow rate (vph)	15	1068	1200	65	43	25

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total (vph)	371	712	800	465	68
Volume Left (vph)	15	0	0	0	43
Volume Right (vph)	0	0	0	65	25
Hadj (s)	0.05	0.03	0.03	-0.06	-0.06
Departure Headway (s)	6.2	6.2	6.0	5.9	6.9
Degree Utilization, x	0.64	1.22	1.34	0.77	0.13
Capacity (veh/h)	570	591	610	597	516
Control Delay (s)	18.2	133.3	181.2	24.4	10.9
Approach Delay (s)	93.9		123.6		10.9
Approach LOS	F		F		B

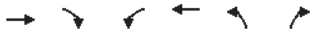
Intersection Summary			
Delay		107.1	
Level of Service		F	
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)		15	
Description: Ralston Ave/South Rd			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	957	1147	48	44	32
Future Volume (Veh/h)	32	957	1147	48	44	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.97	0.97	0.76	0.76
Hourly flow rate (vph)	34	1018	1182	49	58	42
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1243				2304	1218
vC1, stage 1 conf vol					1218	
vC2, stage 2 conf vol					1086	
vCu, unblocked vol	1243				2304	1218
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	94				71	81
cM capacity (veh/h)	555				201	218

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	34	1018	1231	100
Volume Left	34	0	0	58
Volume Right	0	0	49	42
cSH	555	1700	1700	347
Volume to Capacity	0.06	0.60	0.72	0.29
Queue Length 95th (ft)	5	0	0	29
Control Delay (s)	11.9	0.0	0.0	28.1
Lane LOS	B			D
Approach Delay (s)	0.4		0.0	28.1
Approach LOS				D

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		73.3%	ICU Level of Service D
Analysis Period (min)		15	
Description: Ralston Ave/Notre Dame Univ. Rd			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	846	19	155	1011	10	143
Future Volume (Veh/h)	846	19	155	1011	10	143
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	891	20	174	1136	14	193
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			914		2388	904
vC1, stage 1 conf vol					904	
vC2, stage 2 conf vol					1484	
vCu, unblocked vol			914		2388	904
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			77		90	42
cM capacity (veh/h)			744		144	335

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	911	174	1136	14	193
Volume Left	0	174	0	14	0
Volume Right	20	0	0	0	193
cSH	1700	744	1700	144	335
Volume to Capacity	0.54	0.23	0.67	0.10	0.58
Queue Length 95th (ft)	0	23	0	8	86
Control Delay (s)	0.0	11.3	0.0	32.6	29.5
Lane LOS		B		D	D
Approach Delay (s)	0.0	1.5		29.7	
Approach LOS				D	

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	67.6%	ICU Level of Service	C	
Analysis Period (min)	15			
Description: Ralston Ave/Chula Vista Dr				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	825	966	58	44	44
Future Volume (Veh/h)	70	825	966	58	44	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	74	878	986	59	48	48
Pedestrians			2		13	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			4.0		4.0	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1058				2056	1028
vC1, stage 1 conf vol					1028	
vC2, stage 2 conf vol					1028	
vCu, unblocked vol	1058				2056	1028
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	89				79	83
cM capacity (veh/h)	651				227	281

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	74	878	1045	96
Volume Left	74	0	0	48
Volume Right	0	0	59	48
cSH	651	1700	1700	251
Volume to Capacity	0.11	0.52	0.61	0.38
Queue Length 95th (ft)	10	0	0	43
Control Delay (s)	11.2	0.0	0.0	28.0
Lane LOS	B			D
Approach Delay (s)	0.9		0.0	28.0
Approach LOS				D

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	70.0%	ICU Level of Service	C	
Analysis Period (min)	15			
Description: Ralston Ave/Notre Dame Ave				

Queues
7: Alameda De Las Pulgas & Ralston Ave

Existing
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	137	875	444	165	840	417	325	152	258
v/c Ratio	0.71	0.75	0.73	0.78	0.70	0.57	0.83	0.46	0.76
Control Delay	67.3	32.2	23.1	76.0	39.2	45.3	61.9	47.4	58.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	32.2	23.1	76.0	39.2	45.3	61.9	47.4	58.5
Queue Length 50th (ft)	106	366	238	122	308	147	229	104	181
Queue Length 95th (ft)	m138	#454	#388	#235	#402	199	#363	154	246
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	213	1166	606	221	1199	781	415	389	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.75	0.73	0.75	0.70	0.53	0.78	0.39	0.64

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Existing
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	779	395	153	701	80	384	218	81	128	170	47
Future Volume (vph)	122	779	395	153	701	80	384	218	81	128	170	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1496	1770	3466		3433	1778		1770	1789	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1496	1770	3466		3433	1778		1770	1789	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	137	875	444	165	754	86	417	237	88	152	202	56
RTOR Reduction (vph)	0	0	113	0	7	0	0	11	0	0	9	0
Lane Group Flow (vph)	137	875	331	165	833	0	417	314	0	152	249	0
Confl. Peds. (#/hr)	13		16	16		13	15		4	4		15
Confl. Bikes (#/hr)						2			1			
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	13.0	39.5	39.5	14.4	41.3		25.6	25.6		22.3	22.3	
Effective Green, g (s)	13.0	39.5	39.5	14.4	41.3		25.6	25.6		22.3	22.3	
Actuated g/C Ratio	0.11	0.33	0.33	0.12	0.34		0.21	0.21		0.19	0.19	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	191	1164	492	212	1192		732	379		328	332	
v/s Ratio Prot	0.08	c0.25		c0.09	0.24		0.12	c0.18		0.09	c0.14	
v/s Ratio Perm			0.22									
v/c Ratio	0.72	0.75	0.67	0.78	0.70		0.57	0.83		0.46	0.75	
Uniform Delay, d1	51.7	35.9	34.7	51.3	34.0		42.3	45.1		43.5	46.2	
Progression Factor	0.99	0.75	0.70	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.5	3.5	5.6	16.3	3.4		1.2	14.5		1.4	9.7	
Delay (s)	60.7	30.5	29.9	67.6	37.4		43.5	59.6		44.9	56.0	
Level of Service	E	C	C	E	D		D	E		D	E	
Approach Delay (s)		33.1			42.4			50.5			51.9	
Approach LOS		C			D			D			D	

Intersection Summary					
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.77				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		18.2	
Intersection Capacity Utilization	73.1%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Queues
8: Cipriani Blvd & Ralston Ave

Existing
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	354	1424	42	903	190	91	89	122	224
v/c Ratio	0.76	0.71	0.34	0.70	0.30	0.53	0.49	0.58	0.73
Control Delay	52.3	16.7	67.9	29.7	8.2	62.0	51.9	60.2	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	16.7	67.9	29.7	8.2	62.0	51.9	60.2	35.3
Queue Length 50th (ft)	219	281	34	231	12	71	58	91	72
Queue Length 95th (ft)	337	#691	m55	#468	m37	111	98	141	143
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	467	1992	163	1292	643	411	419	264	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.71	0.26	0.70	0.30	0.22	0.21	0.46	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
8: Cipriani Blvd & Ralston Ave

Existing
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	1106	204	37	795	167	93	35	18	107	42	155
Future Volume (vph)	326	1106	204	37	795	167	93	35	18	107	42	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (prot)	1770	3442		1770	3539	1546	1681	1672		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (perm)	1770	3442		1770	3539	1546	1681	1672		1770	1643	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88
Adj. Flow (vph)	354	1202	222	42	903	190	115	43	22	122	48	176
RTOR Reduction (vph)	0	9	0	0	0	79	0	12	0	0	113	0
Lane Group Flow (vph)	354	1415	0	42	903	111	91	77	0	122	111	0
Confl. Peds. (#/hr)	1		3	3		1			6	6		
Confl. Bikes (#/hr)			1			1			1			
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	31.7	68.4		7.2	43.9	43.9	12.2	12.2		14.2	14.2	
Effective Green, g (s)	31.7	68.4		7.2	43.9	43.9	12.2	12.2		14.2	14.2	
Actuated g/C Ratio	0.26	0.57		0.06	0.37	0.37	0.10	0.10		0.12	0.12	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	467	1961		106	1294	565	170	169		209	194	
v/s Ratio Prot	c0.20	c0.41		0.02	0.26		c0.05	0.05		c0.07	0.07	
v/s Ratio Perm						0.07						
v/c Ratio	0.76	0.72		0.40	0.70	0.20	0.54	0.46		0.58	0.57	
Uniform Delay, d1	40.6	18.8		54.3	32.4	26.0	51.2	50.8		50.1	50.0	
Progression Factor	1.07	0.69		1.19	0.77	0.61	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.3	1.8		1.9	2.4	0.6	3.2	2.0		4.1	4.0	
Delay (s)	48.8	14.8		66.2	27.5	16.4	54.4	52.7		54.2	54.1	
Level of Service	D	B		E	C	B	D	D		D	D	
Approach Delay (s)		21.6			27.0			53.6			54.1	
Approach LOS		C			C			D			D	

Intersection Summary					
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service		C	
HCM 2000 Volume to Capacity ratio	0.71				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		18.0	
Intersection Capacity Utilization	79.1%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1773	32	1120	263
v/c Ratio	0.68	0.25	0.39	0.61
Control Delay	9.4	35.6	12.9	37.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.4	35.6	12.9	37.2
Queue Length 50th (ft)	202	25	287	61
Queue Length 95th (ft)	368	m28	494	102
Internal Link Dist (ft)	713		1437	355
Turn Bay Length (ft)		145		105
Base Capacity (vph)	2618	140	2891	858
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.23	0.39	0.31

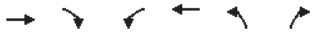
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1544	69	29	1008	146	91
Future Volume (vph)	1544	69	29	1008	146	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.6	
Lane Util. Factor	0.95		1.00	0.95	0.97	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3512		1770	3539	3304	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3512		1770	3539	3304	
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1697	76	32	1120	162	101
RTOR Reduction (vph)	2	0	0	0	91	0
Lane Group Flow (vph)	1771	0	32	1120	172	0
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases						
Actuated Green, G (s)	87.7		5.9	98.0	12.4	
Effective Green, g (s)	87.7		5.9	98.0	12.4	
Actuated g/C Ratio	0.73		0.05	0.82	0.10	
Clearance Time (s)	5.4		4.0	5.0	4.6	
Vehicle Extension (s)	6.0		4.0	6.0	4.0	
Lane Grp Cap (vph)	2566		87	2890	341	
v/s Ratio Prot	c0.50		0.02	c0.32	c0.05	
v/s Ratio Perm						
v/c Ratio	0.69		0.37	0.39	0.51	
Uniform Delay, d1	8.8		55.2	3.0	50.9	
Progression Factor	0.83		0.61	3.94	1.00	
Incremental Delay, d2	1.4		2.7	0.3	1.6	
Delay (s)	8.6		36.7	11.9	52.5	
Level of Service	A		D	B	D	
Approach Delay (s)	8.6			12.6	52.5	
Approach LOS	A			B	D	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

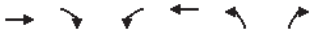
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1587	0	0	1154	4	26
Future Volume (Veh/h)	1587	0	0	1154	4	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	1725	0	0	1254	5	31
Pedestrians					1	
Lane Width (ft)					16.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1057			793		
pX, platoon unblocked			0.84		0.88	0.84
vC, conflicting volume			1726		2353	864
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1488		1840	465
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	93
cM capacity (veh/h)			377		59	458

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	862	862	627	627	36
Volume Left	0	0	0	0	5
Volume Right	0	0	0	0	31
cSH	1700	1700	1700	1700	236
Volume to Capacity	0.51	0.51	0.37	0.37	0.15
Queue Length 95th (ft)	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	23.0
Lane LOS					C
Approach Delay (s)	0.0		0.0		23.0
Approach LOS					C

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	54.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1587	28	57	1101	0	0
Future Volume (Veh/h)	1587	28	57	1101	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.91	0.91	0.93	0.93
Hourly flow rate (vph)	1688	30	63	1210	0	0
Pedestrians					2	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	610			1240		
pX, platoon unblocked			0.85		0.88	0.85
vC, conflicting volume			1720		2436	861
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1488		2023	473
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		100	100
cM capacity (veh/h)			379		37	455

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	1125	593	63	605	605
Volume Left	0	0	63	0	0
Volume Right	0	30	0	0	0
cSH	1700	1700	379	1700	1700
Volume to Capacity	0.66	0.35	0.17	0.36	0.36
Queue Length 95th (ft)	0	0	15	0	0
Control Delay (s)	0.0	0.0	16.4	0.0	0.0
Lane LOS			C		
Approach Delay (s)	0.0		0.8		
Approach LOS					

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	54.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1603	8	22	1079	2	12
Future Volume (Veh/h)	1603	8	22	1079	2	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.50	0.50
Hourly flow rate (vph)	1724	9	23	1148	4	24
Pedestrians					4	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	441					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			1737		2352	870
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1510		2236	487
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		86	95
cM capacity (veh/h)			371		29	444

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1149	584	23	574	574	28
Volume Left	0	0	23	0	0	4
Volume Right	0	9	0	0	0	24
cSH	1700	1700	371	1700	1700	147
Volume to Capacity	0.68	0.34	0.06	0.34	0.34	0.19
Queue Length 95th (ft)	0	0	5	0	0	17
Control Delay (s)	0.0	0.0	15.3	0.0	0.0	35.2
Lane LOS			C			E
Approach Delay (s)	0.0		0.3			35.2
Approach LOS						E

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	54.6%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Ralston Ave/Tahoe Dr				

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	49	1661	1242	54	29
v/c Ratio	0.22	0.54	0.49	0.36	0.18
Control Delay	47.8	0.7	3.2	58.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	0.7	3.2	58.0	19.3
Queue Length 50th (ft)	38	7	170	40	0
Queue Length 95th (ft)	m55	28	35	80	29
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	247	3055	2516	433	409
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.54	0.49	0.12	0.07

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	1561	1033	48	50	27
Future Volume (vph)	46	1561	1033	48	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3513		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3513		1770	1583
Peak-hour factor, PHF	0.94	0.94	0.87	0.87	0.93	0.93
Adj. Flow (vph)	49	1661	1187	55	54	29
RTOR Reduction (vph)	0	0	2	0	0	27
Lane Group Flow (vph)	49	1661	1240	0	54	2
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	13.7	101.7	83.0		8.7	8.7
Effective Green, g (s)	13.7	101.7	83.0		8.7	8.7
Actuated g/C Ratio	0.11	0.85	0.69		0.07	0.07
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		4.0	4.0
Lane Grp Cap (vph)	202	2999	2429		128	114
v/s Ratio Prot	0.03	c0.47	0.35		c0.03	
v/s Ratio Perm						0.00
v/c Ratio	0.24	0.55	0.51		0.42	0.02
Uniform Delay, d1	48.4	2.6	8.8		53.2	51.7
Progression Factor	1.00	0.08	0.25		1.00	1.00
Incremental Delay, d2	0.6	0.5	0.7		3.0	0.1
Delay (s)	48.9	0.7	2.9		56.3	51.8
Level of Service	D	A	A		E	D
Approach Delay (s)		2.1	2.9		54.7	
Approach LOS		A	A		D	

Intersection Summary				
HCM 2000 Control Delay	3.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1797	110	952	93	138
v/c Ratio	0.77	0.54	0.33	0.53	0.49
Control Delay	17.7	39.6	0.8	62.1	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	39.6	0.8	62.1	14.1
Queue Length 50th (ft)	451	86	7	70	0
Queue Length 95th (ft)	701	126	19	121	59
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	2337	354	2902	443	502
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	0.31	0.33	0.21	0.27

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1540	149	109	942	85	126
Future Volume (vph)	1540	149	109	942	85	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3485		1770	3539	1756	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3485		1770	3539	1756	1583
Peak-hour factor, PHF	0.94	0.94	0.99	0.99	0.91	0.91
Adj. Flow (vph)	1638	159	110	952	93	138
RTOR Reduction (vph)	4	0	0	0	0	124
Lane Group Flow (vph)	1793	0	110	952	93	14
Confl. Peds. (#/hr)		1	1		6	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Actuated Green, G (s)	80.3		13.7	98.4	11.9	11.9
Effective Green, g (s)	80.3		13.7	98.4	11.9	11.9
Actuated g/C Ratio	0.67		0.11	0.82	0.10	0.10
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2332		202	2901	174	156
v/s Ratio Prot	c0.51		c0.06	0.27		
v/s Ratio Perm					c0.05	0.01
v/c Ratio	0.77		0.54	0.33	0.53	0.09
Uniform Delay, d1	13.5		50.2	2.7	51.4	49.1
Progression Factor	1.00		0.62	0.17	1.00	1.00
Incremental Delay, d2	2.5		3.3	0.3	3.1	0.2
Delay (s)	16.0		34.3	0.7	54.6	49.4
Level of Service	B		C	A	D	D
Approach Delay (s)	16.0			4.2	51.5	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

E - Existing Plus Project Traffic Conditions

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	105	799	221	626	192	95	703	232	319	846	66
v/c Ratio	0.13	0.97	0.50	0.68	0.36	0.46	0.90	0.56	1.08	0.88	0.15
Control Delay	49.6	88.9	48.9	51.1	7.1	66.9	69.7	36.1	130.7	62.4	8.9
Queue Delay	0.0	0.0	18.0	53.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	88.9	66.9	104.5	8.2	66.9	69.7	36.1	130.7	62.4	8.9
Queue Length 50th (ft)	53	417	193	289	0	84	340	120	~334	402	0
Queue Length 95th (ft)	76	#539	287	362	60	146	#447	211	#528	#511	37
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	805	825	439	923	534	208	783	411	295	956	452
Starvation Cap Reductn	0	0	202	418	165	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.97	0.93	1.24	0.52	0.46	0.90	0.56	1.08	0.88	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	727	32	239	583	186	86	640	211	303	804	63
Future Volume (vph)	100	727	32	239	583	186	86	640	211	303	804	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Peak-hour factor, PHF	0.95	0.95	0.95	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	105	765	34	246	601	192	95	703	232	319	846	66
RTOR Reduction (vph)	0	2	0	0	0	140	0	0	69	0	0	48
Lane Group Flow (vph)	105	797	0	221	626	52	95	703	163	319	846	18
Confl. Peds. (#/hr)	45		33	33		45	27		6	6		27
Confl. Bikes (#/hr)			1			1			4			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Effective Green, g (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Actuated g/C Ratio	0.23	0.23		0.27	0.27	0.27	0.12	0.22	0.22	0.17	0.27	0.27
Clearance Time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	805	823		439	923	394	208	783	342	295	956	402
v/s Ratio Prot	0.03	c0.23		0.14	c0.19		0.05	c0.20		c0.18	c0.24	
v/s Ratio Perm						0.04			0.11			0.01
v/c Ratio	0.13	0.97		0.50	0.68	0.13	0.46	0.90	0.48	1.08	0.88	0.04
Uniform Delay, d1	43.5	54.6		44.1	46.7	39.5	59.2	54.5	48.8	60.0	50.4	38.8
Progression Factor	1.13	1.22		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	22.8		4.1	4.0	0.7	1.6	15.2	4.7	75.8	11.8	0.2
Delay (s)	49.1	89.2		48.2	50.7	40.2	60.8	69.7	53.5	135.8	62.2	39.0
Level of Service	D	F		D	D	D	E	E	D	F	E	D
Approach Delay (s)		84.5			48.2			65.2			80.0	
Approach LOS		F			D			E			F	

Intersection Summary

HCM 2000 Control Delay	69.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	62	831	421	22	882	149	150	52	16	168
v/c Ratio	0.49	0.39	0.44	0.22	0.43	0.68	0.67	0.17	0.09	0.71
Control Delay	76.2	17.6	14.9	39.1	7.5	74.2	73.7	1.2	56.2	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	76.2	17.6	14.9	39.1	7.6	74.2	73.7	1.2	56.2	49.7
Queue Length 50th (ft)	57	220	157	15	74	142	143	0	14	84
Queue Length 95th (ft)	105	336	305	m38	85	191	192	0	30	111
Internal Link Dist (ft)		847			519		540			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	139	2157	965	122	2040	326	331	389	349	384
Starvation Cap Reductn	0	0	0	0	232	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.39	0.44	0.18	0.49	0.46	0.45	0.13	0.05	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	806	408	18	718	14	215	30	43	12	36	87
Future Volume (vph)	20	806	408	18	718	14	215	30	43	12	36	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1512	1770	3521		1681	1705	1515	1770	1641	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1512	1770	3521		1681	1705	1515	1770	1641	
Peak-hour factor, PHF	0.97	0.97	0.97	0.83	0.83	0.83	0.82	0.82	0.82	0.73	0.73	0.73
Growth Factor (vph)	300%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	62	831	421	22	865	17	262	37	52	16	49	119
RTOR Reduction (vph)	0	0	46	0	1	0	0	0	45	0	68	0
Lane Group Flow (vph)	62	831	375	22	881	0	149	150	7	16	100	0
Confl. Peds. (#/hr)	30		7	7		30	5		19	19		5
Confl. Bikes (#/hr)			4			5						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	9.1	86.2	86.2	5.6	82.7		18.9	18.9	18.9	14.7	14.7	
Effective Green, g (s)	9.1	86.2	86.2	5.6	82.7		18.9	18.9	18.9	14.7	14.7	
Actuated g/C Ratio	0.06	0.60	0.60	0.04	0.57		0.13	0.13	0.13	0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	111	2118	905	68	2022		220	223	198	180	167	
v/s Ratio Prot	c0.04	0.23		0.01	c0.25		c0.09	0.09		0.01	c0.06	
v/s Ratio Perm			0.25						0.00			
v/c Ratio	0.56	0.39	0.41	0.32	0.44		0.68	0.67	0.03	0.09	0.60	
Uniform Delay, d1	65.5	15.2	15.4	67.4	17.4		59.6	59.6	54.6	58.6	61.8	
Progression Factor	1.00	1.00	1.00	0.53	0.35		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.0	0.5	1.4	2.4	0.6		8.7	8.4	0.1	0.3	6.6	
Delay (s)	71.5	15.7	16.8	38.4	6.7		68.4	68.0	54.7	58.9	68.4	
Level of Service	E	B	B	D	A		E	E	D	E	E	
Approach Delay (s)		18.7			7.4			66.2			67.6	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	11	1259	999	26	89	36
Future Volume (vph)	11	1259	999	26	89	36
Peak Hour Factor	0.98	0.98	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	11	1285	1135	30	97	39

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total (vph)	439	857	757	408	136
Volume Left (vph)	11	0	0	0	97
Volume Right (vph)	0	0	0	30	39
Hadj (s)	0.05	0.03	0.03	-0.02	0.00
Departure Headway (s)	6.4	6.4	6.4	6.4	6.9
Degree Utilization, x	0.78	1.52	1.35	0.72	0.26
Capacity (veh/h)	556	569	572	553	513
Control Delay (s)	27.2	258.3	188.0	23.1	12.4
Approach Delay (s)	180.0		130.2		12.4
Approach LOS	F		F		B

Intersection Summary			
Delay		148.9	
Level of Service		F	
Intersection Capacity Utilization		56.3%	ICU Level of Service B
Analysis Period (min)		15	
Description: Ralston Ave/South Rd			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	1225	979	52	49	42
Future Volume (Veh/h)	16	1225	979	52	49	42
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.88	0.88	0.65	0.65
Hourly flow rate (vph)	16	1263	1112	59	75	65
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1180				2446	1150
vC1, stage 1 conf vol					1150	
vC2, stage 2 conf vol					1295	
vCu, unblocked vol	1180				2446	1150
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				60	73
cM capacity (veh/h)	587				187	239

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	16	1263	1171	140
Volume Left	16	0	0	75
Volume Right	0	0	59	65
cSH	587	1700	1700	350
Volume to Capacity	0.03	0.74	0.69	0.40
Queue Length 95th (ft)	2	0	0	47
Control Delay (s)	11.3	0.0	0.0	31.4
Lane LOS	B			D
Approach Delay (s)	0.1		0.0	31.4
Approach LOS				D

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		74.5%	ICU Level of Service D
Analysis Period (min)		15	
Description: Ralston Ave/Notre Dame Univ. Rd			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	992	12	247	766	9	235
Future Volume (Veh/h)	992	12	247	766	9	235
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	1044	13	278	861	12	318
Pedestrians	3			1	6	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1063		2476	1058
vC1, stage 1 conf vol					1056	
vC2, stage 2 conf vol					1420	
vCu, unblocked vol			1063		2476	1058
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			57		90	0
cM capacity (veh/h)			652		116	272

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	1057	278	861	12	318
Volume Left	0	278	0	12	0
Volume Right	13	0	0	0	318
cSH	1700	652	1700	116	272
Volume to Capacity	0.62	0.43	0.51	0.10	1.17
Queue Length 95th (ft)	0	53	0	8	355
Control Delay (s)	0.0	14.6	0.0	39.6	148.6
Lane LOS		B		E	F
Approach Delay (s)	0.0	3.6		144.7	
Approach LOS				F	

Intersection Summary				
Average Delay	20.5			
Intersection Capacity Utilization	80.3%	ICU Level of Service	D	
Analysis Period (min)	15			
Description: Ralston Ave/Chula Vista Dr				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	995	672	63	48	98
Future Volume (Veh/h)	71	995	672	63	48	98
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.81	0.81
Hourly flow rate (vph)	77	1082	791	74	59	121
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	872				2071	835
vC1, stage 1 conf vol					835	
vC2, stage 2 conf vol					1236	
vCu, unblocked vol	872				2071	835
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	90				72	67
cM capacity (veh/h)	769				212	365

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	77	1082	865	180
Volume Left	77	0	0	59
Volume Right	0	0	74	121
cSH	769	1700	1700	295
Volume to Capacity	0.10	0.64	0.51	0.61
Queue Length 95th (ft)	8	0	0	93
Control Delay (s)	10.2	0.0	0.0	34.5
Lane LOS	B			D
Approach Delay (s)	0.7		0.0	34.5
Approach LOS				D

Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	67.7%	ICU Level of Service	C	
Analysis Period (min)	15			
Description: Ralston Ave/Notre Dame Ave				

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	878	351	149	683	548	414	183	347
v/c Ratio	0.63	0.83	0.64	0.83	0.60	0.69	0.98	0.48	0.88
Control Delay	73.1	47.8	28.3	87.0	36.9	47.7	84.3	45.3	67.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	47.8	28.3	87.0	36.9	47.7	84.3	45.3	67.6
Queue Length 50th (ft)	67	338	147	115	235	202	309	123	249
Queue Length 95th (ft)	#122	415	251	#227	301	236	#444	166	302
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	154	1054	551	185	1129	792	421	402	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.83	0.64	0.81	0.60	0.69	0.98	0.46	0.84

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	781	312	134	559	56	449	222	117	143	200	71
Future Volume (vph)	79	781	312	134	559	56	449	222	117	143	200	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1532	1770	3478		3433	1758		1770	1765	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1532	1770	3478		3433	1758		1770	1765	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0.82	0.82	0.78	0.78	0.78
Adj. Flow (vph)	89	878	351	149	621	62	548	271	143	183	256	91
RTOR Reduction (vph)	0	0	95	0	6	0	0	15	0	0	11	0
Lane Group Flow (vph)	89	878	256	149	677	0	548	399	0	183	336	0
Confl. Peds. (#/hr)	9		5	5		9	29		1	1		29
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	9.6	35.8	35.8	12.2	38.8		27.7	27.7		26.0	26.0	
Effective Green, g (s)	9.6	35.8	35.8	12.2	38.8		27.7	27.7		26.0	26.0	
Actuated g/C Ratio	0.08	0.30	0.30	0.10	0.32		0.23	0.23		0.22	0.22	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	141	1055	457	179	1124		792	405		383	382	
v/s Ratio Prot	0.05	c0.25		c0.08	c0.19		0.16	c0.23		0.10	c0.19	
v/s Ratio Perm			0.17									
v/c Ratio	0.63	0.83	0.56	0.83	0.60		0.69	0.98		0.48	0.88	
Uniform Delay, d1	53.5	39.3	35.5	52.9	34.1		42.2	45.9		41.1	45.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.9	7.7	4.9	26.8	2.4		2.8	40.3		1.3	20.5	
Delay (s)	62.4	47.0	40.4	79.7	36.5		45.1	86.3		42.4	65.9	
Level of Service	E	D	D	E	D		D	F		D	E	
Approach Delay (s)		46.3			44.2			62.8			57.8	
Approach LOS		D			D			E			E	

Intersection Summary

HCM 2000 Control Delay	51.8	HCM 2000 Level of Service	D		
HCM 2000 Volume to Capacity ratio	0.87				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.3		
Intersection Capacity Utilization	77.2%	ICU Level of Service	D		
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	229	1197	10	1060	101	350	350	128	549
v/c Ratio	0.81	0.66	0.11	0.85	0.16	0.93	0.92	0.57	1.29
Control Delay	73.5	24.6	60.8	47.1	4.6	81.9	78.9	65.0	169.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	24.6	60.8	47.1	4.6	81.9	78.9	65.0	169.8
Queue Length 50th (ft)	185	344	8	433	0	302	298	103	~395
Queue Length 95th (ft)	274	510	27	#571	31	312	308	172	#623
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	329	1802	246	1242	618	383	388	223	427
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.66	0.04	0.85	0.16	0.91	0.90	0.57	1.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	871	218	9	965	92	395	77	18	118	55	450
Future Volume (vph)	208	871	218	9	965	92	395	77	18	118	55	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (prot)	1770	3412		1770	3539	1548	1681	1696		1770	1614	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (perm)	1770	3412		1770	3539	1548	1681	1696		1770	1614	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	229	957	240	10	1060	101	564	110	26	128	60	489
RTOR Reduction (vph)	0	14	0	0	0	66	0	2	0	0	224	0
Lane Group Flow (vph)	229	1183	0	10	1060	35	350	348	0	128	325	0
Confl. Peds. (#/hr)			4	4					4	4		
Confl. Bikes (#/hr)						2						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	20.7	64.4		1.5	45.2	45.2	28.8	28.8		16.3	16.3	
Effective Green, g (s)	20.7	64.4		1.5	45.2	45.2	28.8	28.8		16.3	16.3	
Actuated g/C Ratio	0.16	0.50		0.01	0.35	0.35	0.22	0.22		0.13	0.13	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	284	1703		20	1240	542	375	378		223	203	
v/s Ratio Prot	c0.13	0.35		0.01	c0.30		c0.21	0.21		0.07	c0.20	
v/s Ratio Perm						0.02						
v/c Ratio	0.81	0.69		0.50	0.85	0.07	0.93	0.92		0.57	1.60	
Uniform Delay, d1	52.2	24.8		63.4	38.9	27.9	49.2	49.0		53.1	56.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.3	2.4		18.3	7.7	0.2	29.9	26.8		3.5	293.0	
Delay (s)	67.5	27.1		81.7	46.5	28.1	79.0	75.8		56.6	349.4	
Level of Service	E	C		F	D	C	E	E		E	F	
Approach Delay (s)		33.6			45.2			77.4			294.0	
Approach LOS		C			D			E			F	

Intersection Summary					
HCM 2000 Control Delay	89.1	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	0.97				
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	18.0		
Intersection Capacity Utilization	98.5%	ICU Level of Service	F		
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	1352	277	102	1912	164
v/c Ratio	0.56	0.26	0.53	0.65	0.49
Control Delay	8.8	2.2	59.8	5.2	41.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	2.2	59.8	5.2	41.4
Queue Length 50th (ft)	133	10	76	216	44
Queue Length 95th (ft)	392	34	128	311	68
Internal Link Dist (ft)	705			1437	93
Turn Bay Length (ft)		100	145		105
Base Capacity (vph)	2427	1065	220	2943	854
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.26	0.46	0.65	0.19

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1257	258	91	1702	95	38
Future Volume (vph)	1257	258	91	1702	95	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.0	5.0	4.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	3539	1497	1770	3539	3339	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	3539	1497	1770	3539	3339	
Peak-hour factor, PHF	0.93	0.93	0.89	0.89	0.81	0.81
Adj. Flow (vph)	1352	277	102	1912	117	47
RTOR Reduction (vph)	0	38	0	0	43	0
Lane Group Flow (vph)	1352	239	102	1912	121	0
Confl. Peds. (#/hr)		15	15		20	
Confl. Bikes (#/hr)		1				
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases		2				
Actuated Green, G (s)	82.3	82.3	13.1	99.8	10.6	
Effective Green, g (s)	82.3	82.3	13.1	99.8	10.6	
Actuated g/C Ratio	0.69	0.69	0.11	0.83	0.09	
Clearance Time (s)	5.4	5.4	4.0	5.0	4.6	
Vehicle Extension (s)	6.0	6.0	4.0	6.0	4.0	
Lane Grp Cap (vph)	2427	1026	193	2943	294	
v/s Ratio Prot	0.38		0.06	c0.54	c0.04	
v/s Ratio Perm		0.16				
v/c Ratio	0.56	0.23	0.53	0.65	0.41	
Uniform Delay, d1	9.6	7.0	50.5	3.7	51.8	
Progression Factor	0.75	0.36	1.00	1.00	1.00	
Incremental Delay, d2	0.9	0.5	3.4	1.1	1.3	
Delay (s)	8.1	3.1	53.9	4.8	53.0	
Level of Service	A	A	D	A	D	
Approach Delay (s)	7.3			7.3	53.0	
Approach LOS	A			A	D	

Intersection Summary				
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1218	0	0	1797	5	297
Future Volume (Veh/h)	1218	0	0	1797	5	297
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.57	0.57
Hourly flow rate (vph)	1310	0	0	2066	9	521
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1055			785		
pX, platoon unblocked			0.87		0.80	0.87
vC, conflicting volume			1310		2343	655
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1057		1443	304
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		91	13
cM capacity (veh/h)			569		98	602

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	655	655	1033	1033	530
Volume Left	0	0	0	0	9
Volume Right	0	0	0	0	521
cSH	1700	1700	1700	1700	554
Volume to Capacity	0.39	0.39	0.61	0.61	0.96
Queue Length 95th (ft)	0	0	0	0	317
Control Delay (s)	0.0	0.0	0.0	0.0	55.6
Lane LOS					F
Approach Delay (s)	0.0		0.0		55.6
Approach LOS					F

Intersection Summary				
Average Delay	7.5			
Intersection Capacity Utilization	75.0%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1218	141	223	1579	0	0
Future Volume (Veh/h)	1218	141	223	1579	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	1.00	1.00
Hourly flow rate (vph)	1282	148	251	1774	0	0
Pedestrians					3	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	611			1229		
pX, platoon unblocked			0.85		0.87	0.85
vC, conflicting volume			1433		2748	718
vC1, stage 1 conf vol					1359	
vC2, stage 2 conf vol					1389	
vCu, unblocked vol			1151		1919	307
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			51		100	100
cM capacity (veh/h)			511		116	584

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	855	575	251	887	887
Volume Left	0	0	251	0	0
Volume Right	0	148	0	0	0
cSH	1700	1700	511	1700	1700
Volume to Capacity	0.50	0.34	0.49	0.52	0.52
Queue Length 95th (ft)	0	0	67	0	0
Control Delay (s)	0.0	0.0	18.7	0.0	0.0
Lane LOS			C		
Approach Delay (s)	0.0		2.3		
Approach LOS					

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	75.0%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1294	13	95	1484	17	65
Future Volume (Veh/h)	1294	13	95	1484	17	65
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.59	0.59
Hourly flow rate (vph)	1438	14	106	1649	29	110
Pedestrians					130	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					11	
Right turn flare (veh)						
Median type	Raised			TWLTL		
Median storage veh)	1			2		
Upstream signal (ft)	441					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			1582		2612	856
vC1, stage 1 conf vol					1575	
vC2, stage 2 conf vol					1036	
vCu, unblocked vol			1311		2537	446
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			73		77	74
cM capacity (veh/h)			392		127	419

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	959	493	106	824	824	139
Volume Left	0	0	106	0	0	29
Volume Right	0	14	0	0	0	110
cSH	1700	1700	392	1700	1700	283
Volume to Capacity	0.56	0.29	0.27	0.48	0.48	0.49
Queue Length 95th (ft)	0	0	27	0	0	63
Control Delay (s)	0.0	0.0	17.6	0.0	0.0	29.3
Lane LOS			C			D
Approach Delay (s)	0.0		1.1			29.3
Approach LOS						D

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	56.5%	ICU Level of Service		B
Analysis Period (min)	15			
Description: Ralston Ave/Tahoe Dr				

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	18	1359	1580	96	166
v/c Ratio	0.14	0.51	0.64	0.33	0.43
Control Delay	41.1	2.3	22.1	44.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	2.3	22.1	44.6	9.3
Queue Length 50th (ft)	15	26	435	61	0
Queue Length 95th (ft)	m21	63	733	88	25
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	221	2670	2466	433	493
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.51	0.64	0.22	0.34

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	1237	1470	31	70	121
Future Volume (vph)	16	1237	1470	31	70	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3527		1770	1502
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3527		1770	1502
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.73	0.73
Adj. Flow (vph)	18	1359	1547	33	96	166
RTOR Reduction (vph)	0	0	1	0	0	139
Lane Group Flow (vph)	18	1359	1579	0	96	27
Confl. Peds. (#/hr)	1			1		30
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	4.7	90.6	80.9		19.8	19.8
Effective Green, g (s)	4.7	90.6	80.9		19.8	19.8
Actuated g/C Ratio	0.04	0.75	0.67		0.17	0.17
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		3.5	3.5
Lane Grp Cap (vph)	69	2671	2377		292	247
v/s Ratio Prot	0.01	c0.38	c0.45		c0.05	
v/s Ratio Perm						0.02
v/c Ratio	0.26	0.51	0.66		0.33	0.11
Uniform Delay, d1	56.0	5.8	11.5		44.2	42.6
Progression Factor	0.79	0.27	1.53		1.00	1.00
Incremental Delay, d2	1.6	0.4	1.2		0.8	0.2
Delay (s)	46.0	2.0	18.8		45.0	42.8
Level of Service	D	A	B		D	D
Approach Delay (s)		2.5	18.8		43.6	
Approach LOS		A	B		D	

Intersection Summary				
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	67.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1336	250	1609	273	256
v/c Ratio	0.89	0.59	0.64	0.74	0.50
Control Delay	41.8	34.8	4.5	56.4	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	34.8	4.5	56.4	10.6
Queue Length 50th (ft)	~594	182	66	193	18
Queue Length 95th (ft)	#743	193	94	230	52
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	1505	501	2517	491	602
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.50	0.64	0.56	0.43

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1035	127	225	1448	213	200
Future Volume (vph)	1035	127	225	1448	213	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3435		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3435		1770	3539	1770	1583
Peak-hour factor, PHF	0.87	0.87	0.90	0.90	0.78	0.78
Adj. Flow (vph)	1190	146	250	1609	273	256
RTOR Reduction (vph)	7	0	0	0	0	179
Lane Group Flow (vph)	1329	0	250	1609	273	77
Confl. Peds. (#/hr)		53	53		59	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	52.3		28.7	85.4	24.9	24.9
Effective Green, g (s)	52.3		28.7	85.4	24.9	24.9
Actuated g/C Ratio	0.44		0.24	0.71	0.21	0.21
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	1497		423	2518	367	328
v/s Ratio Prot	c0.39		0.14	c0.45	c0.15	
v/s Ratio Perm						0.05
v/c Ratio	0.89		0.59	0.64	0.74	0.23
Uniform Delay, d1	31.2		40.4	9.1	44.6	39.6
Progression Factor	1.00		0.75	0.34	1.00	1.00
Incremental Delay, d2	8.2		2.2	1.0	7.9	0.4
Delay (s)	39.3		32.7	4.1	52.5	40.0
Level of Service	D		C	A	D	D
Approach Delay (s)	39.3			8.0	46.4	
Approach LOS	D			A	D	

Intersection Summary					
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C		
HCM 2000 Volume to Capacity ratio	0.80				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1		
Intersection Capacity Utilization	69.1%	ICU Level of Service	C		
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	284	748	224	684	437	95	963	195	271	848	142
v/c Ratio	0.40	1.03	0.53	0.77	0.74	0.39	0.91	0.38	1.23	0.84	0.30
Control Delay	45.4	93.2	50.9	55.9	23.8	61.6	62.3	28.9	185.7	57.5	17.8
Queue Delay	0.0	0.0	21.1	52.6	7.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	93.2	72.1	108.6	31.2	61.6	62.3	28.9	185.7	57.5	17.8
Queue Length 50th (ft)	137	~399	198	328	126	82	460	96	~312	395	37
Queue Length 95th (ft)	177	#536	295	406	267	142	#582	170	#495	480	97
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	710	723	422	888	591	245	1054	507	221	1005	467
Starvation Cap Reductn	0	0	187	381	115	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.03	0.95	1.35	0.92	0.39	0.91	0.38	1.23	0.84	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Existing Plus Project
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	628	53	232	613	406	90	915	185	247	772	129
Future Volume (vph)	258	628	53	232	613	406	90	915	185	247	772	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.90	1.00	1.00	0.98	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3480		1610	3384	1428	1770	3539	1553	1770	3539	1421
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3480		1610	3384	1428	1770	3539	1553	1770	3539	1421
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	284	690	58	249	659	437	95	963	195	271	848	142
RTOR Reduction (vph)	0	4	0	0	0	217	0	0	45	0	0	64
Lane Group Flow (vph)	284	744	0	224	684	220	95	963	150	271	848	78
Confl. Peds. (#/hr)	51		33	33		51	53		5	5		53
Confl. Bikes (#/hr)			2			4						1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Effective Green, g (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Actuated g/C Ratio	0.21	0.21		0.26	0.26	0.26	0.14	0.30	0.30	0.12	0.28	0.28
Clearance Time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	710	720		422	888	374	245	1054	462	221	1005	403
v/s Ratio Prot	0.08	c0.21		0.14	c0.20		0.05	c0.27		c0.15	0.24	
v/s Ratio Perm						0.15			0.10			0.06
v/c Ratio	0.40	1.03		0.53	0.77	0.59	0.39	0.91	0.32	1.23	0.84	0.19
Uniform Delay, d1	49.4	57.1		45.5	49.1	46.3	56.4	48.8	39.3	63.0	48.5	39.1
Progression Factor	0.88	0.94		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	41.4		4.7	6.4	6.6	1.0	13.4	1.9	135.1	8.6	1.1
Delay (s)	43.9	95.2		50.2	55.5	53.0	57.4	62.2	41.2	198.1	57.2	40.1
Level of Service	D	F		D	E	D	E	E	D	F	E	D
Approach Delay (s)		81.0			53.8			58.6			85.5	
Approach LOS		F			D			E			F	

Intersection Summary				
HCM 2000 Control Delay	68.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.5	
Intersection Capacity Utilization	95.3%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
2: Sixth Ave & Ralston Ave

Existing Plus Project
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	778	233	40	850	315	321	150	34	126
v/c Ratio	0.37	0.44	0.30	0.34	0.48	0.80	0.80	0.33	0.24	0.67
Control Delay	74.0	26.1	16.2	41.6	6.7	67.7	67.0	13.7	63.8	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	26.1	16.2	41.6	6.8	67.7	67.0	13.7	63.8	50.2
Queue Length 50th (ft)	36	255	80	37	46	289	293	23	31	61
Queue Length 95th (ft)	74	345	158	m60	121	#417	417	85	49	83
Internal Link Dist (ft)		847			519		269			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	126	1778	778	128	1788	405	416	459	349	372
Starvation Cap Reductn	0	0	0	0	192	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.44	0.30	0.31	0.53	0.78	0.77	0.33	0.10	0.34

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Sixth Ave & Ralston Ave

Existing Plus Project
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	731	219	36	731	26	455	143	141	24	30	58
Future Volume (vph)	37	731	219	36	731	26	455	143	141	24	30	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1463	1770	3508		1681	1724	1533	1770	1647	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1463	1770	3508		1681	1724	1533	1770	1647	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.70	0.70	0.70
Adj. Flow (vph)	39	778	233	40	821	29	484	152	150	34	43	83
RTOR Reduction (vph)	0	0	44	0	1	0	0	0	90	0	55	0
Lane Group Flow (vph)	39	778	189	40	849	0	315	321	60	34	71	0
Confl. Peds. (#/hr)	27		17	17		27	10		12	12		10
Confl. Bikes (#/hr)			2			4						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	7.5	71.5	71.5	8.5	72.5		33.6	33.6	33.6	11.8	11.8	
Effective Green, g (s)	7.5	71.5	71.5	8.5	72.5		33.6	33.6	33.6	11.8	11.8	
Actuated g/C Ratio	0.05	0.50	0.50	0.06	0.50		0.23	0.23	0.23	0.08	0.08	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	92	1757	726	104	1766		392	402	357	145	134	
v/s Ratio Prot	0.02	c0.22		0.02	c0.24		c0.19	0.19		0.02	c0.04	
v/s Ratio Perm			0.13						0.04			
v/c Ratio	0.42	0.44	0.26	0.38	0.48		0.80	0.80	0.17	0.23	0.53	
Uniform Delay, d1	66.2	23.4	21.0	65.2	23.4		52.1	52.0	44.0	61.9	63.4	
Progression Factor	1.00	1.00	1.00	0.56	0.24		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.1	0.8	0.9	1.8	0.7		11.3	10.6	0.2	0.8	3.7	
Delay (s)	69.3	24.2	21.8	38.6	6.3		63.4	62.6	44.3	62.7	67.2	
Level of Service	E	C	C	D	A		E	E	D	E	E	
Approach Delay (s)		25.4			7.7			59.4			66.2	
Approach LOS		C			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	31.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.57			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	60.8%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
3: Ralston Ave & South Rd

Existing Plus Project
Timing Plan: PM Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Traffic Volume (vph)	14	1006	1169	63	29	17
Future Volume (vph)	14	1006	1169	63	29	17
Peak Hour Factor	0.92	0.92	0.97	0.97	0.68	0.68
Hourly flow rate (vph)	15	1093	1205	65	43	25

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total (vph)	379	729	803	467	68
Volume Left (vph)	15	0	0	0	43
Volume Right (vph)	0	0	0	65	25
Hadj (s)	0.05	0.03	0.03	-0.06	-0.06
Departure Headway (s)	6.2	6.2	6.0	5.9	6.9
Degree Utilization, x	0.65	1.25	1.35	0.77	0.13
Capacity (veh/h)	570	592	609	595	516
Control Delay (s)	18.8	145.0	185.1	24.9	10.9
Approach Delay (s)	101.8		126.2		10.9
Approach LOS	F		F		B

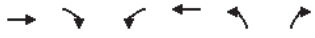
Intersection Summary			
Delay	111.9		
Level of Service	F		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		
Description: Ralston Ave/South Rd			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	980	1152	48	44	32
Future Volume (Veh/h)	32	980	1152	48	44	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.97	0.97	0.76	0.76
Hourly flow rate (vph)	34	1043	1188	49	58	42
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1249				2336	1224
vC1, stage 1 conf vol					1224	
vC2, stage 2 conf vol					1111	
vCu, unblocked vol	1249				2336	1224
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	94				71	81
cM capacity (veh/h)	552				197	216

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	34	1043	1237	100
Volume Left	34	0	0	58
Volume Right	0	0	49	42
cSH	552	1700	1700	340
Volume to Capacity	0.06	0.61	0.73	0.29
Queue Length 95th (ft)	5	0	0	30
Control Delay (s)	12.0	0.0	0.0	28.5
Lane LOS	B			D
Approach Delay (s)	0.4		0.0	28.5
Approach LOS				D

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	73.6%	ICU Level of Service	D	
Analysis Period (min)	15			
Description: Ralston Ave/Notre Dame Univ. Rd				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	869	19	155	1016	10	143
Future Volume (Veh/h)	869	19	155	1016	10	143
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	915	20	174	1142	14	193
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			938		2418	928
vC1, stage 1 conf vol					928	
vC2, stage 2 conf vol					1490	
vCu, unblocked vol			938		2418	928
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			76		90	40
cM capacity (veh/h)			729		142	324

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	935	174	1142	14	193
Volume Left	0	174	0	14	0
Volume Right	20	0	0	0	193
cSH	1700	729	1700	142	324
Volume to Capacity	0.55	0.24	0.67	0.10	0.60
Queue Length 95th (ft)	0	23	0	8	90
Control Delay (s)	0.0	11.5	0.0	33.1	31.2
Lane LOS		B		D	D
Approach Delay (s)	0.0	1.5		31.3	
Approach LOS				D	

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	68.8%	ICU Level of Service	C	
Analysis Period (min)	15			
Description: Ralston Ave/Chula Vista Dr				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	848	971	58	44	44
Future Volume (Veh/h)	70	848	971	58	44	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	74	902	991	59	48	48
Pedestrians			2		13	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			4.0		4.0	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1063				2086	1034
vC1, stage 1 conf vol					1034	
vC2, stage 2 conf vol					1052	
vCu, unblocked vol	1063				2086	1034
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	89				78	83
cM capacity (veh/h)	648				222	279

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	74	902	1050	96
Volume Left	74	0	0	48
Volume Right	0	0	59	48
cSH	648	1700	1700	247
Volume to Capacity	0.11	0.53	0.62	0.39
Queue Length 95th (ft)	10	0	0	44
Control Delay (s)	11.3	0.0	0.0	28.5
Lane LOS	B			D
Approach Delay (s)	0.9		0.0	28.5
Approach LOS				D

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization		70.0%	ICU Level of Service C
Analysis Period (min)		15	
Description: Ralston Ave/Notre Dame Ave			



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	143	901	449	165	845	418	325	152	259
v/c Ratio	0.73	0.77	0.74	0.78	0.71	0.57	0.83	0.46	0.76
Control Delay	67.4	33.2	23.9	76.0	39.7	45.3	61.9	47.4	58.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	33.2	23.9	76.0	39.7	45.3	61.9	47.4	58.7
Queue Length 50th (ft)	110	384	249	122	313	147	229	104	182
Queue Length 95th (ft)	m142	#474	#399	#235	#408	199	#363	154	246
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	215	1166	604	221	1191	781	415	389	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.77	0.74	0.75	0.71	0.54	0.78	0.39	0.65

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Existing Plus Project
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	802	400	153	706	80	385	218	81	128	170	48
Future Volume (vph)	127	802	400	153	706	80	385	218	81	128	170	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1496	1770	3467		3433	1778		1770	1788	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1496	1770	3467		3433	1778		1770	1788	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	143	901	449	165	759	86	418	237	88	152	202	57
RTOR Reduction (vph)	0	0	111	0	7	0	0	11	0	0	9	0
Lane Group Flow (vph)	143	901	338	165	838	0	418	314	0	152	250	0
Confl. Peds. (#/hr)	13		16	16		13	15		4	4		15
Confl. Bikes (#/hr)						2			1			
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	13.3	39.5	39.5	14.4	41.0		25.6	25.6		22.3	22.3	
Effective Green, g (s)	13.3	39.5	39.5	14.4	41.0		25.6	25.6		22.3	22.3	
Actuated g/C Ratio	0.11	0.33	0.33	0.12	0.34		0.21	0.21		0.19	0.19	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	196	1164	492	212	1184		732	379		328	332	
v/s Ratio Prot	0.08	c0.25		c0.09	0.24		0.12	c0.18		0.09	c0.14	
v/s Ratio Perm			0.23									
v/c Ratio	0.73	0.77	0.69	0.78	0.71		0.57	0.83		0.46	0.75	
Uniform Delay, d1	51.6	36.2	34.9	51.3	34.3		42.3	45.1		43.5	46.2	
Progression Factor	0.98	0.76	0.71	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.9	3.9	5.8	16.3	3.6		1.3	14.5		1.4	9.9	
Delay (s)	60.6	31.4	30.5	67.6	37.9		43.6	59.6		44.9	56.1	
Level of Service	E	C	C	E	D		D	E		D	E	
Approach Delay (s)		33.9			42.7			50.6			52.0	
Approach LOS		C			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	73.1%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Queues
8: Cipriani Blvd & Ralston Ave

Existing Plus Project
Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	354	1459	42	911	190	91	89	122	224
v/c Ratio	0.76	0.73	0.34	0.71	0.30	0.53	0.49	0.58	0.73
Control Delay	52.6	17.1	67.7	30.5	8.2	62.0	51.9	60.2	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	17.1	67.7	30.5	8.2	62.0	51.9	60.2	35.3
Queue Length 50th (ft)	216	266	34	221	13	71	58	91	72
Queue Length 95th (ft)	334	#718	m55	#476	m37	111	98	141	143
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	467	1991	163	1292	643	411	419	264	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.73	0.26	0.71	0.30	0.22	0.21	0.46	0.63

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	1138	204	37	802	167	93	35	18	107	42	155
Future Volume (vph)	326	1138	204	37	802	167	93	35	18	107	42	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (prot)	1770	3444		1770	3539	1546	1681	1672		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (perm)	1770	3444		1770	3539	1546	1681	1672		1770	1643	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88
Adj. Flow (vph)	354	1237	222	42	911	190	115	43	22	122	48	176
RTOR Reduction (vph)	0	8	0	0	0	79	0	12	0	0	113	0
Lane Group Flow (vph)	354	1451	0	42	911	111	91	77	0	122	111	0
Confl. Peds. (#/hr)	1		3	3		1			6	6		
Confl. Bikes (#/hr)			1			1			1			
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	31.7	68.4		7.2	43.9	43.9	12.2	12.2		14.2	14.2	
Effective Green, g (s)	31.7	68.4		7.2	43.9	43.9	12.2	12.2		14.2	14.2	
Actuated g/C Ratio	0.26	0.57		0.06	0.37	0.37	0.10	0.10		0.12	0.12	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	467	1963		106	1294	565	170	169		209	194	
v/s Ratio Prot	c0.20	c0.42		0.02	0.26		c0.05	0.05		c0.07	0.07	
v/s Ratio Perm						0.07						
v/c Ratio	0.76	0.74		0.40	0.70	0.20	0.54	0.46		0.58	0.57	
Uniform Delay, d1	40.6	19.2		54.3	32.5	26.0	51.2	50.8		50.1	50.0	
Progression Factor	1.08	0.69		1.18	0.79	0.61	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.3	1.9		1.8	2.5	0.6	3.2	2.0		4.1	4.0	
Delay (s)	49.0	15.1		66.0	28.2	16.4	54.4	52.7		54.2	54.1	
Level of Service	D	B		E	C	B	D	D		D	D	
Approach Delay (s)		21.7			27.6			53.6			54.1	
Approach LOS		C			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	80.0%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	1697	89	40	1120	365
v/c Ratio	0.67	0.08	0.30	0.40	0.69
Control Delay	12.0	7.1	37.2	16.1	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	7.1	37.2	16.1	41.6
Queue Length 50th (ft)	197	9	31	296	99
Queue Length 95th (ft)	465	52	m39	496	144
Internal Link Dist (ft)	713			1437	93
Turn Bay Length (ft)		100	145		105
Base Capacity (vph)	2519	1103	145	2786	864
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.08	0.28	0.40	0.42

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1544	81	36	1008	205	123
Future Volume (vph)	1544	81	36	1008	205	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.0	5.0	4.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.94	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	3539	1537	1770	3539	3307	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	3539	1537	1770	3539	3307	
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1697	89	40	1120	228	137
RTOR Reduction (vph)	0	11	0	0	92	0
Lane Group Flow (vph)	1697	78	40	1120	273	0
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		1				
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases		2				
Actuated Green, G (s)	83.8	83.8	6.3	94.5	15.9	
Effective Green, g (s)	83.8	83.8	6.3	94.5	15.9	
Actuated g/C Ratio	0.70	0.70	0.05	0.79	0.13	
Clearance Time (s)	5.4	5.4	4.0	5.0	4.6	
Vehicle Extension (s)	6.0	6.0	4.0	6.0	4.0	
Lane Grp Cap (vph)	2471	1073	92	2786	438	
v/s Ratio Prot	c0.48		0.02	c0.32	c0.08	
v/s Ratio Perm		0.05				
v/c Ratio	0.69	0.07	0.43	0.40	0.62	
Uniform Delay, d1	10.5	5.8	55.1	4.0	49.2	
Progression Factor	0.90	1.39	0.64	3.67	1.00	
Incremental Delay, d2	1.4	0.1	3.4	0.3	3.1	
Delay (s)	10.9	8.1	38.5	14.9	52.3	
Level of Service	B	A	D	B	D	
Approach Delay (s)	10.7			15.7	52.3	
Approach LOS	B			B	D	

Intersection Summary				
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1599	0	0	1213	4	26
Future Volume (Veh/h)	1599	0	0	1213	4	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	1738	0	0	1318	5	31
Pedestrians					1	
Lane Width (ft)					16.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1057			793		
pX, platoon unblocked			0.84		0.89	0.84
vC, conflicting volume			1739		2398	870
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1498		1822	463
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	93
cM capacity (veh/h)			372		61	458

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	869	869	659	659	36
Volume Left	0	0	0	0	5
Volume Right	0	0	0	0	31
cSH	1700	1700	1700	1700	241
Volume to Capacity	0.51	0.51	0.39	0.39	0.15
Queue Length 95th (ft)	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	22.6
Lane LOS					C
Approach Delay (s)	0.0		0.0		22.6
Approach LOS					C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1599	28	57	1160	0	0
Future Volume (Veh/h)	1599	28	57	1160	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.91	0.91	0.93	0.93
Hourly flow rate (vph)	1701	30	63	1275	0	0
Pedestrians					2	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	610			1240		
pX, platoon unblocked			0.84		0.89	0.84
vC, conflicting volume			1733		2482	868
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1498		1990	473
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		100	100
cM capacity (veh/h)			374		39	454

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	1134	597	63	638	638
Volume Left	0	0	63	0	0
Volume Right	0	30	0	0	0
cSH	1700	1700	374	1700	1700
Volume to Capacity	0.67	0.35	0.17	0.38	0.38
Queue Length 95th (ft)	0	0	15	0	0
Control Delay (s)	0.0	0.0	16.6	0.0	0.0
Lane LOS			C		
Approach Delay (s)	0.0		0.8		
Approach LOS					

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	55.1%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1615	8	22	1138	2	12
Future Volume (Veh/h)	1615	8	22	1138	2	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.50	0.50
Hourly flow rate (vph)	1737	9	23	1211	4	24
Pedestrians					4	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	441					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			1750		2397	877
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1521		2286	488
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		85	95
cM capacity (veh/h)			366		27	443

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1158	588	23	606	606	28
Volume Left	0	0	23	0	0	4
Volume Right	0	9	0	0	0	24
cSH	1700	1700	366	1700	1700	138
Volume to Capacity	0.68	0.35	0.06	0.36	0.36	0.20
Queue Length 95th (ft)	0	0	5	0	0	18
Control Delay (s)	0.0	0.0	15.5	0.0	0.0	37.6
Lane LOS			C			E
Approach Delay (s)	0.0		0.3			37.6
Approach LOS						E

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	54.9%	ICU Level of Service		A
Analysis Period (min)	15			
Description: Ralston Ave/Tahoe Dr				

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	49	1673	1310	54	29
v/c Ratio	0.24	0.55	0.51	0.36	0.18
Control Delay	47.4	1.1	3.2	58.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	1.1	3.2	58.0	19.3
Queue Length 50th (ft)	40	7	189	40	0
Queue Length 95th (ft)	m54	26	39	80	29
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	230	3055	2557	433	409
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.55	0.51	0.12	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	1573	1092	48	50	27
Future Volume (vph)	46	1573	1092	48	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3514		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3514		1770	1583
Peak-hour factor, PHF	0.94	0.94	0.87	0.87	0.93	0.93
Adj. Flow (vph)	49	1673	1255	55	54	29
RTOR Reduction (vph)	0	0	1	0	0	27
Lane Group Flow (vph)	49	1673	1309	0	54	2
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	12.3	101.7	84.4		8.7	8.7
Effective Green, g (s)	12.3	101.7	84.4		8.7	8.7
Actuated g/C Ratio	0.10	0.85	0.70		0.07	0.07
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		4.0	4.0
Lane Grp Cap (vph)	181	2999	2471		128	114
v/s Ratio Prot	0.03	c0.47	0.37		c0.03	
v/s Ratio Perm						0.00
v/c Ratio	0.27	0.56	0.53		0.42	0.02
Uniform Delay, d1	49.7	2.6	8.4		53.2	51.7
Progression Factor	0.96	0.20	0.26		1.00	1.00
Incremental Delay, d2	0.7	0.5	0.8		3.0	0.1
Delay (s)	48.4	1.0	2.9		56.3	51.8
Level of Service	D	A	A		E	D
Approach Delay (s)		2.4	2.9		54.7	
Approach LOS		A	A		D	

Intersection Summary				
HCM 2000 Control Delay	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1810	110	1011	93	138
v/c Ratio	0.80	0.54	0.36	0.45	0.45
Control Delay	20.8	37.9	1.0	53.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	37.9	1.0	53.9	11.4
Queue Length 50th (ft)	457	85	12	70	0
Queue Length 95th (ft)	#942	115	23	107	52
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	2269	354	2833	443	502
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.80	0.31	0.36	0.21	0.27

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1552	149	109	1001	85	126
Future Volume (vph)	1552	149	109	1001	85	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3486		1770	3539	1756	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3486		1770	3539	1756	1583
Peak-hour factor, PHF	0.94	0.94	0.99	0.99	0.91	0.91
Adj. Flow (vph)	1651	159	110	1011	93	138
RTOR Reduction (vph)	4	0	0	0	0	122
Lane Group Flow (vph)	1806	0	110	1011	93	16
Confl. Peds. (#/hr)		1	1		6	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Actuated Green, G (s)	78.0		13.7	96.1	14.2	14.2
Effective Green, g (s)	78.0		13.7	96.1	14.2	14.2
Actuated g/C Ratio	0.65		0.11	0.80	0.12	0.12
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2265		202	2834	207	187
v/s Ratio Prot	c0.52		c0.06	0.29		
v/s Ratio Perm					c0.05	0.01
v/c Ratio	0.80		0.54	0.36	0.45	0.09
Uniform Delay, d1	15.3		50.2	3.3	49.3	47.1
Progression Factor	1.00		0.58	0.16	1.00	1.00
Incremental Delay, d2	3.0		3.3	0.3	1.6	0.2
Delay (s)	18.3		32.6	0.8	50.8	47.3
Level of Service	B		C	A	D	D
Approach Delay (s)	18.3			4.0	48.7	
Approach LOS	B			A	D	

Intersection Summary

HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

F - Cumulative Traffic Conditions

Queues
1: El Camino Real & Ralston Ave

Cumulative
Timing Plan: AM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	135	1025	286	787	247	114	905	299	411	1091	79
v/c Ratio	0.17	1.24	0.65	0.85	0.45	0.55	1.16	0.73	1.39	1.14	0.17
Control Delay	33.1	160.6	54.4	59.7	10.5	70.6	133.1	47.5	239.4	122.9	12.2
Queue Delay	0.0	0.0	60.0	51.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	160.6	114.4	110.8	12.0	70.6	133.1	47.5	239.4	122.9	12.2
Queue Length 50th (ft)	61	~642	261	386	22	102	~525	187	~513	~627	8
Queue Length 95th (ft)	76	#784	378	473	98	170	#660	301	#725	#766	50
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	805	825	439	923	551	208	783	411	295	956	452
Starvation Cap Reductn	0	0	191	392	156	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	54	0	0	0	0	0	0	1
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	1.24	1.15	1.48	0.63	0.55	1.16	0.73	1.39	1.14	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Cumulative
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	934	40	308	732	240	104	824	272	390	1036	75
Future Volume (vph)	128	934	40	308	732	240	104	824	272	390	1036	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3508		1610	3383	1447	1770	3539	1545	1770	3539	1490
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3508		1610	3383	1447	1770	3539	1545	1770	3539	1490
Peak-hour factor, PHF	0.95	0.95	0.95	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	135	983	42	318	755	247	114	905	299	411	1091	79
RTOR Reduction (vph)	0	2	0	0	0	157	0	0	69	0	0	50
Lane Group Flow (vph)	135	1023	0	286	787	90	114	905	230	411	1091	29
Confl. Peds. (#/hr)	45		33	33		45	27		6	6		27
Confl. Bikes (#/hr)			1			1			4			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Effective Green, g (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Actuated g/C Ratio	0.23	0.23		0.27	0.27	0.27	0.12	0.22	0.22	0.17	0.27	0.27
Clearance Time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	805	823		439	923	394	208	783	342	295	956	402
v/s Ratio Prot	0.04	c0.29		0.18	c0.23		0.06	c0.26		c0.23	c0.31	
v/s Ratio Perm						0.06			0.15			0.02
v/c Ratio	0.17	1.24		0.65	0.85	0.23	0.55	1.16	0.67	1.39	1.14	0.07
Uniform Delay, d1	43.9	55.1		46.3	49.6	40.6	59.9	56.0	51.3	60.0	52.5	39.1
Progression Factor	0.74	0.93		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	118.2		7.3	9.8	1.3	2.9	84.3	10.1	196.4	76.2	0.4
Delay (s)	32.6	169.6		53.6	59.4	41.9	62.8	140.3	61.3	256.4	128.8	39.5
Level of Service	C	F		D	E	D	E	F	E	F	F	D
Approach Delay (s)		153.6			54.9			115.7			157.5	
Approach LOS		F			D			F			F	

Intersection Summary				
HCM 2000 Control Delay	121.2	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.14			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	109.1%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
2: Sixth Ave & Ralston Ave

Cumulative
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	27	1066	542	28	1099	193	193	67	21	216
v/c Ratio	0.28	0.54	0.61	0.29	0.56	0.75	0.73	0.20	0.09	0.77
Control Delay	70.8	23.1	19.9	44.4	8.8	75.4	74.1	1.5	52.2	55.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	23.1	19.9	44.4	9.0	75.4	74.1	1.5	52.2	55.5
Queue Length 50th (ft)	26	291	209	26	63	184	183	0	18	130
Queue Length 95th (ft)	m23	m360	m182	m41	154	238	237	0	34	150
Internal Link Dist (ft)		589			519		540			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	123	1977	895	122	1967	326	331	389	349	384
Starvation Cap Reductn	0	0	0	0	156	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.54	0.61	0.23	0.61	0.59	0.58	0.17	0.06	0.56

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Sixth Ave & Ralston Ave

Cumulative
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	1034	526	23	894	18	277	39	55	15	46	112
Future Volume (vph)	26	1034	526	23	894	18	277	39	55	15	46	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1512	1770	3520		1681	1706	1515	1770	1641	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1512	1770	3520		1681	1706	1515	1770	1641	
Peak-hour factor, PHF	0.97	0.97	0.97	0.83	0.83	0.83	0.82	0.82	0.82	0.73	0.73	0.73
Adj. Flow (vph)	27	1066	542	28	1077	22	338	48	67	21	63	153
RTOR Reduction (vph)	0	0	52	0	1	0	0	0	57	0	66	0
Lane Group Flow (vph)	27	1066	490	28	1098	0	193	193	10	21	150	0
Confl. Peds. (#/hr)	30		7	7		30	5		19	19		5
Confl. Bikes (#/hr)			4			5						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	5.3	78.9	78.9	5.3	78.9		22.2	22.2	22.2	19.0	19.0	
Effective Green, g (s)	5.3	78.9	78.9	5.3	78.9		22.2	22.2	22.2	19.0	19.0	
Actuated g/C Ratio	0.04	0.55	0.55	0.04	0.55		0.15	0.15	0.15	0.13	0.13	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	65	1939	828	65	1928		259	263	233	233	216	
v/s Ratio Prot	0.02	0.30		0.02	c0.31		c0.11	0.11		0.01	c0.09	
v/s Ratio Perm			c0.32						0.01			
v/c Ratio	0.42	0.55	0.59	0.43	0.57		0.75	0.73	0.04	0.09	0.69	
Uniform Delay, d1	67.8	21.1	21.8	67.9	21.4		58.2	58.1	51.9	54.9	59.7	
Progression Factor	1.08	0.98	0.97	0.59	0.33		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.1	0.3	3.5	0.9		11.7	10.8	0.1	0.2	10.0	
Delay (s)	73.6	20.7	21.4	43.7	8.1		69.9	68.9	52.0	55.1	69.7	
Level of Service	E	C	C	D	A		E	E	D	E	E	
Approach Delay (s)		21.8			9.0			66.8			68.4	
Approach LOS		C			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	67.1%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
3: Ralston Ave & South Rd

Cumulative
Timing Plan: AM Peak

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	14	1651	1465	196
v/c Ratio	0.17	1.10	0.54	0.84
Control Delay	69.7	72.4	6.3	85.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	69.7	72.4	6.4	85.6
Queue Length 50th (ft)	13	~1773	191	169
Queue Length 95th (ft)	38	#2038	298	232
Internal Link Dist (ft)		426	183	462
Turn Bay Length (ft)	150			
Base Capacity (vph)	122	1501	2715	255
Starvation Cap Reductn	0	0	73	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	1.10	0.55	0.77

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
3: Ralston Ave & South Rd

Cumulative
Timing Plan: AM Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	1618	1256	33	115	46
Future Volume (vph)	14	1618	1256	33	115	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.96	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1770	1863	3514		1729	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1770	1863	3514		1729	
Peak-hour factor, PHF	0.98	0.98	0.88	0.88	0.82	0.82
Adj. Flow (vph)	14	1651	1427	38	140	56
RTOR Reduction (vph)	0	0	1	0	10	0
Lane Group Flow (vph)	14	1651	1464	0	186	0
Confl. Peds. (#/hr)	23			23	2	
Confl. Bikes (#/hr)				5		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	3.2	116.1	108.9		18.6	
Effective Green, g (s)	3.2	116.1	108.9		18.6	
Actuated g/C Ratio	0.02	0.81	0.76		0.13	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	39	1502	2657		223	
v/s Ratio Prot	0.01	c0.89	0.42		c0.11	
v/s Ratio Perm						
v/c Ratio	0.36	1.10	0.55		0.83	
Uniform Delay, d1	69.4	14.0	7.3		61.2	
Progression Factor	1.00	1.00	0.77		1.00	
Incremental Delay, d2	5.6	55.4	0.7		22.4	
Delay (s)	75.0	69.3	6.4		83.6	
Level of Service	E	E	A		F	
Approach Delay (s)		69.3	6.4		83.6	
Approach LOS		E	A		F	

Intersection Summary				
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.09			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	102.1%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group

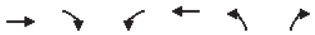
HCM Unsignalized Intersection Capacity Analysis
4: Ralston Ave & Notre Dame Univ. Rd

Cumulative
Timing Plan: AM Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	1574	1230	67	63	54
Future Volume (Veh/h)	21	1574	1230	67	63	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.88	0.88	0.65	0.65
Hourly flow rate (vph)	22	1623	1398	76	97	83
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			1057			
pX, platoon unblocked	0.24				0.24	0.24
vC, conflicting volume	1483				3112	1445
vC1, stage 1 conf vol					1445	
vC2, stage 2 conf vol					1667	
vCu, unblocked vol	1430				8115	1274
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	81				0	0
cM capacity (veh/h)	115				54	49

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	22	1623	1474	180
Volume Left	22	0	0	97
Volume Right	0	0	76	83
cSH	115	1700	1700	58
Volume to Capacity	0.19	0.95	0.87	3.11
Queue Length 95th (ft)	17	0	0	Err
Control Delay (s)	43.6	0.0	0.0	Err
Lane LOS	E			F
Approach Delay (s)	0.6		0.0	Err
Approach LOS				F

Intersection Summary			
Average Delay	545.9		
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		
Description: Ralston Ave/Notre Dame Univ. Rd			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1274	15	318	956	12	303
Future Volume (Veh/h)	1274	15	318	956	12	303
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	1341	16	357	1074	16	409
Pedestrians	3			1	6	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1363		3146	1356
vC1, stage 1 conf vol					1355	
vC2, stage 2 conf vol					1791	
vCu, unblocked vol			1363		3146	1356
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			29		60	0
cM capacity (veh/h)			502		40	181

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	1357	357	1074	16	409
Volume Left	0	357	0	16	0
Volume Right	16	0	0	0	409
cSH	1700	502	1700	40	181
Volume to Capacity	0.80	0.71	0.63	0.40	2.25
Queue Length 95th (ft)	0	141	0	34	827
Control Delay (s)	0.0	28.0	0.0	144.6	622.5
Lane LOS		D		F	F
Approach Delay (s)	0.0	7.0		604.5	
Approach LOS				F	

Intersection Summary				
Average Delay	83.1			
Intersection Capacity Utilization	99.2%	ICU Level of Service	F	
Analysis Period (min)	15			
Description: Ralston Ave/Chula Vista Dr				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	1278	835	81	62	126
Future Volume (Veh/h)	91	1278	835	81	62	126
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.81	0.81
Hourly flow rate (vph)	99	1389	982	95	77	156
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1084				2624	1036
vC1, stage 1 conf vol					1036	
vC2, stage 2 conf vol					1587	
vCu, unblocked vol	1084				2624	1036
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	85				44	44
cM capacity (veh/h)	640				138	279

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	99	1389	1077	233
Volume Left	99	0	0	77
Volume Right	0	0	95	156
cSH	640	1700	1700	209
Volume to Capacity	0.15	0.82	0.63	1.12
Queue Length 95th (ft)	14	0	0	275
Control Delay (s)	11.7	0.0	0.0	145.3
Lane LOS	B			F
Approach Delay (s)	0.8		0.0	145.3
Approach LOS				F

Intersection Summary				
Average Delay	12.5			
Intersection Capacity Utilization	85.1%	ICU Level of Service	E	
Analysis Period (min)	15			
Description: Ralston Ave/Notre Dame Ave				

Queues
7: Alameda De Las Pulgas & Ralston Ave

Cumulative
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	1126	451	192	846	698	533	236	440
v/c Ratio	0.76	1.10	0.84	1.04	0.78	0.89	1.28	0.59	1.07
Control Delay	83.8	101.3	43.1	130.3	43.0	60.1	182.3	48.2	106.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	101.3	43.1	130.3	43.0	60.1	182.3	48.2	106.8
Queue Length 50th (ft)	86	~522	239	~161	310	272	~515	164	~369
Queue Length 95th (ft)	#172	#645	#408	#311	389	307	#638	211	#453
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	154	1020	537	184	1090	781	415	402	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.10	0.84	1.04	0.78	0.89	1.28	0.59	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Cumulative
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1002	401	173	689	72	572	286	151	184	258	85
Future Volume (vph)	100	1002	401	173	689	72	572	286	151	184	258	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1532	1770	3476		3433	1758		1770	1770	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1532	1770	3476		3433	1758		1770	1770	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0.82	0.82	0.78	0.78	0.78
Adj. Flow (vph)	112	1126	451	192	766	80	698	349	184	236	331	109
RTOR Reduction (vph)	0	0	96	0	7	0	0	15	0	0	10	0
Lane Group Flow (vph)	112	1126	355	192	839	0	698	518	0	236	430	0
Confl. Peds. (#/hr)	9		5	5		9	29		1	1		29
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	10.1	34.6	34.6	12.5	37.4		27.3	27.3		27.3	27.3	
Effective Green, g (s)	10.1	34.6	34.6	12.5	37.4		27.3	27.3		27.3	27.3	
Actuated g/C Ratio	0.08	0.29	0.29	0.10	0.31		0.23	0.23		0.23	0.23	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	148	1020	441	184	1083		781	399		402	402	
v/s Ratio Prot	0.06	c0.32		c0.11	0.24		0.20	c0.29		0.13	c0.24	
v/s Ratio Perm			0.23									
v/c Ratio	0.76	1.10	0.80	1.04	0.77		0.89	1.30		0.59	1.07	
Uniform Delay, d1	53.7	42.7	39.6	53.8	37.5		44.9	46.4		41.3	46.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	19.6	61.1	14.5	78.3	5.4		12.9	151.1		2.6	64.6	
Delay (s)	73.3	103.8	54.0	132.0	42.9		57.9	197.5		43.9	111.0	
Level of Service	E	F	D	F	D		E	F		D	F	
Approach Delay (s)		88.5			59.4			118.3			87.6	
Approach LOS		F			E			F			F	

Intersection Summary					
HCM 2000 Control Delay	89.8	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.12				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.3		
Intersection Capacity Utilization	89.6%	ICU Level of Service	E		
Analysis Period (min)	15				
c Critical Lane Group					

Queues
8: Cipriani Blvd & Ralston Ave

Cumulative
Timing Plan: AM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	1534	13	1318	130	451	450	165	707
v/c Ratio	0.92	0.87	0.14	1.11	0.22	1.18	1.16	0.80	1.75
Control Delay	86.1	34.9	61.4	102.1	8.1	147.4	140.7	83.6	371.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	34.9	61.4	102.1	8.1	147.4	140.7	83.6	371.5
Queue Length 50th (ft)	244	523	11	~670	8	~474	~467	137	~693
Queue Length 95th (ft)	#409	#822	33	#809	54	#463	#455	#254	#935
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	329	1758	246	1187	595	383	388	205	403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.87	0.05	1.11	0.22	1.18	1.16	0.80	1.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
8: Cipriani Blvd & Ralston Ave

Cumulative
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	1115	281	12	1199	118	509	99	23	152	71	580
Future Volume (vph)	268	1115	281	12	1199	118	509	99	23	152	71	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (prot)	1770	3411		1770	3539	1548	1681	1696		1770	1614	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (perm)	1770	3411		1770	3539	1548	1681	1696		1770	1614	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	295	1225	309	13	1318	130	727	141	33	165	77	630
RTOR Reduction (vph)	0	14	0	0	0	76	0	2	0	0	216	0
Lane Group Flow (vph)	295	1520	0	13	1318	54	451	448	0	165	491	0
Confl. Peds. (#/hr)			4	4					4	4		
Confl. Bikes (#/hr)						2						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	23.3	63.6		3.0	43.3	43.3	29.4	29.4		15.0	15.0	
Effective Green, g (s)	23.3	63.6		3.0	43.3	43.3	29.4	29.4		15.0	15.0	
Actuated g/C Ratio	0.18	0.49		0.02	0.34	0.34	0.23	0.23		0.12	0.12	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	319	1681		41	1187	519	383	386		205	187	
v/s Ratio Prot	c0.17	0.45		0.01	c0.37		c0.27	0.26		0.09	c0.30	
v/s Ratio Perm						0.03						
v/c Ratio	0.92	0.90		0.32	1.11	0.10	1.18	1.16		0.80	2.63	
Uniform Delay, d1	52.0	29.9		62.0	42.9	29.5	49.8	49.8		55.6	57.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	31.4	8.4		4.4	61.9	0.4	103.9	97.0		20.1	747.7	
Delay (s)	83.4	38.4		66.4	104.8	29.9	153.7	146.8		75.6	804.7	
Level of Service	F	D		E	F	C	F	F		E	F	
Approach Delay (s)		45.6			97.8			150.2			666.7	
Approach LOS		D			F			F			F	

Intersection Summary					
HCM 2000 Control Delay	186.3	HCM 2000 Level of Service		F	
HCM 2000 Volume to Capacity ratio	1.29				
Actuated Cycle Length (s)	129.0	Sum of lost time (s)		18.0	
Intersection Capacity Utilization	120.6%	ICU Level of Service		H	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	2011	82	2463	191
v/c Ratio	0.82	0.47	0.85	0.52
Control Delay	21.0	59.3	10.4	43.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.0	59.3	10.4	43.5
Queue Length 50th (ft)	588	61	451	55
Queue Length 95th (ft)	#926	108	658	79
Internal Link Dist (ft)	705		1437	355
Turn Bay Length (ft)		145		105
Base Capacity (vph)	2443	212	2914	854
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.82	0.39	0.85	0.22

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1619	251	73	2192	112	43
Future Volume (vph)	1619	251	73	2192	112	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.6	
Lane Util. Factor	0.95		1.00	0.95	0.97	
Frpb, ped/bikes	0.99		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.98		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3443		1770	3539	3343	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3443		1770	3539	3343	
Peak-hour factor, PHF	0.93	0.93	0.89	0.89	0.81	0.81
Adj. Flow (vph)	1741	270	82	2463	138	53
RTOR Reduction (vph)	6	0	0	0	42	0
Lane Group Flow (vph)	2005	0	82	2463	149	0
Confl. Peds. (#/hr)		15	15		20	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases						
Actuated Green, G (s)	84.1		10.3	98.8	11.6	
Effective Green, g (s)	84.1		10.3	98.8	11.6	
Actuated g/C Ratio	0.70		0.09	0.82	0.10	
Clearance Time (s)	5.4		4.0	5.0	4.6	
Vehicle Extension (s)	6.0		4.0	6.0	4.0	
Lane Grp Cap (vph)	2412		151	2913	323	
v/s Ratio Prot	0.58		0.05	c0.70	c0.04	
v/s Ratio Perm						
v/c Ratio	0.83		0.54	0.85	0.46	
Uniform Delay, d1	12.9		52.6	6.2	51.2	
Progression Factor	1.24		1.00	1.00	1.00	
Incremental Delay, d2	3.2		4.9	3.2	1.4	
Delay (s)	19.1		57.5	9.4	52.7	
Level of Service	B		E	A	D	
Approach Delay (s)	19.1			10.9	52.7	
Approach LOS	B			B	D	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1488	0	0	2304	6	383
Future Volume (Veh/h)	1488	0	0	2304	6	383
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.57	0.57
Hourly flow rate (vph)	1600	0	0	2648	11	672
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	444			785		
pX, platoon unblocked			0.76		0.32	0.76
vC, conflicting volume			1600		2924	800
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1149		0	92
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	6
cM capacity (veh/h)			457		326	717

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	800	800	1324	1324	683
Volume Left	0	0	0	0	11
Volume Right	0	0	0	0	672
cSH	1700	1700	1700	1700	703
Volume to Capacity	0.47	0.47	0.78	0.78	0.97
Queue Length 95th (ft)	0	0	0	0	370
Control Delay (s)	0.0	0.0	0.0	0.0	51.4
Lane LOS					F
Approach Delay (s)	0.0		0.0		51.4
Approach LOS					F

Intersection Summary				
Average Delay	7.1			
Intersection Capacity Utilization	94.4%	ICU Level of Service		F
Analysis Period (min)	15			

Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	1758	322	2273
v/c Ratio	0.66	0.77	0.64
Control Delay	5.3	31.9	0.5
Queue Delay	0.4	0.0	0.2
Total Delay	5.7	31.9	0.7
Queue Length 50th (ft)	122	99	0
Queue Length 95th (ft)	136	m142	0
Internal Link Dist (ft)	90		364
Turn Bay Length (ft)		70	
Base Capacity (vph)	2668	541	3539
Starvation Cap Reductn	405	0	0
Spillback Cap Reductn	0	0	383
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.78	0.60	0.72

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1488	182	287	2023	0	0
Future Volume (vph)	1488	182	287	2023	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	16
Total Lost time (s)	5.4		4.0	5.4		
Lane Util. Factor	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00	1.00		
Frt	0.98		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3473		1770	3539		
Flt Permitted	1.00		0.09	1.00		
Satd. Flow (perm)	3473		175	3539		
Peak-hour factor, PHF	0.95	0.95	0.89	0.89	1.00	1.00
Adj. Flow (vph)	1566	192	322	2273	0	0
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	1752	0	322	2273	0	0
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		pm+pt	NA		
Protected Phases	6		5	2		
Permitted Phases			2			
Actuated Green, G (s)	92.0		114.6	120.0		
Effective Green, g (s)	92.0		114.6	120.0		
Actuated g/C Ratio	0.77		0.95	1.00		
Clearance Time (s)	5.4		4.0	5.4		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	2662		414	3539		
v/s Ratio Prot	0.50		c0.12	0.64		
v/s Ratio Perm			c0.62			
v/c Ratio	0.66		0.78	0.64		
Uniform Delay, d1	6.6		28.0	0.0		
Progression Factor	0.57		1.14	1.00		
Incremental Delay, d2	0.9		5.4	0.5		
Delay (s)	4.7		37.3	0.5		
Level of Service	A		D	A		
Approach Delay (s)	4.7			5.1	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1781	136	2112	37	142
v/c Ratio	0.73	0.68	0.71	0.26	0.68
Control Delay	13.6	64.2	10.9	54.4	24.4
Queue Delay	0.2	72.5	47.5	0.0	71.5
Total Delay	13.8	136.7	58.4	54.4	95.9
Queue Length 50th (ft)	255	97	529	28	0
Queue Length 95th (ft)	385	m164	898	38	3
Internal Link Dist (ft)	361		90	321	
Turn Bay Length (ft)				100	
Base Capacity (vph)	2431	218	2963	261	266
Starvation Cap Reductn	121	107	190	0	0
Spillback Cap Reductn	80	0	1051	0	140
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.77	1.23	1.10	0.14	1.13

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1586	17	122	1901	22	84
Future Volume (vph)	1586	17	122	1901	22	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	1
Total Lost time (s)	5.4		4.0	5.4	4.6	4.6
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3518		1770	3539	1805	1003
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3518		1770	3539	1805	1003
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.59	0.59
Adj. Flow (vph)	1762	19	136	2112	37	142
RTOR Reduction (vph)	1	0	0	0	0	131
Lane Group Flow (vph)	1780	0	136	2112	37	11
Confl. Peds. (#/hr)		130	130			
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases						
Actuated Green, G (s)	83.0		13.5	100.5	9.5	9.5
Effective Green, g (s)	83.0		13.5	100.5	9.5	9.5
Actuated g/C Ratio	0.69		0.11	0.84	0.08	0.08
Clearance Time (s)	5.4		4.0	5.4	4.6	4.6
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2433		199	2963	142	79
v/s Ratio Prot	0.51		0.08	c0.60	c0.02	0.01
v/s Ratio Perm						
v/c Ratio	0.73		0.68	0.71	0.26	0.14
Uniform Delay, d1	11.6		51.2	3.9	51.9	51.5
Progression Factor	0.92		0.99	2.07	1.00	1.00
Incremental Delay, d2	1.6		7.2	1.1	1.0	0.8
Delay (s)	12.3		57.8	9.3	52.9	52.3
Level of Service	B		E	A	D	D
Approach Delay (s)	12.3			12.2	52.4	
Approach LOS	B			B	D	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	23	1662	2024	123	214
v/c Ratio	0.13	0.63	0.88	0.41	0.50
Control Delay	39.0	4.6	26.5	46.5	9.2
Queue Delay	0.0	0.0	0.6	0.5	0.0
Total Delay	39.0	4.6	27.1	47.0	9.2
Queue Length 50th (ft)	19	68	~923	80	0
Queue Length 95th (ft)	m18	m68	#328	109	24
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	221	2654	2293	433	529
Starvation Cap Reductn	0	0	70	0	0
Spillback Cap Reductn	0	0	0	100	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.63	0.91	0.37	0.40

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	1512	1883	40	90	156
Future Volume (vph)	21	1512	1883	40	90	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3527		1770	1502
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3527		1770	1502
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.73	0.73
Adj. Flow (vph)	23	1662	1982	42	123	214
RTOR Reduction (vph)	0	0	1	0	0	178
Lane Group Flow (vph)	23	1662	2023	0	123	36
Confl. Peds. (#/hr)	1			1		30
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	9.0	90.0	76.0		20.4	20.4
Effective Green, g (s)	9.0	90.0	76.0		20.4	20.4
Actuated g/C Ratio	0.08	0.75	0.63		0.17	0.17
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		3.5	3.5
Lane Grp Cap (vph)	132	2654	2233		300	255
v/s Ratio Prot	0.01	c0.47	c0.57		c0.07	
v/s Ratio Perm						0.02
v/c Ratio	0.17	0.63	0.91		0.41	0.14
Uniform Delay, d1	52.0	7.1	18.9		44.4	42.4
Progression Factor	0.82	0.54	1.02		1.00	1.00
Incremental Delay, d2	0.1	0.1	4.9		1.1	0.3
Delay (s)	42.6	3.9	24.1		45.5	42.7
Level of Service	D	A	C		D	D
Approach Delay (s)		4.4	24.1		43.7	
Approach LOS		A	C		D	

Intersection Summary				
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6	
Intersection Capacity Utilization	80.1%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1628	322	2061	351	331
v/c Ratio	1.29	0.64	0.85	0.85	0.61
Control Delay	171.0	27.2	10.6	62.3	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	171.0	27.2	10.6	62.3	17.2
Queue Length 50th (ft)	~856	164	104	259	66
Queue Length 95th (ft)	#1003	m213	190	295	106
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	1259	501	2422	491	603
Starvation Cap Reductn	0	0	5	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.29	0.64	0.85	0.71	0.55

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
14: Hallmark Dr & Ralston Ave

Cumulative
Timing Plan: AM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1252	164	290	1855	274	258
Future Volume (vph)	1252	164	290	1855	274	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3429		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3429		1770	3539	1770	1583
Peak-hour factor, PHF	0.87	0.87	0.90	0.90	0.78	0.78
Adj. Flow (vph)	1439	189	322	2061	351	331
RTOR Reduction (vph)	8	0	0	0	0	174
Lane Group Flow (vph)	1620	0	322	2061	351	157
Confl. Peds. (#/hr)		53	53		59	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	43.8		34.0	82.2	28.1	28.1
Effective Green, g (s)	43.8		34.0	82.2	28.1	28.1
Actuated g/C Ratio	0.36		0.28	0.69	0.23	0.23
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	1251		501	2424	414	370
v/s Ratio Prot	c0.47		0.18	c0.58	c0.20	
v/s Ratio Perm						0.10
v/c Ratio	1.29		0.64	0.85	0.85	0.42
Uniform Delay, d1	38.1		37.7	14.3	43.9	39.1
Progression Factor	1.00		0.61	0.49	1.00	1.00
Incremental Delay, d2	138.7		1.9	2.5	14.8	0.8
Delay (s)	176.8		24.9	9.4	58.7	39.9
Level of Service	F		C	A	E	D
Approach Delay (s)	176.8			11.5	49.6	
Approach LOS	F			B	D	

Intersection Summary				
HCM 2000 Control Delay	74.4	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.04			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1	
Intersection Capacity Utilization	83.3%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
1: El Camino Real & Ralston Ave

Cumulative
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	358	937	290	877	562	121	1241	251	349	1092	181
v/c Ratio	0.50	1.29	0.69	0.99	0.98	0.49	1.18	0.50	1.58	1.09	0.39
Control Delay	35.8	176.0	57.4	79.8	61.6	65.0	134.0	34.4	320.4	102.8	23.5
Queue Delay	0.0	0.0	59.7	40.3	38.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	176.0	117.1	120.1	99.6	65.0	134.0	34.4	320.4	102.8	23.5
Queue Length 50th (ft)	160	~602	270	452	322	106	~731	144	~464	~603	68
Queue Length 95th (ft)	207	#728	390	#603	#576	175	#871	233	#666	#742	140
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	710	724	422	888	571	245	1054	507	221	1005	466
Starvation Cap Reductn	0	0	177	352	99	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	87	0	0	0	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	1.29	1.18	1.64	1.19	0.49	1.18	0.50	1.58	1.09	0.39

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Cumulative
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	326	791	62	299	786	523	115	1179	238	318	994	165
Future Volume (vph)	326	791	62	299	786	523	115	1179	238	318	994	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.90	1.00	1.00	0.98	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3483		1610	3384	1428	1770	3539	1553	1770	3539	1421
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3483		1610	3384	1428	1770	3539	1553	1770	3539	1421
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	358	869	68	322	845	562	121	1241	251	349	1092	181
RTOR Reduction (vph)	0	4	0	0	0	196	0	0	45	0	0	63
Lane Group Flow (vph)	358	933	0	290	877	366	121	1241	206	349	1092	118
Confl. Peds. (#/hr)	51		33	33		51	53		5	5		53
Confl. Bikes (#/hr)			2			4						1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Effective Green, g (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Actuated g/C Ratio	0.21	0.21		0.26	0.26	0.26	0.14	0.30	0.30	0.12	0.28	0.28
Clearance Time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	710	720		422	888	374	245	1054	462	221	1005	403
v/s Ratio Prot	0.10	c0.27		0.18	c0.26		0.07	c0.35		c0.20	0.31	
v/s Ratio Perm						0.26			0.13			0.08
v/c Ratio	0.50	1.30		0.69	0.99	0.98	0.49	1.18	0.45	1.58	1.09	0.29
Uniform Delay, d1	50.6	57.1		47.8	52.9	52.7	57.3	50.5	40.9	63.0	51.5	40.3
Progression Factor	0.66	0.71		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	142.0		8.8	27.4	41.4	1.6	89.9	3.1	281.2	54.9	1.8
Delay (s)	33.9	182.8		56.6	80.2	94.1	58.9	140.5	44.0	344.2	106.5	42.1
Level of Service	C	F		E	F	F	E	F	D	F	F	D
Approach Delay (s)		141.6			80.8			119.3			150.4	
Approach LOS		F			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	121.3	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.20			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.5	
Intersection Capacity Utilization	109.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
2: Sixth Ave & Ralston Ave

Cumulative
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	970	300	52	1088	405	414	194	44	163
v/c Ratio	0.44	0.61	0.43	0.46	0.69	0.89	0.89	0.39	0.24	0.74
Control Delay	80.8	30.3	19.9	50.1	11.6	73.3	72.3	21.1	60.4	57.9
Queue Delay	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	30.3	19.9	50.1	15.3	73.3	72.3	21.1	60.4	57.9
Queue Length 50th (ft)	49	300	98	52	130	390	398	56	39	95
Queue Length 95th (ft)	m56	406	m140	m65	m590	#682	#690	139	58	114
Internal Link Dist (ft)		587			519		269			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	133	1582	702	124	1566	455	467	501	349	373
Starvation Cap Reductn	0	0	0	0	378	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.61	0.43	0.42	0.92	0.89	0.89	0.39	0.13	0.44

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Sixth Ave & Ralston Ave

Cumulative
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	912	282	46	935	33	586	184	182	31	39	75
Future Volume (vph)	48	912	282	46	935	33	586	184	182	31	39	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1463	1770	3508		1681	1724	1533	1770	1648	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1463	1770	3508		1681	1724	1533	1770	1648	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.70	0.70	0.70
Adj. Flow (vph)	51	970	300	52	1051	37	623	196	194	44	56	107
RTOR Reduction (vph)	0	0	49	0	2	0	0	0	86	0	54	0
Lane Group Flow (vph)	51	970	251	52	1086	0	405	414	108	44	109	0
Confl. Peds. (#/hr)	27		17	17		27	10		12	12		10
Confl. Bikes (#/hr)			2			4						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	8.3	63.5	63.5	8.2	63.4		39.0	39.0	39.0	14.7	14.7	
Effective Green, g (s)	8.3	63.5	63.5	8.2	63.4		39.0	39.0	39.0	14.7	14.7	
Actuated g/C Ratio	0.06	0.44	0.44	0.06	0.44		0.27	0.27	0.27	0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	102	1560	645	100	1544		455	466	415	180	168	
v/s Ratio Prot	0.03	c0.27		0.03	c0.31		c0.24	0.24		0.02	c0.07	
v/s Ratio Perm			0.17						0.07			
v/c Ratio	0.50	0.62	0.39	0.52	0.70		0.89	0.89	0.26	0.24	0.65	
Uniform Delay, d1	65.8	31.0	27.2	66.0	32.7		50.4	50.4	41.2	59.5	62.2	
Progression Factor	1.17	0.95	0.98	0.67	0.31		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	1.0	0.9	2.5	1.4		19.1	18.2	0.3	0.7	8.4	
Delay (s)	79.1	30.5	27.6	46.8	11.7		69.5	68.6	41.5	60.2	70.5	
Level of Service	E	C	C	D	B		E	E	D	E	E	
Approach Delay (s)		31.7			13.3			63.8			68.4	
Approach LOS		C			B			E			E	

Intersection Summary				
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	71.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Queues
3: Ralston Ave & South Rd

Cumulative
Timing Plan: PM Peak



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	20	1376	1629	86
v/c Ratio	0.23	0.86	0.58	0.58
Control Delay	71.2	13.9	8.7	65.8
Queue Delay	0.0	0.0	0.1	0.0
Total Delay	71.2	13.9	8.8	65.8
Queue Length 50th (ft)	18	533	280	63
Queue Length 95th (ft)	47	1087	372	83
Internal Link Dist (ft)		426	181	462
Turn Bay Length (ft)	150			
Base Capacity (vph)	122	1597	2816	257
Starvation Cap Reductn	0	0	239	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.86	0.63	0.33

Intersection Summary

HCM Signalized Intersection Capacity Analysis
3: Ralston Ave & South Rd

Cumulative
Timing Plan: PM Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	1266	1499	81	37	22
Future Volume (vph)	18	1266	1499	81	37	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	0.99		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.95	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1770	1863	3489		1715	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1770	1863	3489		1715	
Peak-hour factor, PHF	0.92	0.92	0.97	0.97	0.68	0.68
Adj. Flow (vph)	20	1376	1545	84	54	32
RTOR Reduction (vph)	0	0	2	0	16	0
Lane Group Flow (vph)	20	1376	1627	0	70	0
Confl. Peds. (#/hr)	22			22	9	
Confl. Bikes (#/hr)				6		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	4.9	123.5	114.6		11.2	
Effective Green, g (s)	4.9	123.5	114.6		11.2	
Actuated g/C Ratio	0.03	0.86	0.80		0.08	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	60	1597	2776		133	
v/s Ratio Prot	0.01	c0.74	0.47		c0.04	
v/s Ratio Perm						
v/c Ratio	0.33	0.86	0.59		0.53	
Uniform Delay, d1	68.0	5.6	5.6		63.9	
Progression Factor	1.00	1.00	1.30		1.00	
Incremental Delay, d2	3.3	6.4	0.6		3.8	
Delay (s)	71.2	12.0	7.9		67.6	
Level of Service	E	B	A		E	
Approach Delay (s)		12.8	7.9		67.6	
Approach LOS		B	A		E	

Intersection Summary				
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	79.4%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Ralston Ave & Notre Dame Univ. Rd

Cumulative
Timing Plan: PM Peak

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1233	1477	62	57	41
Future Volume (Veh/h)	41	1233	1477	62	57	41
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.97	0.97	0.76	0.76
Hourly flow rate (vph)	44	1312	1523	64	75	54
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			1057			
pX, platoon unblocked	0.20				0.20	0.20
vC, conflicting volume	1599				2967	1567
vC1, stage 1 conf vol					1567	
vC2, stage 2 conf vol					1400	
vCu, unblocked vol	1994				8823	1834
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	23				0	0
cM capacity (veh/h)	57				23	19

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	44	1312	1587	129
Volume Left	44	0	0	75
Volume Right	0	0	64	54
cSH	57	1700	1700	22
Volume to Capacity	0.77	0.77	0.93	5.83
Queue Length 95th (ft)	83	0	0	Err
Control Delay (s)	173.2	0.0	0.0	Err
Lane LOS	F			F
Approach Delay (s)	5.6		0.0	Err
Approach LOS				F

Intersection Summary			
Average Delay	422.4		
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		
Description: Ralston Ave/Notre Dame Univ. Rd			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1090	24	200	1302	13	184
Future Volume (Veh/h)	1090	24	200	1302	13	184
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	1147	25	225	1463	18	249
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1175		3076	1162
vC1, stage 1 conf vol					1162	
vC2, stage 2 conf vol					1913	
vCu, unblocked vol			1175		3076	1162
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			62		76	0
cM capacity (veh/h)			593		74	237

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	1172	225	1463	18	249
Volume Left	0	225	0	18	0
Volume Right	25	0	0	0	249
cSH	1700	593	1700	74	237
Volume to Capacity	0.69	0.38	0.86	0.24	1.05
Queue Length 95th (ft)	0	44	0	22	262
Control Delay (s)	0.0	14.7	0.0	68.9	117.6
Lane LOS		B		F	F
Approach Delay (s)	0.0	2.0		114.3	
Approach LOS				F	

Intersection Summary				
Average Delay	10.8			
Intersection Capacity Utilization	83.2%	ICU Level of Service	E	
Analysis Period (min)	15			
Description: Ralston Ave/Chula Vista Dr				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	1063	1244	75	57	57
Future Volume (Veh/h)	90	1063	1244	75	57	57
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	96	1131	1269	77	62	62
Pedestrians			2		13	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			4.0		4.0	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1359				2646	1320
vC1, stage 1 conf vol					1320	
vC2, stage 2 conf vol					1325	
vCu, unblocked vol	1359				2646	1320
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	81				59	67
cM capacity (veh/h)	500				150	190

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	96	1131	1346	124
Volume Left	96	0	0	62
Volume Right	0	0	77	62
cSH	500	1700	1700	167
Volume to Capacity	0.19	0.67	0.79	0.74
Queue Length 95th (ft)	18	0	0	116
Control Delay (s)	13.9	0.0	0.0	71.0
Lane LOS	B			F
Approach Delay (s)	1.1		0.0	71.0
Approach LOS				F

Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	88.1%	ICU Level of Service	E	
Analysis Period (min)	15			
Description: Ralston Ave/Notre Dame Ave				

Queues
7: Alameda De Las Pulgas & Ralston Ave

Cumulative
Timing Plan: PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	176	1127	572	212	1082	538	418	196	334
v/c Ratio	0.85	1.13	1.05	0.93	1.04	0.69	1.01	0.53	0.87
Control Delay	69.6	95.6	63.1	96.0	81.0	47.8	91.0	47.6	67.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	95.6	63.1	96.0	81.0	47.8	91.0	47.6	67.8
Queue Length 50th (ft)	124	~550	~398	166	~496	197	~321	134	241
Queue Length 95th (ft)	m126	m#553	m#417	#326	#632	259	#534	194	#345
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	214	998	543	228	1037	781	415	389	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	1.13	1.05	0.93	1.04	0.69	1.01	0.50	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Cumulative
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	1003	509	197	903	103	495	281	104	165	219	61
Future Volume (vph)	157	1003	509	197	903	103	495	281	104	165	219	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1496	1770	3466		3433	1778		1770	1789	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1496	1770	3466		3433	1778		1770	1789	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	176	1127	572	212	971	111	538	305	113	196	261	73
RTOR Reduction (vph)	0	0	121	0	7	0	0	11	0	0	9	0
Lane Group Flow (vph)	176	1127	451	212	1075	0	538	407	0	196	325	0
Confl. Peds. (#/hr)	13		16	16		13	15		4	4		15
Confl. Bikes (#/hr)						2			1			
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	14.1	33.9	33.9	15.5	35.7		27.3	27.3		25.1	25.1	
Effective Green, g (s)	14.1	33.9	33.9	15.5	35.7		27.3	27.3		25.1	25.1	
Actuated g/C Ratio	0.12	0.28	0.28	0.13	0.30		0.23	0.23		0.21	0.21	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	207	999	422	228	1031		781	404		370	374	
v/s Ratio Prot	0.10	c0.32		c0.12	0.31		0.16	c0.23		0.11	c0.18	
v/s Ratio Perm			0.30									
v/c Ratio	0.85	1.13	1.07	0.93	1.04		0.69	1.01		0.53	0.87	
Uniform Delay, d1	51.9	43.0	43.0	51.7	42.1		42.5	46.4		42.2	45.9	
Progression Factor	1.01	0.73	0.67	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	63.8	48.6	40.2	39.8		2.8	46.8		1.8	19.4	
Delay (s)	65.9	95.4	77.6	91.9	81.9		45.2	93.1		44.0	65.3	
Level of Service	E	F	E	F	F		D	F		D	E	
Approach Delay (s)		87.2			83.6			66.2			57.4	
Approach LOS		F			F			E			E	

Intersection Summary

HCM 2000 Control Delay	78.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
8: Cipriani Blvd & Ralston Ave

Cumulative
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	457	1835	55	1164	244	117	115	157	288
v/c Ratio	0.83	1.03	0.42	1.25	0.49	0.61	0.56	0.55	0.77
Control Delay	50.3	42.9	71.7	148.7	12.8	63.0	54.4	52.6	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	42.9	71.7	148.7	12.8	63.0	54.4	52.6	39.6
Queue Length 50th (ft)	293	~817	45	~579	29	92	80	113	119
Queue Length 95th (ft)	m#516	m#1122	m51	m#604	m42	133	122	166	196
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	550	1790	162	931	498	411	419	308	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.03	0.34	1.25	0.49	0.28	0.27	0.51	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
8: Cipriani Blvd & Ralston Ave

Cumulative
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	1425	263	48	1024	215	120	45	23	138	54	200
Future Volume (vph)	420	1425	263	48	1024	215	120	45	23	138	54	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (prot)	1770	3442		1770	3539	1546	1681	1673		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (perm)	1770	3442		1770	3539	1546	1681	1673		1770	1643	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88
Adj. Flow (vph)	457	1549	286	55	1164	244	148	56	28	157	61	227
RTOR Reduction (vph)	0	10	0	0	0	91	0	12	0	0	109	0
Lane Group Flow (vph)	457	1825	0	55	1164	153	117	103	0	157	179	0
Confl. Peds. (#/hr)	1		3	3		1			6	6		
Confl. Bikes (#/hr)			1			1			1			
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	37.3	61.3		7.7	31.7	31.7	13.8	13.8		19.2	19.2	
Effective Green, g (s)	37.3	61.3		7.7	31.7	31.7	13.8	13.8		19.2	19.2	
Actuated g/C Ratio	0.31	0.51		0.06	0.26	0.26	0.12	0.12		0.16	0.16	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	550	1758		113	934	408	193	192		283	262	
v/s Ratio Prot	c0.26	c0.53		0.03	c0.33		c0.07	0.06		0.09	c0.11	
v/s Ratio Perm						0.10						
v/c Ratio	0.83	1.04		0.49	1.25	0.37	0.61	0.54		0.55	0.68	
Uniform Delay, d1	38.4	29.4		54.2	44.1	36.1	50.5	50.1		46.5	47.5	
Progression Factor	1.10	0.62		1.29	0.80	0.63	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.6	25.2		1.3	114.5	1.0	5.3	2.9		2.4	7.1	
Delay (s)	46.7	43.3		71.1	150.0	23.8	55.8	53.0		48.8	54.7	
Level of Service	D	D		E	F	C	E	D		D	D	
Approach Delay (s)		44.0			126.0			54.4			52.6	
Approach LOS		D			F			D			D	

Intersection Summary					
HCM 2000 Control Delay	72.5	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	0.95				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		18.0	
Intersection Capacity Utilization	93.2%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	2284	41	1442	339
v/c Ratio	0.93	0.30	0.51	0.67
Control Delay	21.8	30.3	21.1	39.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.8	30.3	21.1	39.5
Queue Length 50th (ft)	995	23	572	86
Queue Length 95th (ft)	#1180	m0	m486	130
Internal Link Dist (ft)	713		1437	355
Turn Bay Length (ft)		145		105
Base Capacity (vph)	2465	145	2821	868
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.93	0.28	0.51	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1989	89	37	1298	188	117
Future Volume (vph)	1989	89	37	1298	188	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.6	
Lane Util. Factor	0.95		1.00	0.95	0.97	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3512		1770	3539	3304	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3512		1770	3539	3304	
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2186	98	41	1442	209	130
RTOR Reduction (vph)	2	0	0	0	100	0
Lane Group Flow (vph)	2282	0	41	1442	239	0
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases						
Actuated Green, G (s)	83.4		7.9	95.7	14.7	
Effective Green, g (s)	83.4		7.9	95.7	14.7	
Actuated g/C Ratio	0.70		0.07	0.80	0.12	
Clearance Time (s)	5.4		4.0	5.0	4.6	
Vehicle Extension (s)	6.0		4.0	6.0	4.0	
Lane Grp Cap (vph)	2440		116	2822	404	
v/s Ratio Prot	c0.65		0.02	c0.41	c0.07	
v/s Ratio Perm						
v/c Ratio	0.94		0.35	0.51	0.59	
Uniform Delay, d1	15.9		53.6	4.2	49.8	
Progression Factor	0.88		0.58	4.62	1.00	
Incremental Delay, d2	6.4		0.2	0.1	2.7	
Delay (s)	20.5		31.1	19.2	52.5	
Level of Service	C		C	B	D	
Approach Delay (s)	20.5			19.6	52.5	
Approach LOS	C			B	D	

Intersection Summary

HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2044	0	0	1486	5	33
Future Volume (Veh/h)	2044	0	0	1486	5	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	2222	0	0	1615	6	40
Pedestrians					1	
Lane Width (ft)					16.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	447			793		
pX, platoon unblocked			0.14		0.21	0.14
vC, conflicting volume			2223		3030	1112
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	73
cM capacity (veh/h)			223		218	149

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1111	1111	808	808	46
Volume Left	0	0	0	0	6
Volume Right	0	0	0	0	40
cSH	1700	1700	1700	1700	155
Volume to Capacity	0.65	0.65	0.47	0.47	0.30
Queue Length 95th (ft)	0	0	0	0	29
Control Delay (s)	0.0	0.0	0.0	0.0	37.7
Lane LOS					E
Approach Delay (s)	0.0		0.0		37.7
Approach LOS					E

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	70.5%	ICU Level of Service	C	
Analysis Period (min)	15			

Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	2212	80	1558
v/c Ratio	0.70	0.40	0.44
Control Delay	5.0	22.1	0.4
Queue Delay	3.2	0.0	0.0
Total Delay	8.1	22.1	0.4
Queue Length 50th (ft)	176	16	0
Queue Length 95th (ft)	660	56	0
Internal Link Dist (ft)	89		367
Turn Bay Length (ft)		70	
Base Capacity (vph)	3155	225	3539
Starvation Cap Reductn	818	0	0
Spillback Cap Reductn	0	0	310
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.95	0.36	0.48

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2044	36	73	1418	0	0
Future Volume (vph)	2044	36	73	1418	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	16
Total Lost time (s)	5.4		4.0	5.4		
Lane Util. Factor	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00	1.00		
Frt	1.00		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3529		1770	3539		
Flt Permitted	1.00		0.06	1.00		
Satd. Flow (perm)	3529		119	3539		
Peak-hour factor, PHF	0.94	0.94	0.91	0.91	0.93	0.93
Adj. Flow (vph)	2174	38	80	1558	0	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2211	0	80	1558	0	0
Confl. Peds. (#/hr)		2	2			
Turn Type	NA		pm+pt	NA		
Protected Phases	6		5	2		
Permitted Phases			2			
Actuated Green, G (s)	105.4		114.6	120.0		
Effective Green, g (s)	105.4		114.6	120.0		
Actuated g/C Ratio	0.88		0.95	1.00		
Clearance Time (s)	5.4		4.0	5.4		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	3099		185	3539		
v/s Ratio Prot	c0.63		0.02	c0.44		
v/s Ratio Perm			0.39			
v/c Ratio	0.71		0.43	0.44		
Uniform Delay, d1	2.4		5.7	0.0		
Progression Factor	1.57		5.21	1.00		
Incremental Delay, d2	1.0		1.4	0.4		
Delay (s)	4.7		30.9	0.4		
Level of Service	A		C	A		
Approach Delay (s)	4.7			1.8	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM 2000 Control Delay	3.5	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.4	
Intersection Capacity Utilization	70.5%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2231	30	1479	6	30
v/c Ratio	0.74	0.29	0.46	0.06	0.36
Control Delay	13.2	37.5	4.6	54.7	30.5
Queue Delay	1.2	0.9	0.1	0.0	0.3
Total Delay	14.3	38.4	4.7	54.7	30.8
Queue Length 50th (ft)	576	22	207	5	0
Queue Length 95th (ft)	774	m48	351	10	8
Internal Link Dist (ft)	361		89	321	
Turn Bay Length (ft)					
Base Capacity (vph)	3027	118	3239	111	90
Starvation Cap Reductn	520	21	468	0	0
Spillback Cap Reductn	467	0	98	0	3
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.31	0.53	0.05	0.34

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2065	10	28	1390	3	15
Future Volume (vph)	2065	10	28	1390	3	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	8	12	12	12	1
Total Lost time (s)	5.4		4.0	5.4	4.6	4.6
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3536		1770	3539	1805	1003
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3536		1770	3539	1805	1003
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.50	0.50
Adj. Flow (vph)	2220	11	30	1479	6	30
RTOR Reduction (vph)	0	0	0	0	0	29
Lane Group Flow (vph)	2231	0	30	1479	6	1
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		2				
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases						
Actuated Green, G (s)	97.1		4.7	105.8	4.2	4.2
Effective Green, g (s)	97.1		4.7	105.8	4.2	4.2
Actuated g/C Ratio	0.81		0.04	0.88	0.04	0.04
Clearance Time (s)	5.4		4.0	5.4	4.6	4.6
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2861		69	3120	63	35
v/s Ratio Prot	c0.63		0.02	c0.42	c0.00	0.00
v/s Ratio Perm						
v/c Ratio	0.78		0.43	0.47	0.10	0.03
Uniform Delay, d1	5.9		56.4	1.4	56.1	55.9
Progression Factor	1.71		0.58	2.89	1.00	1.00
Incremental Delay, d2	1.6		4.0	0.5	0.7	0.3
Delay (s)	11.7		36.7	4.6	56.7	56.3
Level of Service	B		D	A	E	E
Approach Delay (s)	11.7			5.3	56.4	
Approach LOS	B			A	E	

Intersection Summary				
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	70.7%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	63	2139	1601	69	38
v/c Ratio	0.32	0.71	0.63	0.43	0.21
Control Delay	46.2	2.2	7.8	58.7	17.6
Queue Delay	0.0	3.7	0.5	0.0	0.0
Total Delay	46.2	5.9	8.4	58.7	17.6
Queue Length 50th (ft)	52	10	61	51	0
Queue Length 95th (ft)	m54	m31	285	97	33
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	221	3030	2539	433	416
Starvation Cap Reductn	0	542	464	0	0
Spillback Cap Reductn	0	787	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.95	0.77	0.16	0.09

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	2011	1331	62	64	35
Future Volume (vph)	59	2011	1331	62	64	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3512		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3512		1770	1583
Peak-hour factor, PHF	0.94	0.94	0.87	0.87	0.93	0.93
Adj. Flow (vph)	63	2139	1530	71	69	38
RTOR Reduction (vph)	0	0	2	0	0	35
Lane Group Flow (vph)	63	2139	1599	0	69	3
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	12.0	100.8	83.8		9.6	9.6
Effective Green, g (s)	12.0	100.8	83.8		9.6	9.6
Actuated g/C Ratio	0.10	0.84	0.70		0.08	0.08
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		4.0	4.0
Lane Grp Cap (vph)	177	2972	2452		141	126
v/s Ratio Prot	0.04	c0.60	0.46		c0.04	
v/s Ratio Perm						0.00
v/c Ratio	0.36	0.72	0.65		0.49	0.02
Uniform Delay, d1	50.4	3.9	10.0		52.9	50.9
Progression Factor	0.93	0.40	0.57		1.00	1.00
Incremental Delay, d2	0.4	0.4	1.3		3.6	0.1
Delay (s)	47.3	1.9	7.0		56.5	51.0
Level of Service	D	A	A		E	D
Approach Delay (s)		3.2	7.0		54.5	
Approach LOS		A	A		D	

Intersection Summary				
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2315	141	1225	120	178
v/c Ratio	1.04	0.61	0.43	0.61	0.53
Control Delay	52.9	50.7	4.0	63.1	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	50.7	4.0	63.1	12.7
Queue Length 50th (ft)	~1017	113	120	90	0
Queue Length 95th (ft)	#1290	170	91	147	63
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	2229	354	2854	443	532
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.40	0.43	0.27	0.33

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1984	192	140	1213	109	162
Future Volume (vph)	1984	192	140	1213	109	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3486		1770	3539	1756	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3486		1770	3539	1756	1583
Peak-hour factor, PHF	0.94	0.94	0.99	0.99	0.91	0.91
Adj. Flow (vph)	2111	204	141	1225	120	178
RTOR Reduction (vph)	4	0	0	0	0	158
Lane Group Flow (vph)	2311	0	141	1225	120	20
Confl. Peds. (#/hr)		1	1		6	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Actuated Green, G (s)	76.6		15.8	96.8	13.5	13.5
Effective Green, g (s)	76.6		15.8	96.8	13.5	13.5
Actuated g/C Ratio	0.64		0.13	0.81	0.11	0.11
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2225		233	2854	197	178
v/s Ratio Prot	c0.66		c0.08	0.35		
v/s Ratio Perm					c0.07	0.01
v/c Ratio	1.04		0.61	0.43	0.61	0.11
Uniform Delay, d1	21.7		49.2	3.4	50.7	47.9
Progression Factor	1.00		0.86	0.97	1.00	1.00
Incremental Delay, d2	30.0		4.0	0.4	5.3	0.3
Delay (s)	51.7		46.4	3.7	56.0	48.1
Level of Service	D		D	A	E	D
Approach Delay (s)	51.7			8.1	51.3	
Approach LOS	D			A	D	

Intersection Summary				
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1	
Intersection Capacity Utilization	87.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

G - Cumulative Plus Project Traffic Conditions

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	1028	286	802	247	120	905	299	411	1091	84
v/c Ratio	0.17	1.25	0.65	0.87	0.45	0.58	1.16	0.73	1.39	1.14	0.19
Control Delay	33.0	162.0	54.4	61.1	11.0	71.9	133.1	47.5	239.4	122.9	13.4
Queue Delay	0.0	0.0	60.0	50.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	162.0	114.4	111.6	12.5	71.9	133.1	47.5	239.4	122.9	13.4
Queue Length 50th (ft)	61	~646	261	396	25	108	~525	187	~513	~627	11
Queue Length 95th (ft)	77	#788	378	#490	101	178	#660	301	#725	#766	54
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	805	825	439	923	549	208	783	411	295	956	452
Starvation Cap Reductn	0	0	191	389	157	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	63	0	0	0	0	0	0	1
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	1.25	1.15	1.50	0.63	0.58	1.16	0.73	1.39	1.14	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	936	41	308	747	240	109	824	272	390	1036	80
Future Volume (vph)	129	936	41	308	747	240	109	824	272	390	1036	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Peak-hour factor, PHF	0.95	0.95	0.95	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	136	985	43	318	770	247	120	905	299	411	1091	84
RTOR Reduction (vph)	0	2	0	0	0	154	0	0	69	0	0	50
Lane Group Flow (vph)	136	1026	0	286	802	93	120	905	230	411	1091	34
Confl. Peds. (#/hr)	45		33	33		45	27		6	6		27
Confl. Bikes (#/hr)			1			1			4			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Effective Green, g (s)	33.8	33.8		39.3	39.3	39.3	17.0	31.9	31.9	24.0	38.9	38.9
Actuated g/C Ratio	0.23	0.23		0.27	0.27	0.27	0.12	0.22	0.22	0.17	0.27	0.27
Clearance Time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	805	823		439	923	394	208	783	342	295	956	402
v/s Ratio Prot	0.04	c0.29		0.18	c0.24		0.07	c0.26		c0.23	c0.31	
v/s Ratio Perm						0.06			0.15			0.02
v/c Ratio	0.17	1.25		0.65	0.87	0.24	0.58	1.16	0.67	1.39	1.14	0.09
Uniform Delay, d1	43.9	55.1		46.3	49.9	40.7	60.1	56.0	51.3	60.0	52.5	39.3
Progression Factor	0.74	0.93		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	119.8		7.3	10.9	1.4	3.8	84.3	10.1	196.4	76.2	0.4
Delay (s)	32.5	171.0		53.6	60.8	42.1	63.9	140.3	61.3	256.4	128.8	39.7
Level of Service	C	F		D	E	D	E	F	E	F	F	D
Approach Delay (s)		154.8			55.8			115.6			157.1	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	121.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	109.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	27	1069	542	28	1128	193	193	67	21	216
v/c Ratio	0.28	0.54	0.61	0.29	0.57	0.75	0.73	0.20	0.09	0.77
Control Delay	70.8	23.1	20.0	44.7	9.3	75.4	74.1	1.5	52.2	55.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	23.1	20.0	44.7	9.4	75.4	74.1	1.5	52.2	55.5
Queue Length 50th (ft)	26	292	209	25	66	184	183	0	18	130
Queue Length 95th (ft)	m23	m360	m181	m38	162	238	237	0	34	150
Internal Link Dist (ft)		589			519		540			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	123	1977	894	122	1968	326	331	389	349	384
Starvation Cap Reductn	0	0	0	0	157	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.54	0.61	0.23	0.62	0.59	0.58	0.17	0.06	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	1037	526	23	918	18	277	39	55	15	46	112
Future Volume (vph)	26	1037	526	23	918	18	277	39	55	15	46	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1512	1770	3521		1681	1706	1515	1770	1641	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1512	1770	3521		1681	1706	1515	1770	1641	
Peak-hour factor, PHF	0.97	0.97	0.97	0.83	0.83	0.83	0.82	0.82	0.82	0.73	0.73	0.73
Adj. Flow (vph)	27	1069	542	28	1106	22	338	48	67	21	63	153
RTOR Reduction (vph)	0	0	52	0	1	0	0	0	57	0	66	0
Lane Group Flow (vph)	27	1069	490	28	1127	0	193	193	10	21	150	0
Confl. Peds. (#/hr)	30		7	7		30	5		19	19		5
Confl. Bikes (#/hr)			4			5						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	5.3	78.9	78.9	5.3	78.9		22.2	22.2	22.2	19.0	19.0	
Effective Green, g (s)	5.3	78.9	78.9	5.3	78.9		22.2	22.2	22.2	19.0	19.0	
Actuated g/C Ratio	0.04	0.55	0.55	0.04	0.55		0.15	0.15	0.15	0.13	0.13	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	65	1939	828	65	1929		259	263	233	233	216	
v/s Ratio Prot	0.02	0.30		0.02	c0.32		c0.11	0.11		0.01	c0.09	
v/s Ratio Perm			c0.32						0.01			
v/c Ratio	0.42	0.55	0.59	0.43	0.58		0.75	0.73	0.04	0.09	0.69	
Uniform Delay, d1	67.8	21.1	21.8	67.9	21.6		58.2	58.1	51.9	54.9	59.7	
Progression Factor	1.08	0.98	0.97	0.60	0.35		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.1	0.3	3.4	1.0		11.7	10.8	0.1	0.2	10.0	
Delay (s)	73.7	20.7	21.4	44.1	8.5		69.9	68.9	52.0	55.1	69.7	
Level of Service	E	C	C	D	A		E	E	D	E	E	
Approach Delay (s)		21.8			9.3			66.8			68.4	
Approach LOS		C			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	67.1%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	14	1654	1493	196
v/c Ratio	0.17	1.10	0.55	0.84
Control Delay	69.9	73.2	6.6	85.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	69.9	73.2	6.6	85.6
Queue Length 50th (ft)	13	~1779	191	169
Queue Length 95th (ft)	38	#2044	316	232
Internal Link Dist (ft)		426	183	462
Turn Bay Length (ft)	150			
Base Capacity (vph)	122	1501	2715	255
Starvation Cap Reductn	0	0	72	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	1.10	0.56	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	1621	1280	33	115	46
Future Volume (vph)	14	1621	1280	33	115	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.96	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1770	1863	3514		1729	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1770	1863	3514		1729	
Peak-hour factor, PHF	0.98	0.98	0.88	0.88	0.82	0.82
Adj. Flow (vph)	14	1654	1455	38	140	56
RTOR Reduction (vph)	0	0	1	0	10	0
Lane Group Flow (vph)	14	1654	1492	0	186	0
Confl. Peds. (#/hr)	23			23	2	
Confl. Bikes (#/hr)				5		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	3.2	116.1	108.9		18.6	
Effective Green, g (s)	3.2	116.1	108.9		18.6	
Actuated g/C Ratio	0.02	0.81	0.76		0.13	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	39	1502	2657		223	
v/s Ratio Prot	0.01	c0.89	0.42		c0.11	
v/s Ratio Perm						
v/c Ratio	0.36	1.10	0.56		0.83	
Uniform Delay, d1	69.4	14.0	7.4		61.2	
Progression Factor	1.00	1.00	0.79		1.00	
Incremental Delay, d2	5.6	56.1	0.7		22.4	
Delay (s)	75.0	70.1	6.6		83.6	
Level of Service	E	E	A		F	
Approach Delay (s)		70.1	6.6		83.6	
Approach LOS		E	A		F	

Intersection Summary				
HCM 2000 Control Delay	42.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.10			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	102.2%	ICU Level of Service	G	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	1577	1254	67	63	54
Future Volume (Veh/h)	21	1577	1254	67	63	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.88	0.88	0.65	0.65
Hourly flow rate (vph)	22	1626	1425	76	97	83
Pedestrians					9	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			1057			
pX, platoon unblocked	0.24				0.24	0.24
vC, conflicting volume	1510				3142	1472
vC1, stage 1 conf vol					1472	
vC2, stage 2 conf vol					1670	
vCu, unblocked vol	1541				8265	1385
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	79				0	0
cM capacity (veh/h)	104				49	42

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	22	1626	1501	180
Volume Left	22	0	0	97
Volume Right	0	0	76	83
cSH	104	1700	1700	50
Volume to Capacity	0.21	0.96	0.88	3.59
Queue Length 95th (ft)	19	0	0	Err
Control Delay (s)	48.8	0.0	0.0	Err
Lane LOS	E			F
Approach Delay (s)	0.7		0.0	Err
Approach LOS				F

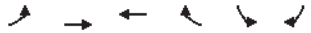
Intersection Summary				
Average Delay	541.0			
Intersection Capacity Utilization	93.2%	ICU Level of Service	F	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1277	15	318	980	12	303
Future Volume (Veh/h)	1277	15	318	980	12	303
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	1344	16	357	1101	16	409
Pedestrians	3			1	6	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1366		3176	1359
vC1, stage 1 conf vol					1358	
vC2, stage 2 conf vol					1818	
vCu, unblocked vol			1366		3176	1359
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			29		59	0
cM capacity (veh/h)			500		39	181

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	1360	357	1101	16	409
Volume Left	0	357	0	16	0
Volume Right	16	0	0	0	409
cSH	1700	500	1700	39	181
Volume to Capacity	0.80	0.71	0.65	0.41	2.26
Queue Length 95th (ft)	0	142	0	35	829
Control Delay (s)	0.0	28.1	0.0	152.1	626.8
Lane LOS		D		F	F
Approach Delay (s)	0.0	6.9		608.9	
Approach LOS				F	

Intersection Summary				
Average Delay	82.9			
Intersection Capacity Utilization	99.4%	ICU Level of Service	F	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	1281	859	81	62	126
Future Volume (Veh/h)	91	1281	859	81	62	126
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.85	0.85	0.81	0.81
Hourly flow rate (vph)	99	1392	1011	95	77	156
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1113				2656	1066
vC1, stage 1 conf vol					1066	
vC2, stage 2 conf vol					1590	
vCu, unblocked vol	1113				2656	1066
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	84				43	42
cM capacity (veh/h)	624				136	269

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	99	1392	1106	233
Volume Left	99	0	0	77
Volume Right	0	0	95	156
cSH	624	1700	1700	203
Volume to Capacity	0.16	0.82	0.65	1.15
Queue Length 95th (ft)	14	0	0	285
Control Delay (s)	11.9	0.0	0.0	156.9
Lane LOS	B			F
Approach Delay (s)	0.8		0.0	156.9
Approach LOS				F

Intersection Summary			
Average Delay	13.3		
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	113	1129	452	192	872	704	533	236	446
v/c Ratio	0.76	1.11	0.84	1.04	0.80	0.90	1.28	0.59	1.09
Control Delay	84.6	102.3	43.3	130.3	44.2	61.0	182.3	48.2	111.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	102.3	43.3	130.3	44.2	61.0	182.3	48.2	111.9
Queue Length 50th (ft)	87	~524	240	~161	323	275	~515	164	~380
Queue Length 95th (ft)	#175	#647	#411	#311	404	309	#638	211	#462
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	154	1020	537	184	1090	781	415	402	411
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.11	0.84	1.04	0.80	0.90	1.28	0.59	1.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	1005	402	173	713	72	577	286	151	184	258	90
Future Volume (vph)	101	1005	402	173	713	72	577	286	151	184	258	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1532	1770	3478		3433	1758		1770	1766	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1532	1770	3478		3433	1758		1770	1766	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0.82	0.82	0.78	0.78	0.78
Adj. Flow (vph)	113	1129	452	192	792	80	704	349	184	236	331	115
RTOR Reduction (vph)	0	0	96	0	6	0	0	15	0	0	10	0
Lane Group Flow (vph)	113	1129	356	192	866	0	704	518	0	236	436	0
Confl. Peds. (#/hr)	9		5	5		9	29		1	1		29
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	10.1	34.6	34.6	12.5	37.4		27.3	27.3		27.3	27.3	
Effective Green, g (s)	10.1	34.6	34.6	12.5	37.4		27.3	27.3		27.3	27.3	
Actuated g/C Ratio	0.08	0.29	0.29	0.10	0.31		0.23	0.23		0.23	0.23	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	148	1020	441	184	1083		781	399		402	401	
v/s Ratio Prot	0.06	c0.32		c0.11	0.25		0.21	c0.29		0.13	c0.25	
v/s Ratio Perm			0.23									
v/c Ratio	0.76	1.11	0.81	1.04	0.80		0.90	1.30		0.59	1.09	
Uniform Delay, d1	53.8	42.7	39.6	53.8	37.9		45.0	46.4		41.3	46.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.5	62.2	14.6	78.3	6.2		13.8	151.1		2.6	70.4	
Delay (s)	74.3	104.9	54.2	132.0	44.1		58.9	197.5		43.9	116.8	
Level of Service	E	F	D	F	D		E	F		D	F	
Approach Delay (s)		89.3			59.9			118.6			91.6	
Approach LOS		F			E			F			F	

Intersection Summary					
HCM 2000 Control Delay	90.7	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.13				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.3		
Intersection Capacity Utilization	89.9%	ICU Level of Service	E		
Analysis Period (min)	15				
c Critical Lane Group					



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	295	1540	13	1355	130	451	450	165	707
v/c Ratio	0.92	0.88	0.14	1.14	0.22	1.18	1.16	0.80	1.76
Control Delay	86.1	35.1	61.4	113.7	8.1	147.4	140.7	83.6	373.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	35.1	61.4	113.7	8.1	147.4	140.7	83.6	373.5
Queue Length 50th (ft)	244	526	11	~704	8	~474	~467	137	~695
Queue Length 95th (ft)	#409	#827	33	#844	54	#463	#455	#254	#936
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	329	1758	246	1187	595	383	388	205	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.88	0.05	1.14	0.22	1.18	1.16	0.80	1.76

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	1120	281	12	1233	118	509	99	23	152	71	580
Future Volume (vph)	268	1120	281	12	1233	118	509	99	23	152	71	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (prot)	1770	3412		1770	3539	1548	1681	1696		1770	1614	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97		0.95	1.00	
Satd. Flow (perm)	1770	3412		1770	3539	1548	1681	1696		1770	1614	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	295	1231	309	13	1355	130	727	141	33	165	77	630
RTOR Reduction (vph)	0	14	0	0	0	76	0	2	0	0	215	0
Lane Group Flow (vph)	295	1526	0	13	1355	54	451	448	0	165	492	0
Confl. Peds. (#/hr)			4	4					4	4		
Confl. Bikes (#/hr)						2						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	23.3	63.6		3.0	43.3	43.3	29.4	29.4		15.0	15.0	
Effective Green, g (s)	23.3	63.6		3.0	43.3	43.3	29.4	29.4		15.0	15.0	
Actuated g/C Ratio	0.18	0.49		0.02	0.34	0.34	0.23	0.23		0.12	0.12	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	319	1682		41	1187	519	383	386		205	187	
v/s Ratio Prot	c0.17	0.45		0.01	c0.38		c0.27	0.26		0.09	c0.31	
v/s Ratio Perm						0.03						
v/c Ratio	0.92	0.91		0.32	1.14	0.10	1.18	1.16		0.80	2.63	
Uniform Delay, d1	52.0	30.0		62.0	42.9	29.5	49.8	49.8		55.6	57.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	31.4	8.7		4.4	74.2	0.4	103.9	97.0		20.1	749.8	
Delay (s)	83.4	38.7		66.4	117.0	29.9	153.7	146.8		75.6	806.8	
Level of Service	F	D		E	F	C	F	F		E	F	
Approach Delay (s)		45.8			109.0			150.2			668.4	
Approach LOS		D			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	189.1	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.30			
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	121.5%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	1741	338	120	2463	207
v/c Ratio	0.74	0.33	0.57	0.85	0.55
Control Delay	17.2	8.6	59.7	10.9	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	8.6	59.7	10.9	44.0
Queue Length 50th (ft)	340	79	89	465	60
Queue Length 95th (ft)	523	128	144	683	84
Internal Link Dist (ft)	705			1437	93
Turn Bay Length (ft)		100	145		105
Base Capacity (vph)	2345	1031	224	2899	854
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.74	0.33	0.54	0.85	0.24

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1619	314	107	2192	120	48
Future Volume (vph)	1619	314	107	2192	120	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.0	5.0	4.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	3539	1497	1770	3539	3340	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	3539	1497	1770	3539	3340	
Peak-hour factor, PHF	0.93	0.93	0.89	0.89	0.81	0.81
Adj. Flow (vph)	1741	338	120	2463	148	59
RTOR Reduction (vph)	0	40	0	0	44	0
Lane Group Flow (vph)	1741	298	120	2463	163	0
Confl. Peds. (#/hr)		15	15		20	
Confl. Bikes (#/hr)		1				
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases		2				
Actuated Green, G (s)	79.5	79.5	14.4	98.3	12.1	
Effective Green, g (s)	79.5	79.5	14.4	98.3	12.1	
Actuated g/C Ratio	0.66	0.66	0.12	0.82	0.10	
Clearance Time (s)	5.4	5.4	4.0	5.0	4.6	
Vehicle Extension (s)	6.0	6.0	4.0	6.0	4.0	
Lane Grp Cap (vph)	2344	991	212	2899	336	
v/s Ratio Prot	0.49		0.07	c0.70	c0.05	
v/s Ratio Perm		0.20				
v/c Ratio	0.74	0.30	0.57	0.85	0.48	
Uniform Delay, d1	13.5	8.5	49.9	6.5	51.0	
Progression Factor	1.02	1.25	1.00	1.00	1.00	
Incremental Delay, d2	1.9	0.7	4.2	3.3	1.5	
Delay (s)	15.6	11.3	54.0	9.8	52.5	
Level of Service	B	B	D	A	D	
Approach Delay (s)	14.9			11.9	52.5	
Approach LOS	B			B	D	

Intersection Summary				
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	74.4%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1551	0	0	2312	6	383
Future Volume (Veh/h)	1551	0	0	2312	6	383
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.57	0.57
Hourly flow rate (vph)	1668	0	0	2657	11	672
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	444			785		
pX, platoon unblocked			0.72		0.34	0.72
vC, conflicting volume			1668		2996	834
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1161		0	10
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	13
cM capacity (veh/h)			433		347	774

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	834	834	1328	1328	683
Volume Left	0	0	0	0	11
Volume Right	0	0	0	0	672
cSH	1700	1700	1700	1700	759
Volume to Capacity	0.49	0.49	0.78	0.78	0.90
Queue Length 95th (ft)	0	0	0	0	298
Control Delay (s)	0.0	0.0	0.0	0.0	36.4
Lane LOS					E
Approach Delay (s)	0.0		0.0		36.4
Approach LOS					E

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	94.6%	ICU Level of Service	F	
Analysis Period (min)	15			

Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	1825	322	2282
v/c Ratio	0.69	0.78	0.64
Control Delay	5.4	41.4	0.5
Queue Delay	0.5	0.0	0.3
Total Delay	5.9	41.4	0.8
Queue Length 50th (ft)	123	156	0
Queue Length 95th (ft)	136	m213	0
Internal Link Dist (ft)	90		364
Turn Bay Length (ft)		70	
Base Capacity (vph)	2637	526	3539
Starvation Cap Reductn	375	0	0
Spillback Cap Reductn	0	0	536
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.81	0.61	0.76

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1551	182	287	2031	0	0
Future Volume (vph)	1551	182	287	2031	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	16
Total Lost time (s)	5.4		4.0	5.4		
Lane Util. Factor	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00	1.00		
Frt	0.98		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3475		1770	3539		
Flt Permitted	1.00		0.08	1.00		
Satd. Flow (perm)	3475		154	3539		
Peak-hour factor, PHF	0.95	0.95	0.89	0.89	1.00	1.00
Adj. Flow (vph)	1633	192	322	2282	0	0
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	1819	0	322	2282	0	0
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		1				
Turn Type	NA		pm+pt	NA		
Protected Phases	6		5	2		
Permitted Phases			2			
Actuated Green, G (s)	90.9		114.6	120.0		
Effective Green, g (s)	90.9		114.6	120.0		
Actuated g/C Ratio	0.76		0.95	1.00		
Clearance Time (s)	5.4		4.0	5.4		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	2632		412	3539		
v/s Ratio Prot	0.52		c0.13	0.64		
v/s Ratio Perm			c0.62			
v/c Ratio	0.69		0.78	0.64		
Uniform Delay, d1	7.4		30.8	0.0		
Progression Factor	0.52		1.41	1.00		
Incremental Delay, d2	1.0		5.6	0.5		
Delay (s)	4.8		48.8	0.5		
Level of Service	A		D	A		
Approach Delay (s)	4.8			6.5	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1851	136	2121	37	142
v/c Ratio	0.76	0.68	0.72	0.26	0.68
Control Delay	15.0	73.7	2.6	54.4	24.4
Queue Delay	0.2	72.7	20.9	0.0	71.6
Total Delay	15.2	146.4	23.5	54.4	96.1
Queue Length 50th (ft)	287	105	73	28	0
Queue Length 95th (ft)	417	m163	95	38	3
Internal Link Dist (ft)	361		90	321	
Turn Bay Length (ft)				100	
Base Capacity (vph)	2432	218	2963	261	266
Starvation Cap Reductn	121	108	189	0	0
Spillback Cap Reductn	80	0	913	0	141
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.80	1.24	1.03	0.14	1.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1649	17	122	1909	22	84
Future Volume (vph)	1649	17	122	1909	22	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	1
Total Lost time (s)	5.4		4.0	5.4	4.6	4.6
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3518		1770	3539	1805	1003
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3518		1770	3539	1805	1003
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.59	0.59
Adj. Flow (vph)	1832	19	136	2121	37	142
RTOR Reduction (vph)	1	0	0	0	0	131
Lane Group Flow (vph)	1850	0	136	2121	37	11
Confl. Peds. (#/hr)		130	130			
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases						
Actuated Green, G (s)	83.0		13.5	100.5	9.5	9.5
Effective Green, g (s)	83.0		13.5	100.5	9.5	9.5
Actuated g/C Ratio	0.69		0.11	0.84	0.08	0.08
Clearance Time (s)	5.4		4.0	5.4	4.6	4.6
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2433		199	2963	142	79
v/s Ratio Prot	c0.53		0.08	c0.60	c0.02	0.01
v/s Ratio Perm						
v/c Ratio	0.76		0.68	0.72	0.26	0.14
Uniform Delay, d1	12.0		51.2	4.0	51.9	51.5
Progression Factor	0.97		1.18	0.31	1.00	1.00
Incremental Delay, d2	1.8		7.2	1.2	1.0	0.8
Delay (s)	13.4		67.5	2.4	52.9	52.3
Level of Service	B		E	A	D	D
Approach Delay (s)	13.4			6.3	52.4	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	23	1731	2033	123	214
v/c Ratio	0.13	0.65	0.89	0.41	0.50
Control Delay	38.9	5.4	23.4	46.5	9.2
Queue Delay	0.0	0.0	0.7	0.6	0.0
Total Delay	38.9	5.4	24.0	47.1	9.2
Queue Length 50th (ft)	19	97	~941	80	0
Queue Length 95th (ft)	m18	m66	#363	109	24
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	221	2654	2293	433	529
Starvation Cap Reductn	0	0	69	0	0
Spillback Cap Reductn	0	67	0	116	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.67	0.91	0.39	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	1575	1891	40	90	156
Future Volume (vph)	21	1575	1891	40	90	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3527		1770	1502
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3527		1770	1502
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.73	0.73
Adj. Flow (vph)	23	1731	1991	42	123	214
RTOR Reduction (vph)	0	0	1	0	0	178
Lane Group Flow (vph)	23	1731	2032	0	123	36
Confl. Peds. (#/hr)	1			1		30
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	9.0	90.0	76.0		20.4	20.4
Effective Green, g (s)	9.0	90.0	76.0		20.4	20.4
Actuated g/C Ratio	0.08	0.75	0.63		0.17	0.17
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		3.5	3.5
Lane Grp Cap (vph)	132	2654	2233		300	255
v/s Ratio Prot	0.01	c0.49	c0.58		c0.07	
v/s Ratio Perm						0.02
v/c Ratio	0.17	0.65	0.91		0.41	0.14
Uniform Delay, d1	52.0	7.3	19.0		44.4	42.4
Progression Factor	0.81	0.60	0.82		1.00	1.00
Incremental Delay, d2	0.1	0.1	5.0		1.1	0.3
Delay (s)	42.4	4.5	20.7		45.5	42.7
Level of Service	D	A	C		D	D
Approach Delay (s)		5.0	20.7		43.7	
Approach LOS		A	C		D	

Intersection Summary

HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1700	322	2070	351	331
v/c Ratio	1.35	0.64	0.85	0.85	0.61
Control Delay	195.1	25.6	9.5	62.3	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	195.1	25.6	9.5	62.3	17.2
Queue Length 50th (ft)	~919	164	108	259	66
Queue Length 95th (ft)	#1063	m211	195	295	106
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	1259	501	2422	491	603
Starvation Cap Reductn	0	0	5	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.35	0.64	0.86	0.71	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1315	164	290	1863	274	258
Future Volume (vph)	1315	164	290	1863	274	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433		1770	3539	1770	1583
Peak-hour factor, PHF	0.87	0.87	0.90	0.90	0.78	0.78
Adj. Flow (vph)	1511	189	322	2070	351	331
RTOR Reduction (vph)	8	0	0	0	0	174
Lane Group Flow (vph)	1692	0	322	2070	351	157
Confl. Peds. (#/hr)		53	53		59	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	43.8		34.0	82.2	28.1	28.1
Effective Green, g (s)	43.8		34.0	82.2	28.1	28.1
Actuated g/C Ratio	0.36		0.28	0.69	0.23	0.23
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	1253		501	2424	414	370
v/s Ratio Prot	c0.49		0.18	c0.58	c0.20	
v/s Ratio Perm						0.10
v/c Ratio	1.35		0.64	0.85	0.85	0.42
Uniform Delay, d1	38.1		37.7	14.3	43.9	39.1
Progression Factor	1.00		0.57	0.41	1.00	1.00
Incremental Delay, d2	163.1		1.9	2.5	14.8	0.8
Delay (s)	201.2		23.2	8.4	58.7	39.9
Level of Service	F		C	A	E	D
Approach Delay (s)	201.2			10.4	49.6	
Approach LOS	F			B	D	

Intersection Summary

HCM 2000 Control Delay	84.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
1: El Camino Real & Ralston Ave

Cumulative Plus Project
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	364	959	290	880	562	122	1241	251	349	1092	182
v/c Ratio	0.51	1.33	0.69	0.99	0.99	0.50	1.18	0.50	1.58	1.09	0.39
Control Delay	35.6	189.0	57.4	80.6	62.1	65.1	134.0	34.4	320.4	102.8	23.6
Queue Delay	0.0	0.0	59.7	39.6	37.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	189.0	117.1	120.2	99.8	65.1	134.0	34.4	320.4	102.8	23.6
Queue Length 50th (ft)	163	~625	270	454	323	107	~731	144	~464	~603	69
Queue Length 95th (ft)	211	#752	390	#607	#578	177	#871	233	#666	#742	141
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	710	723	422	888	570	245	1054	507	221	1005	466
Starvation Cap Reductn	0	0	177	352	99	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	89	0	0	0	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.33	1.18	1.64	1.19	0.50	1.18	0.50	1.58	1.09	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Cumulative Plus Project
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	331	805	67	299	789	523	116	1179	238	318	994	166
Future Volume (vph)	331	805	67	299	789	523	116	1179	238	318	994	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.90	1.00	1.00	0.98	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3480		1610	3384	1428	1770	3539	1553	1770	3539	1421
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3480		1610	3384	1428	1770	3539	1553	1770	3539	1421
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	364	885	74	322	848	562	122	1241	251	349	1092	182
RTOR Reduction (vph)	0	4	0	0	0	195	0	0	45	0	0	63
Lane Group Flow (vph)	364	955	0	290	880	367	122	1241	206	349	1092	119
Confl. Peds. (#/hr)	51		33	33		51	53		5	5		53
Confl. Bikes (#/hr)			2			4						1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Effective Green, g (s)	29.8	29.8		37.8	37.8	37.8	20.0	42.9	42.9	18.0	40.9	40.9
Actuated g/C Ratio	0.21	0.21		0.26	0.26	0.26	0.14	0.30	0.30	0.12	0.28	0.28
Clearance Time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	710	720		422	888	374	245	1054	462	221	1005	403
v/s Ratio Prot	0.11	c0.27		0.18	c0.26		0.07	c0.35		c0.20	0.31	
v/s Ratio Perm						0.26			0.13			0.08
v/c Ratio	0.51	1.33		0.69	0.99	0.98	0.50	1.18	0.45	1.58	1.09	0.30
Uniform Delay, d1	50.7	57.1		47.8	52.9	52.7	57.4	50.5	40.9	63.0	51.5	40.3
Progression Factor	0.65	0.71		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	155.1		8.8	28.1	41.8	1.6	89.9	3.1	281.2	54.9	1.9
Delay (s)	33.6	195.5		56.6	81.0	94.5	58.9	140.5	44.0	344.2	106.5	42.1
Level of Service	C	F		E	F	F	E	F	D	F	F	D
Approach Delay (s)		151.0			81.3			119.3			150.4	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	123.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	995	300	52	1093	405	414	194	44	163
v/c Ratio	0.44	0.63	0.43	0.46	0.70	0.89	0.89	0.39	0.24	0.74
Control Delay	80.4	30.6	19.9	50.9	11.7	73.6	72.6	21.1	60.4	57.9
Queue Delay	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Total Delay	80.4	30.6	19.9	50.9	15.6	73.6	72.6	21.1	60.4	57.9
Queue Length 50th (ft)	49	313	99	52	131	391	400	56	39	95
Queue Length 95th (ft)	m56	421	m137	m65	m591	#682	#690	139	58	114
Internal Link Dist (ft)		587			519		269			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	133	1589	705	122	1568	454	466	500	349	373
Starvation Cap Reductn	0	0	0	0	381	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.63	0.43	0.43	0.92	0.89	0.89	0.39	0.13	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	935	282	46	940	33	586	184	182	31	39	75
Future Volume (vph)	48	935	282	46	940	33	586	184	182	31	39	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1463	1770	3509		1681	1724	1533	1770	1648	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1463	1770	3509		1681	1724	1533	1770	1648	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89	0.94	0.94	0.94	0.70	0.70	0.70
Adj. Flow (vph)	51	995	300	52	1056	37	623	196	194	44	56	107
RTOR Reduction (vph)	0	0	49	0	2	0	0	0	86	0	54	0
Lane Group Flow (vph)	51	995	251	52	1091	0	405	414	108	44	109	0
Confl. Peds. (#/hr)	27		17	17		27	10		12	12		10
Confl. Bikes (#/hr)			2			4						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	8.3	63.9	63.9	7.9	63.5		38.9	38.9	38.9	14.7	14.7	
Effective Green, g (s)	8.3	63.9	63.9	7.9	63.5		38.9	38.9	38.9	14.7	14.7	
Actuated g/C Ratio	0.06	0.44	0.44	0.05	0.44		0.27	0.27	0.27	0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	102	1570	649	97	1547		454	465	414	180	168	
v/s Ratio Prot	0.03	c0.28		0.03	c0.31		c0.24	0.24		0.02	c0.07	
v/s Ratio Perm			0.17						0.07			
v/c Ratio	0.50	0.63	0.39	0.54	0.71		0.89	0.89	0.26	0.24	0.65	
Uniform Delay, d1	65.8	31.0	26.9	66.3	32.7		50.5	50.5	41.3	59.5	62.2	
Progression Factor	1.17	0.96	1.00	0.68	0.32		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	1.0	0.8	2.9	1.4		19.3	18.8	0.3	0.7	8.4	
Delay (s)	78.9	30.7	27.7	47.7	11.7		69.8	69.3	41.6	60.2	70.5	
Level of Service	E	C	C	D	B		E	E	D	E	E	
Approach Delay (s)		31.8			13.4			64.2			68.4	
Approach LOS		C			B			E			E	

Intersection Summary				
HCM 2000 Control Delay	37.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6	
Intersection Capacity Utilization	71.5%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	20	1401	1635	86
v/c Ratio	0.23	0.88	0.58	0.58
Control Delay	71.2	15.0	8.7	65.8
Queue Delay	0.0	0.0	0.1	0.0
Total Delay	71.2	15.0	8.8	65.8
Queue Length 50th (ft)	18	571	281	63
Queue Length 95th (ft)	47	#1208	372	83
Internal Link Dist (ft)		426	181	462
Turn Bay Length (ft)	150			
Base Capacity (vph)	122	1597	2816	257
Starvation Cap Reductn	0	0	238	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.88	0.63	0.33

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	1289	1504	81	37	22
Future Volume (vph)	18	1289	1504	81	37	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	0.99		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.95	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1770	1863	3489		1715	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1770	1863	3489		1715	
Peak-hour factor, PHF	0.92	0.92	0.97	0.97	0.68	0.68
Adj. Flow (vph)	20	1401	1551	84	54	32
RTOR Reduction (vph)	0	0	2	0	16	0
Lane Group Flow (vph)	20	1401	1633	0	70	0
Confl. Peds. (#/hr)	22			22	9	
Confl. Bikes (#/hr)				6		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	4.9	123.5	114.6		11.2	
Effective Green, g (s)	4.9	123.5	114.6		11.2	
Actuated g/C Ratio	0.03	0.86	0.80		0.08	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	60	1597	2776		133	
v/s Ratio Prot	0.01	c0.75	0.47		c0.04	
v/s Ratio Perm						
v/c Ratio	0.33	0.88	0.59		0.53	
Uniform Delay, d1	68.0	5.9	5.6		63.9	
Progression Factor	1.00	1.00	1.30		1.00	
Incremental Delay, d2	3.3	7.1	0.6		3.8	
Delay (s)	71.2	13.0	7.9		67.6	
Level of Service	E	B	A		E	
Approach Delay (s)		13.8	7.9		67.6	
Approach LOS		B	A		E	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

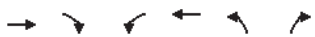
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	1256	1482	62	57	41
Future Volume (Veh/h)	41	1256	1482	62	57	41
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.97	0.97	0.76	0.76
Hourly flow rate (vph)	44	1336	1528	64	75	54
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						2
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			1057			
pX, platoon unblocked	0.20				0.20	0.20
vC, conflicting volume	1604				2996	1572
vC1, stage 1 conf vol					1572	
vC2, stage 2 conf vol					1424	
vCu, unblocked vol	2020				8975	1860
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	21				0	0
cM capacity (veh/h)	56				22	18

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	44	1336	1592	129
Volume Left	44	0	0	75
Volume Right	0	0	64	54
cSH	56	1700	1700	21
Volume to Capacity	0.79	0.79	0.94	6.13
Queue Length 95th (ft)	85	0	0	Err
Control Delay (s)	181.0	0.0	0.0	Err
Lane LOS	F			F
Approach Delay (s)	5.8		0.0	Err
Approach LOS				F

Intersection Summary				
Average Delay	418.5			
Intersection Capacity Utilization	91.8%	ICU Level of Service	F	
Analysis Period (min)	15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1113	24	200	1307	13	184
Future Volume (Veh/h)	1113	24	200	1307	13	184
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.89	0.89	0.74	0.74
Hourly flow rate (vph)	1172	25	225	1469	18	249
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1200		3106	1188
vC1, stage 1 conf vol					1188	
vC2, stage 2 conf vol					1919	
vCu, unblocked vol			1200		3106	1188
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			61		75	0
cM capacity (veh/h)			580		72	229

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	1197	225	1469	18	249
Volume Left	0	225	0	18	0
Volume Right	25	0	0	0	249
cSH	1700	580	1700	72	229
Volume to Capacity	0.70	0.39	0.86	0.25	1.09
Queue Length 95th (ft)	0	46	0	22	275
Control Delay (s)	0.0	15.1	0.0	70.7	130.6
Lane LOS		C		F	F
Approach Delay (s)	0.0	2.0		126.5	
Approach LOS				F	

Intersection Summary				
Average Delay	11.8			
Intersection Capacity Utilization	84.5%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	1086	1249	75	57	57
Future Volume (Veh/h)	90	1086	1249	75	57	57
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	96	1155	1274	77	62	62
Pedestrians			2		13	
Lane Width (ft)			12.0		12.0	
Walking Speed (ft/s)			4.0		4.0	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1364				2674	1326
vC1, stage 1 conf vol					1326	
vC2, stage 2 conf vol					1349	
vCu, unblocked vol	1364				2674	1326
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	81				58	67
cM capacity (veh/h)	498				147	188

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	96	1155	1351	124
Volume Left	96	0	0	62
Volume Right	0	0	77	62
cSH	498	1700	1700	165
Volume to Capacity	0.19	0.68	0.79	0.75
Queue Length 95th (ft)	18	0	0	118
Control Delay (s)	13.9	0.0	0.0	73.4
Lane LOS	B			F
Approach Delay (s)	1.1		0.0	73.4
Approach LOS				F

Intersection Summary			
Average Delay		3.8	
Intersection Capacity Utilization		88.1%	ICU Level of Service
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	182	1153	578	212	1087	539	418	196	335
v/c Ratio	0.87	1.16	1.07	0.93	1.05	0.69	1.01	0.53	0.87
Control Delay	70.7	106.2	66.9	96.2	83.6	47.8	91.0	47.6	68.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	106.2	66.9	96.2	83.6	47.8	91.0	47.6	68.0
Queue Length 50th (ft)	130	~572	~411	166	~500	198	~321	134	242
Queue Length 95th (ft)	m128	m#561	m#414	#326	#637	259	#534	194	#346
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	214	997	542	228	1033	781	415	389	401
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	1.16	1.07	0.93	1.05	0.69	1.01	0.50	0.84

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Cumulative Plus Project
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	1026	514	197	908	103	496	281	104	165	219	62
Future Volume (vph)	162	1026	514	197	908	103	496	281	104	165	219	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1496	1770	3467		3433	1778		1770	1788	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1496	1770	3467		3433	1778		1770	1788	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	182	1153	578	212	976	111	539	305	113	196	261	74
RTOR Reduction (vph)	0	0	120	0	7	0	0	11	0	0	9	0
Lane Group Flow (vph)	182	1153	458	212	1080	0	539	407	0	196	326	0
Confl. Peds. (#/hr)	13		16	16		13	15		4	4		15
Confl. Bikes (#/hr)						2			1			
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	14.2	33.9	33.9	15.5	35.6		27.3	27.3		25.1	25.1	
Effective Green, g (s)	14.2	33.9	33.9	15.5	35.6		27.3	27.3		25.1	25.1	
Actuated g/C Ratio	0.12	0.28	0.28	0.13	0.30		0.23	0.23		0.21	0.21	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	209	999	422	228	1028		781	404		370	373	
v/s Ratio Prot	0.10	c0.33		c0.12	0.31		0.16	c0.23		0.11	c0.18	
v/s Ratio Perm			0.31									
v/c Ratio	0.87	1.15	1.09	0.93	1.05		0.69	1.01		0.53	0.87	
Uniform Delay, d1	52.0	43.0	43.0	51.7	42.2		42.5	46.4		42.2	45.9	
Progression Factor	1.01	0.73	0.67	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.6	74.4	53.9	40.2	42.3		2.8	46.8		1.8	20.3	
Delay (s)	67.2	105.9	82.8	91.9	84.5		45.3	93.1		44.0	66.2	
Level of Service	E	F	F	F	F		D	F		D	E	
Approach Delay (s)		95.3			85.7			66.2			58.0	
Approach LOS		F			F			E			E	

Intersection Summary				
HCM 2000 Control Delay	82.5	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.01			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	86.7%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
8: Cipriani Blvd & Ralston Ave

Cumulative Plus Project
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	457	1870	55	1172	244	117	115	157	288
v/c Ratio	0.83	1.04	0.42	1.26	0.49	0.61	0.56	0.55	0.77
Control Delay	51.6	49.1	71.8	152.1	12.7	63.0	54.4	52.6	39.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	49.1	71.8	152.1	12.7	63.0	54.4	52.6	39.6
Queue Length 50th (ft)	289	~845	45	~586	29	92	80	113	119
Queue Length 95th (ft)	m#510	m#1144	m52	m#608	m42	133	122	166	196
Internal Link Dist (ft)		1437		2910			203		148
Turn Bay Length (ft)	110		115		30	85		50	
Base Capacity (vph)	550	1790	162	931	498	411	419	308	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.04	0.34	1.26	0.49	0.28	0.27	0.51	0.73

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	1457	263	48	1031	215	120	45	23	138	54	200
Future Volume (vph)	420	1457	263	48	1031	215	120	45	23	138	54	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (prot)	1770	3443		1770	3539	1546	1681	1673		1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99		0.95	1.00	
Satd. Flow (perm)	1770	3443		1770	3539	1546	1681	1673		1770	1643	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88	0.88
Adj. Flow (vph)	457	1584	286	55	1172	244	148	56	28	157	61	227
RTOR Reduction (vph)	0	10	0	0	0	91	0	12	0	0	109	0
Lane Group Flow (vph)	457	1860	0	55	1172	153	117	103	0	157	179	0
Confl. Peds. (#/hr)	1		3	3		1			6	6		
Confl. Bikes (#/hr)			1			1			1			
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	37.3	61.3		7.7	31.7	31.7	13.8	13.8		19.2	19.2	
Effective Green, g (s)	37.3	61.3		7.7	31.7	31.7	13.8	13.8		19.2	19.2	
Actuated g/C Ratio	0.31	0.51		0.06	0.26	0.26	0.12	0.12		0.16	0.16	
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6		4.0	4.0	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	550	1758		113	934	408	193	192		283	262	
v/s Ratio Prot	c0.26	c0.54		0.03	c0.33		c0.07	0.06		0.09	c0.11	
v/s Ratio Perm						0.10						
v/c Ratio	0.83	1.06		0.49	1.25	0.37	0.61	0.54		0.55	0.68	
Uniform Delay, d1	38.4	29.4		54.2	44.1	36.1	50.5	50.1		46.5	47.5	
Progression Factor	1.14	0.60		1.29	0.80	0.63	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.6	32.4		1.3	118.2	1.0	5.3	2.9		2.4	7.1	
Delay (s)	48.3	50.1		71.2	153.6	23.7	55.8	53.0		48.8	54.7	
Level of Service	D	D		E	F	C	E	D		D	D	
Approach Delay (s)		49.7			129.0			54.4			52.6	
Approach LOS		D			F			D			D	

Intersection Summary				
HCM 2000 Control Delay	76.3	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.96			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	94.1%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL
Lane Group Flow (vph)	2186	111	49	1442	440
v/c Ratio	0.93	0.11	0.35	0.53	0.72
Control Delay	24.7	6.2	30.1	25.2	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	6.2	30.1	25.2	42.8
Queue Length 50th (ft)	954	27	29	599	128
Queue Length 95th (ft)	#1157	m36	m35	m487	174
Internal Link Dist (ft)	713			1437	93
Turn Bay Length (ft)		100	145		105
Base Capacity (vph)	2348	1030	151	2700	864
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.93	0.11	0.32	0.53	0.51

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1989	101	44	1298	247	149
Future Volume (vph)	1989	101	44	1298	247	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	4.0	5.0	4.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.94	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	3539	1536	1770	3539	3306	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	3539	1536	1770	3539	3306	
Peak-hour factor, PHF	0.91	0.91	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2186	111	49	1442	274	166
RTOR Reduction (vph)	0	12	0	0	90	0
Lane Group Flow (vph)	2186	99	49	1442	350	0
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		1				
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	4	
Permitted Phases		2				
Actuated Green, G (s)	78.9	78.9	8.3	91.6	18.8	
Effective Green, g (s)	78.9	78.9	8.3	91.6	18.8	
Actuated g/C Ratio	0.66	0.66	0.07	0.76	0.16	
Clearance Time (s)	5.4	5.4	4.0	5.0	4.6	
Vehicle Extension (s)	6.0	6.0	4.0	6.0	4.0	
Lane Grp Cap (vph)	2326	1009	122	2701	517	
v/s Ratio Prot	c0.62		0.03	c0.41	c0.11	
v/s Ratio Perm		0.06				
v/c Ratio	0.94	0.10	0.40	0.53	0.68	
Uniform Delay, d1	18.4	7.5	53.5	5.7	47.7	
Progression Factor	0.88	0.89	0.57	4.03	1.00	
Incremental Delay, d2	7.0	0.1	0.3	0.1	3.8	
Delay (s)	23.3	6.8	30.9	22.9	51.5	
Level of Service	C	A	C	C	D	
Approach Delay (s)	22.5			23.2	51.5	
Approach LOS	C			C	D	

Intersection Summary				
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	75.1%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2056	0	0	1545	5	33
Future Volume (Veh/h)	2056	0	0	1545	5	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	2235	0	0	1679	6	40
Pedestrians					1	
Lane Width (ft)					16.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	447			793		
pX, platoon unblocked			0.13		0.22	0.13
vC, conflicting volume			2236		3076	1118
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	73
cM capacity (veh/h)			218		227	146

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1118	1118	840	840	46
Volume Left	0	0	0	0	6
Volume Right	0	0	0	0	40
cSH	1700	1700	1700	1700	153
Volume to Capacity	0.66	0.66	0.49	0.49	0.30
Queue Length 95th (ft)	0	0	0	0	30
Control Delay (s)	0.0	0.0	0.0	0.0	38.3
Lane LOS					E
Approach Delay (s)	0.0		0.0		38.3
Approach LOS					E

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	2225	80	1623
v/c Ratio	0.70	0.41	0.46
Control Delay	5.0	20.9	0.4
Queue Delay	3.3	0.0	0.0
Total Delay	8.3	20.9	0.4
Queue Length 50th (ft)	180	15	0
Queue Length 95th (ft)	665	53	0
Internal Link Dist (ft)	89		367
Turn Bay Length (ft)		70	
Base Capacity (vph)	3163	223	3539
Starvation Cap Reductn	818	0	0
Spillback Cap Reductn	0	0	310
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.95	0.36	0.50

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2056	36	73	1477	0	0
Future Volume (vph)	2056	36	73	1477	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	16	16
Total Lost time (s)	5.4		4.0	5.4		
Lane Util. Factor	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00	1.00		
Frt	1.00		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	3529		1770	3539		
Flt Permitted	1.00		0.06	1.00		
Satd. Flow (perm)	3529		118	3539		
Peak-hour factor, PHF	0.94	0.94	0.91	0.91	0.93	0.93
Adj. Flow (vph)	2187	38	80	1623	0	0
RTOR Reduction (vph)	1	0	0	0	0	0
Lane Group Flow (vph)	2224	0	80	1623	0	0
Confl. Peds. (#/hr)		2	2			
Turn Type	NA		pm+pt	NA		
Protected Phases	6		5	2		
Permitted Phases			2			
Actuated Green, G (s)	105.7		114.6	120.0		
Effective Green, g (s)	105.7		114.6	120.0		
Actuated g/C Ratio	0.88		0.95	1.00		
Clearance Time (s)	5.4		4.0	5.4		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	3108		180	3539		
v/s Ratio Prot	c0.63		0.02	c0.46		
v/s Ratio Perm			0.41			
v/c Ratio	0.72		0.44	0.46		
Uniform Delay, d1	2.3		5.7	0.0		
Progression Factor	1.61		4.37	1.00		
Incremental Delay, d2	1.0		1.5	0.4		
Delay (s)	4.7		26.3	0.4		
Level of Service	A		C	A		
Approach Delay (s)	4.7			1.6	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2244	30	1541	6	30
v/c Ratio	0.74	0.29	0.48	0.06	0.36
Control Delay	13.2	40.1	5.2	54.7	30.5
Queue Delay	1.3	0.9	0.1	0.0	0.3
Total Delay	14.4	41.0	5.2	54.7	30.8
Queue Length 50th (ft)	580	21	256	5	0
Queue Length 95th (ft)	774	m46	409	10	8
Internal Link Dist (ft)	361		89	321	
Turn Bay Length (ft)					
Base Capacity (vph)	3027	118	3239	111	90
Starvation Cap Reductn	519	21	367	0	0
Spillback Cap Reductn	458	0	232	0	3
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.31	0.54	0.05	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2077	10	28	1449	3	15
Future Volume (vph)	2077	10	28	1449	3	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	8	12	12	12	1
Total Lost time (s)	5.4		4.0	5.4	4.6	4.6
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3536		1770	3539	1805	1003
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3536		1770	3539	1805	1003
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.50	0.50
Adj. Flow (vph)	2233	11	30	1541	6	30
RTOR Reduction (vph)	0	0	0	0	0	29
Lane Group Flow (vph)	2244	0	30	1541	6	1
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		2				
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases						
Actuated Green, G (s)	97.1		4.7	105.8	4.2	4.2
Effective Green, g (s)	97.1		4.7	105.8	4.2	4.2
Actuated g/C Ratio	0.81		0.04	0.88	0.04	0.04
Clearance Time (s)	5.4		4.0	5.4	4.6	4.6
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2861		69	3120	63	35
v/s Ratio Prot	c0.63		0.02	c0.44	c0.00	0.00
v/s Ratio Perm						
v/c Ratio	0.78		0.43	0.49	0.10	0.03
Uniform Delay, d1	6.0		56.4	1.5	56.1	55.9
Progression Factor	1.68		0.63	3.15	1.00	1.00
Incremental Delay, d2	1.6		3.9	0.5	0.7	0.3
Delay (s)	11.7		39.5	5.2	56.7	56.3
Level of Service	B		D	A	E	E
Approach Delay (s)	11.7			5.8	56.4	
Approach LOS	B			A	E	

Intersection Summary

HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	63	2152	1669	69	38
v/c Ratio	0.32	0.71	0.66	0.43	0.21
Control Delay	46.1	2.3	10.3	58.7	17.6
Queue Delay	0.0	4.3	0.6	0.0	0.0
Total Delay	46.1	6.5	11.0	58.7	17.6
Queue Length 50th (ft)	52	10	168	51	0
Queue Length 95th (ft)	m53	m31	373	97	33
Internal Link Dist (ft)		973	361	124	
Turn Bay Length (ft)	70				85
Base Capacity (vph)	221	3030	2542	433	416
Starvation Cap Reductn	0	542	463	0	0
Spillback Cap Reductn	0	791	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.96	0.80	0.16	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	2023	1390	62	64	35
Future Volume (vph)	59	2023	1390	62	64	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	5.0	5.0	5.0		4.6	4.6
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3514		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3514		1770	1583
Peak-hour factor, PHF	0.94	0.94	0.87	0.87	0.93	0.93
Adj. Flow (vph)	63	2152	1598	71	69	38
RTOR Reduction (vph)	0	0	2	0	0	35
Lane Group Flow (vph)	63	2152	1667	0	69	3
Confl. Bikes (#/hr)				1		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	12.0	100.8	83.8		9.6	9.6
Effective Green, g (s)	12.0	100.8	83.8		9.6	9.6
Actuated g/C Ratio	0.10	0.84	0.70		0.08	0.08
Clearance Time (s)	5.0	5.0	5.0		4.6	4.6
Vehicle Extension (s)	4.0	6.0	6.0		4.0	4.0
Lane Grp Cap (vph)	177	2972	2453		141	126
v/s Ratio Prot	0.04	c0.61	0.47		c0.04	
v/s Ratio Perm						0.00
v/c Ratio	0.36	0.72	0.68		0.49	0.02
Uniform Delay, d1	50.4	3.9	10.4		52.9	50.9
Progression Factor	0.93	0.40	0.74		1.00	1.00
Incremental Delay, d2	0.4	0.4	1.4		3.6	0.1
Delay (s)	47.3	2.0	9.1		56.5	51.0
Level of Service	D	A	A		E	D
Approach Delay (s)		3.3	9.1		54.5	
Approach LOS		A	A		D	

Intersection Summary				
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2327	141	1285	120	178
v/c Ratio	1.04	0.61	0.45	0.61	0.53
Control Delay	54.2	49.7	4.0	63.1	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	49.7	4.0	63.1	12.7
Queue Length 50th (ft)	~1028	113	121	90	0
Queue Length 95th (ft)	#1294	m165	96	147	63
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	2232	354	2854	443	532
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.40	0.45	0.27	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1996	192	140	1272	109	162
Future Volume (vph)	1996	192	140	1272	109	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3486		1770	3539	1756	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3486		1770	3539	1756	1583
Peak-hour factor, PHF	0.94	0.94	0.99	0.99	0.91	0.91
Adj. Flow (vph)	2123	204	141	1285	120	178
RTOR Reduction (vph)	4	0	0	0	0	158
Lane Group Flow (vph)	2323	0	141	1285	120	20
Confl. Peds. (#/hr)		1	1		6	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Actuated Green, G (s)	76.7		15.7	96.8	13.5	13.5
Effective Green, g (s)	76.7		15.7	96.8	13.5	13.5
Actuated g/C Ratio	0.64		0.13	0.81	0.11	0.11
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2228		231	2854	197	178
v/s Ratio Prot	c0.67		c0.08	0.36		
v/s Ratio Perm					c0.07	0.01
v/c Ratio	1.04		0.61	0.45	0.61	0.11
Uniform Delay, d1	21.6		49.3	3.5	50.7	47.9
Progression Factor	1.00		0.84	0.92	1.00	1.00
Incremental Delay, d2	31.3		4.1	0.4	5.3	0.3
Delay (s)	53.0		45.4	3.6	56.0	48.1
Level of Service	D		D	A	E	D
Approach Delay (s)	53.0			7.8	51.3	
Approach LOS	D			A	D	

Intersection Summary

HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

H – Intersection Queuing Summary

2 Davis Drive Queuing Summary

Scenarios Analyzed	Turning Movement	Ralston Ave																																				
		El Camino Real #1			Sixth Ave #2			South Rd #3			Notre Dame de Namur University Dwy #4			Chula Vista Dr #5			Notre Dame Ave #6			Alameda de las Pulgas #7			Cipriani Blvd #8			Davis Dr #9			Ralston MS Entry #11			Tahoe Dr #12			Belmont Canyon Rd #13			Hallmark Dr #14		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Existing	EBL	105	76	**175**	70	49	74				165	<25	<25				75	<25	<25	95	**121**	**138**	110	**274**	**337**										70	<25	55			
	EBR				45	**335**	**161**													80	**249**	**388**																		
	WBL				80	38	60							190	53	<25				195	**227**	**235**	115	27	55	145	90	28	70	61	<25	90	<25	<25				70	**194**	**126**
	WBR																						30	31	37															
	NBL	145	138	141	80	**191**	**408**							55	<25	<25				250	232	199	85	**312**	**111**	105	63	102												
	NBR	85	**211**	**170**	25	<25	**83**																														120	**52**	**59**
	SBL	175	**528**	**495**	65	30	49													140	**166**	154	50	**172**	**141**															
	SBR	175	32	97							50	46	29																						85	**<25**	29			
Existing Plus Project	EBL	105	76	**177**	70	**105**	74				165	<25	<25				75	<25	<25	95	**122**	**142**	110	**274**	**334**										70	<25	54			
	EBR				45	**305**	**158**													80	**251**	**399**				100	34	52												
	WBL				80	38	60							185	53	<25				195	**227**	**235**	115	27	55	145	128	<25	70	67	<25	90	27	<25				70	**193**	**115**
	WBR																						30	31	37															
	NBL	145	146	142	80	**191**	**417**							55	<25	<25				250	236	199	85	**312**	**111**	105	68	**144**												
	NBR	85	**211**	**170**	25	<25	**85**																														120	**52**	**52**
	SBL	175	**528**	**495**	65	30	49													140	**166**	154	50	**172**	**141**															
	SBR	175	37	97							50	47	30																						85	**<25**	29			
Cumulative	EBL	105	76	**207**	70	<25	56	150	38	47	165	<25	83				75	<25	<25	95	**172**	**126**	110	**409**	**516**										70	<25	54			
	EBR				45	**182**	**140**													80	**408**	**417**																		
	WBL				80	41	65							185	141	44				195	**311**	**326**	115	33	51	145	108	<25	270	142	56	170	164	48				70	**213**	**170**
	WBR																						30	54	42															
	NBL	145	170	**175**	80	**238**	**682**							55	34	<25				250	**307**	259	85	**463**	**133**	105	79	130				100								
	NBR	85	**301**	**233**	25	<25	**139**																														120	**106**	**63**
	SBL	175	**725**	**666**	65	34	58													140	**211**	**194**	50	**254**	**166**															
	SBR	175	50	140							50	**110**	**95**																						85	**<25**	33			
Cumulative Plus Project	EBL	105	77	**211**	70	<25	56	150	38	47	165	<25	85				75	<25	<25	95	**175**	**128**	110	**409**	**510**										70	<25	53			
	EBR				45	**181**	**137**													80	**411**	**414**				100	**128**	36												
	WBL				80	38	65							185	142	46				195	**311**	**326**	115	33	52	145	144	35	270	213	53	170	163	46				70	**211**	**165**
	WBR																						30	54	42															
	NBL	145	**178**	**177**	80	**238**	**682**							55	35	<25				250	**309**	259	85	**463**	**133**	105	84	**174**				100								
	NBR	85	**301**	**233**	25	<25	**139**																														120	**295**	**63**
	SBL	175	**725**	**666**	65	34	58													140	**211**	**194**	50	**254**	**166**															
	SBR	175	54	141							50	72	67																						85	<25	33			

Queues that exceed the available storage are shown in **BOLD** and are shaded.
Queues that are a significant impact are shown in red and **BOLD** and are shaded.

I - Signal Warrants

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **South Road** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				→		**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	2,268	125		Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,224	46		Y			Y			Y			Y				
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			4,492	171		2	0	**0**	2	1	**1**	2	1	**1**	2	1	**1**	**1**	**1**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Notre Dame University Rd** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				→		**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	2,245	91		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,184	76		Y			Y	Y	**Y**	Y			Y	Y	**Y**		
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			4,429	167		2	0	**0**	2	2	**2**	2	0	**0**	2	2	**2**	**1**	**0**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Chulta Vista Dr** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				→		**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	1,990	244		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,031	153		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			4,021	397		2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Norte Dame Ave** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				→		**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	1,774	146		Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	1,919	88		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			3,693	234		2	0	**0**	2	2	**2**	2	1	**1**	2	2	**2**	**2**	**1**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Ralston MS Exit** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				→		**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	2,922	302		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,741	30		Y			Y			Y			Y				
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			5,663	332		2	1	**1**	2	1	**1**	2	1	**1**	2	1	**1**	**1**	**1**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Ralston MS Entrance** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				→		**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	3,090	0		Y			Y			Y			Y				
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,773	0		Y			Y			Y			Y				
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			5,863	0		2	0	**0**	2	0	**0**	2	0	**0**	2	0	**0**	**0**	**0**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Tahoe Dr** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	2,815	82		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,712	14		Y			Y			Y			Y				
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	5,527	96		2	0	**0**	2	1	**1**	2	0	**0**	2	1	**1**	**1**	**0**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **South Road** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	2,292	125		Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,245	46		Y			Y			Y			Y				
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	4,537	171		2	0	**0**	2	1	**1**	2	1	**1**	2	1	**1**	**1**	**1**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Notre Dame University Rd** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	2,269	91		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,205	76		Y			Y	Y	**Y**	Y			Y	Y	**Y**		
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	4,474	167		2	0	**0**	2	2	**2**	2	0	**0**	2	2	**2**	**1**	**0**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Chulta Vista Dr** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	2,015	244		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,052	153		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	4,067	397		2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Norte Dame Ave** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	1,798	146		Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	1,940	88		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	3,738	234		2	0	**0**	2	2	**2**	2	1	**1**	2	2	**2**	**2**	**1**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Ralston MS Exit** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	3,005	302		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,796	30		Y			Y			Y			Y				
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	5,801	332		2	1	**1**	2	1	**1**	2	1	**1**	2	1	**1**	**1**	**1**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Ralston MS Entrance** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES						**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	3,151	0		Y			Y			Y			Y				
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,828	0		Y			Y			Y			Y				
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			5,979	0		2	0	**0**	2	0	**0**	2	0	**0**	2	0	**0**	**0**	**0**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Tahoe Dr** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Existing Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES						**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	2,876	82		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,767	14		Y			Y			Y			Y				
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			5,643	96		2	0	**0**	2	1	**1**	2	0	**0**	2	1	**1**	**1**	**0**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Notre Dame University Rd** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	**2,892**	**117**		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,305	76		Y			Y	Y	**Y**	Y			Y	Y	**Y**		
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	5,197	193		2	0	**0**	2	2	**2**	2	0	**0**	2	2	**2**	**1**	**1**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Chulta Vista Dr** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	2,563	315		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,616	197		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	5,179	512		2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Norte Dame Ave** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES						**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	2,285	188		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,472	114		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			4,757	302		2	1	**1**	2	2	**2**	2	1	**1**	2	2	**2**	**2**	**2**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Ralston MS Exit** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES						**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	3,792	389		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	3,530	38		Y			Y			Y			Y				
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			7,322	427		2	1	**1**	2	1	**1**	2	1	**1**	2	1	**1**	**1**	**1**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Notre Dame University Rd** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES						**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM	2,916	117		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
08:30 AM	TO	09:30 AM																	
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,834	98		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			5,750	215		2	0	**0**	2	2	**2**	2	0	**0**	2	2	**2**	**2**	**1**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Chulta Vista Dr** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

			MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
						MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES						**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM	TO	07:30 AM																	
07:30 AM	TO	08:30 AM																	
08:30 AM	TO	09:30 AM	2,587	315		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM	TO	10:30 AM																	
10:30 AM	TO	11:30 AM																	
11:00 AM	TO	12:00 PM																	
12:30 PM	TO	01:30 PM																	
01:30 PM	TO	02:30 PM																	
02:30 PM	TO	03:30 PM																	
03:30 PM	TO	04:30 PM																	
04:30 PM	TO	05:30 PM																	
05:30 PM	TO	06:30 PM	2,637	197		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:30 PM	TO	07:30 PM																	
07:30 PM	TO	08:30 PM																	
08:30 PM	TO	09:30 PM																	
09:30 PM	TO	10:30 PM																	
			5,224	512		2	2	**2**	2	2	**2**	2	2	**2**	2	2	**2**	**2**	**2**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
						NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **1**

MINOR STREET: **Norte Dame Ave** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**500**	**150**		**750**	**75**		**400**	**120**		**600**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	2,309	188		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	2,493	114		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	4,802	302		2	1	**1**	2	2	**2**	2	1	**1**	2	2	**2**	**2**	**2**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2010 MUTCD)

MAJOR STREET: **Ralston Ave** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Ralston MS Exit** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Belmont, CA**

COMMENTS: **Cumulative Plus Project Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **N**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	Ped Count CROSSING MAJOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
				MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES				**600**	**150**		**900**	**75**		**480**	**120**		**720**	**60**		**60**	**75**
06:30 AM TO 07:30 AM																	
07:30 AM TO 08:30 AM																	
08:30 AM TO 09:30 AM	3,853	389		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:30 AM TO 10:30 AM																	
10:30 AM TO 11:30 AM																	
11:00 AM TO 12:00 PM																	
12:30 PM TO 01:30 PM																	
01:30 PM TO 02:30 PM																	
02:30 PM TO 03:30 PM																	
03:30 PM TO 04:30 PM																	
04:30 PM TO 05:30 PM																	
05:30 PM TO 06:30 PM	3,585	38		Y			Y			Y			Y				
06:30 PM TO 07:30 PM																	
07:30 PM TO 08:30 PM																	
08:30 PM TO 09:30 PM																	
09:30 PM TO 10:30 PM																	
	7,438	427		2	1	**1**	2	1	**1**	2	1	**1**	2	1	**1**	**1**	**1**
				8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
				NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

01/29/20
Kimley-Horn and Associates

J – Exclusive Turn Lane Warrants

Existing Minimum Required Exclusive Turn Lane Based on Turn Lane Warrant Criteria

No.	Description	NBL		NBR		SBL		SBR		EBL		EBR		WBL		WBR	
		Existing	Required	Existing	Required	Existing	Required	Existing	Required	Existing	Required	Existing	Required	Existing	Required	Existing	Required
#1	Ralston Ave and El Camino Real	1	0	1	0	**1**	**2**	1	0	2	1	0	0	1	1	1	1
#2	Ralston Ave and Sixth Ave	**1**	**2**	1	0	1	0	0	0	1	0	1	1	1	0	0	0
#7	Ralston Ave and Alameda de Las Pulgas	2	2	0	0	1	1	0	0	1	1	1	1	1	1	0	0
#8	Ralston Ave and Cipriani Blvd	**1**	**2**	1	0	1	1	1	0	**1**	**2**	1	0	1	0	1	0
#9	Ralston Ave and Davis Dr	1	1	0	0	-	-	-	-	-	-	0	0	1	0	-	-
#13	Ralston Ave and Belmont Canyon Rd	-	-	-	-	1	0	1	0	1	0	-	-	-	-	0	0
#14	Ralston Ave and Hallmark Dr	1	1	1	0	-	-	-	-	-	-	0	0	1	1	-	-

Turn lane warrant criteria based on suggested vehicular volumes per hour for an exclusive right or left turn lane as outlined in the *Highway Capacity Manual (HCM) 2000.*

Existing Plus Project Minimum Required Exclusive Turn Lane Based on Turn Lane Warrant Criteria

No.	Description	NBL			NBR		SBL			SBR		EBL			EBR		WBL		WBR	
		Existing	Required	Δ > 1%?	Existing	Required	Existing	Required	Δ > 1%?	Existing	Required	Existing	Required	Δ > 1%?	Existing	Required	Existing	Required	Existing	Required
#1	Ralston Ave and El Camino Real	1	0	-	1	0	**1**	**2**	**No**	1	0	2	1	-	0	0	1	1	1	1
#2	Ralston Ave and Sixth Ave	**1**	**2**	**No**	1	0	1	0	-	0	0	1	0	-	1	1	1	0	0	0
#7	Ralston Ave and Alameda de Las Pulgas	2	2	-	0	0	1	1	-	0	0	1	1	-	1	1	1	1	0	0
#8	Ralston Ave and Cipriani Blvd	**1**	**2**	**No**	1	0	1	1	-	1	0	**1**	**2**	**No**	1	0	1	0	1	0
#9	Ralston Ave and Davis Dr	1	1	-	0	0	-	-	-	-	-	-	-	-	1	0	1	0	-	-
#13	Ralston Ave and Belmont Canyon Rd	-	-	-	-	-	1	0	-	1	0	1	0	-	-	-	-	-	0	0
#14	Ralston Ave and Hallmark Dr	1	1	-	1	0	-	-	-	-	-	-	-	-	0	0	1	1	-	-

Turn lane warrant criteria based on suggested vehicular volumes per hour for an exclusive right or left turn lane as outlined in the *Highway Capacity Manual (HCM) 2000.*

Cumuatlive Minimum Required Exclusive Turn Lane Based on Turn Lane Warrant Criteria

No.	Description	NBL		NBR		SBL		SBR		EBL		EBR		WBL		WBR	
		Future	Required	Future	Required	Future	Required	Future	Required	Future	Required	Future	Required	Future	Required	Future	Required
#1	Ralston Ave and El Camino Real	1	0	1	0	**1**	**2**	1	0	2	1	0	0	1	1	1	1
#2	Ralston Ave and Sixth Ave	**1**	**2**	1	0	1	0	0	0	1	0	1	1	1	0	0	0
#3	Ralston Ave and South Rd	-	-	-	-	0	0	0	0	1	0	-	-	-	-	0	0
#7	Ralston Ave and Alameda de Las Pulgas	2	2	0	0	1	1	0	0	1	1	1	1	1	1	0	0
#8	Ralston Ave and Cipriani Blvd	**1**	**2**	1	0	1	1	1	0	**1**	**2**	1	0	1	0	1	0
#9	Ralston Ave and Davis Dr	1	1	0	0	-	-	-	-	-	-	0	0	1	0	-	-
#12	Ralston Ave and Tahoe Dr	1	0	1	0	-	-	-	-	-	-	0	0	1	0	-	-
#13	Ralston Ave and Belmont Canyon Rd	-	-	-	-	1	0	1	0	1	0	-	-	-	-	0	0
#14	Ralston Ave and Hallmark Dr	1	1	1	0	-	-	-	-	-	-	0	0	1	1	-	-

Turn lane warrant criteria based on suggested vehicular volumes per hour for an exclusive right or left turn lane as outlined in the Highway Capacity Manual (HCM) 2000.

Cumuatlive Plus Project Minimum Required Exclusive Turn Lane Based on Turn Lane Warrant Criteria

No.	Description	NBL			NBR		SBL			SBR		EBL			EBR		WBL		WBR	
		Future	Required	Δ > 1%?	Future	Required	Future	Required	Δ > 1%?	Future	Required	Future	Required	Δ > 1%?	Future	Required	Future	Required	Future	Required
#1	Ralston Ave and El Camino Real	1	1	-	1	0	**1**	**2**	**No**	1	0	2	1	-	0	0	1	1	1	1
#2	Ralston Ave and Sixth Ave	**1**	**2**	**No**	1	0	1	0	-	0	0	1	0	-	1	1	1	0	0	0
#3	Ralston Ave and South Rd	-	-		-	-	0	0		0	0	1	0	-	-	-	-	-	0	0
#7	Ralston Ave and Alameda de Las Pulgas	2	2	-	0	0	1	1	-	0	0	1	1	-	1	1	1	1	0	0
#8	Ralston Ave and Cipriani Blvd	**1**	**2**	**No**	1	0	1	1	-	1	0	**1**	**2**	**No**	1	0	1	0	1	0
#9	Ralston Ave and Davis Dr	1	1		0	0	-	-	-	-	-	-	-	-	1	0	1	0	-	-
#12	Ralston Ave and Tahoe Dr	1	0		1	0	-	-		-	-	-	-	-	0	0	1	0	-	-
#13	Ralston Ave and Belmont Canyon Rd	-	-	-	-	-	1	0	-	1	0	1	0	-	-	-	-	-	0	0
#14	Ralston Ave and Hallmark Dr	1	1	-	1	0	-	-	-	-	-	-	-	-	0	0	1	1	-	-

K – Collision Report

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

01/01/2015 thru 12/31/2015 | *Total Count: 249* | Jurisdiction(s): Belmont

Include State Highways cases | *Report Run On: 11/29/2018*

Primary Rd **5TH AV** *Distance (ft)* **75** *Direction* **N** *Secondary Rd* **E ST** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* *Badge* **69800** *Collision Date* **20150306** *Time* **1130** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150917**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	RGT TURN	S	-	9900	-	-	3	N		-	M B								
2	PRKD	998	-				PARKED	S	A	0800	CHRYS	2007	3	N		-	- -								

Primary Rd **5TH AV** *Distance (ft)* **50** *Direction* **N** *Secondary Rd* **ONEILL AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* *Badge* **69800** *Collision Date* **20151029** *Time* **1230** *Day* **THU**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160128**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-				PROC ST	S	-	0000	-	-	3	N		-	M B								
2	PRKD	998	-				PARKED	S	A	0700	TOYOT	2015	3	N		-	- -								

Primary Rd **6TH AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **13400** *Collision Date* **20150205** *Time* **0848** *Day* **THU**
Primary Collision Factor **R-O-W AUTO** *Violation* **21453B** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150306**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **NOT IN X-** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	F	W	HNBD		RGT TURN	W	A	0800	KIA	2014	3	N		-	M G	PASS		4	M	4	0	Q	-
																		PASS		2	F	7	0	Q	-
																		PASS		998	M	6	0	Q	-
2	PED	60	F		HNBD			E	N	6000	-	-	3	N		-	- -	PED	COMP PN	60	F	9	0	A	-

Primary Rd **6TH AV** *Distance (ft)* **4** *Direction* **S** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* *Badge* **31500** *Collision Date* **20150430** *Time* **1900** *Day* **THU**
Primary Collision Factor **IMPROP PASS** *Violation* **21755** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150513**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	24	M	W	HNBD		PROC ST	E	L	0400	-	-	3	N		-	- -	BICY	OTH VIS	24	M	9	1	W	-
2	DRVR	57	M	W	HNBD		RGT TURN	S	A	0100	HONDA	1997	3	N		-	M G								

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01/01/2015 thru 12/31/2015 | *Total Count: 249* | Jurisdiction(s): Belmont

Include State Highways cases | *Report Run On: 11/29/2018*

Primary Rd **6TH AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **BELMO** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20150724** *Time* **1800** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151113**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	W	HNBD		PROC ST	N	-	0000	CHEVR	2001	3	N		-	G -								
2	DRVR	65	-	A	HNBD		RGT TURN	N	-	0000	TOYOT	2009	3	N		-	G -								

Primary Rd **6TH AV** *Distance (ft)* **115** *Direction* **S** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* *Badge* **5392** *Collision Date* **20150902** *Time* **0751** *Day* **WED**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160113**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	62	F	W	HNBD		LFT TURN	S	A	0100	HONDA	2007	3	N		-	M G								
2	DRVR	59	M	W			PROC ST	N	A	0100	ACURA	2013	3	N		-	M G	DRVR	COMP PN	59	M	1	0	G	-

Primary Rd **ACADEMY AV** *Distance (ft)* **20** *Direction* **N** *Secondary Rd* **VILLA AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **5** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20150911** *Time* **0830** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160113**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	F	O	HNBD		LFT TURN	N	A	0100	LEXUS	2010	3	N		-	M G								
2	PRKD	998	-				PARKED	N	A	0100	CHEVR	2010	3	N		-	- -								

Primary Rd **ALAMEDA** *Distance (ft)* **156** *Direction* **N** *Secondary Rd* **CARLMONT DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **BELMO** *Beat* **003** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20151110** *Time* **1553** *Day* **TUE**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160206**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	M	W	HNBD		ENT TRAF	W	-	0000	HARLE	2014	3	N		-	- -								
2	DRVR	55	M	W	HNBD		PROC ST	S	-	0000	CADIL	2007	3	N		-	- G								

Primary Rd **ALAMEDA DE LAS** *Distance (ft)* **0** *Direction* *Secondary Rd* **CARLMONT DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** **PULGAS** *County* **San Mateo** *Population* **4** *Rpt Dist* **7** *Beat* **003** *Type* **0** *CalTrans* *Badge* **13400** *Collision Date* **20150624** *Time* **0839** *Day* **WED**
Primary Collision Factor **R-O-W AUTO** *Violation* **21800B** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150721**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	64	M	W	HNBD		OTHER	W	L	0400	-	-	3	N		-	- -	PASS		32	M	9	3	-	-
																		BICY	SEVERE	64	M	1	1	V	-
2	DRVR	19	M	H	HNBD		PROC ST	S	A	0100	VOLKS	2012	3	A	22106	-	M G								

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Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd CARLMONT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 84100 Collision Date 20150719 Time 1006 Day SUN
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20150730
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	87	F	W	HNBD		PROC ST	N	A	0100	LEXUS	2007	- 3	F		-	M G								
2	PED	76	M	W	HNBD			-	N	6000	-	-	3	M		-	- -	PED	OTH VIS	76	M	9	3	-	-

Primary Rd ALAMEDA DE LAS Distance (ft) 454 Direction S Secondary Rd CHULA VISTA DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 69800 Collision Date 20151230 Time 1650 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160223
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	F	W	HNBD		PROC ST	N	A	0100	SUBAR	2007	- 3	N		-	M G								

Primary Rd ALAMEDA DE LAS Distance (ft) 23 Direction S Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 81100 Collision Date 20150803 Time 0642 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151229
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	61	F	O	HNBD		PROC ST	S	A	0100	SATUR	1998	- 3	N		-	L G								

Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20151119 Time 0720 Day THU
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20151202
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	F	W	HNBD		PROC ST	S	A	0100	VOLKS	2006	- 3	N		-	M G								
2	PED	14	M	O	HNBD			E	N	6000	-	-	3	N		-	- -	PED	COMP PN	14	M	9	0	B	-

Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd COVINGTON NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20150908 Time 1726 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 3 Tow Away? N Process Date 20150928
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	O	HNBD		LFT TURN	E	A	0100	HONDA	1998	- 3	N		-	M G	DRVR	COMP PN	20	M	1	0	G	-
																		PASS	COMP PN	21	M	3	0	G	-
2	DRVR	998	-		HNBD		PROC ST	S	A	0100	TOYOT	1994	- 3	N		-	L G	DRVR	OTH VIS	74	F	1	0	G	-

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Primary Rd ALAMEDA DE LAS Distance (ft) 12 Direction S Secondary Rd EL VERANO NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20150610 Time 0647 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20150711
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	52	F	W	HNBD		PROC ST	N	A	0100	TOYOT	2012	- 3	N		-	M G								
2	DRVR	29	F	H	HNBD		PROC ST	N	A	0100	TOYOT	2013	- 3	N		-	M G	DRVR	COMP PN	29	F	1	0	-	G

Primary Rd ALAMEDA DE LAS Distance (ft) 31 Direction S Secondary Rd EL VERANO WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20150120 Time 1526 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20150318
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	85	F	W	HNBD		PROC ST	N	A	0100	FORD	2008	- 3	N		-	M G								
2	DRVR	66	M	H	HNBD		STOPPED	N	D	2200	FORD	2003	- 3	N		-	L G	PASS	COMP PN	66	F	3	0	G	-
3	DRVR	57	F	H	HNBD		STOPPED	N	-	0000	SUZUK	2006	- 3	N		-	M G	DRVR	COMP PN	57	F	1	0	G	-
																		PASS		1	F	6	0	Q	-

Primary Rd ALAMEDA DE LAS Distance (ft) 287 Direction S Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 15200 Collision Date 20150104 Time 1420 Day SUN
Primary Collision Factor IMPROP PASS Violation 21755A Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20150218
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	W	HNBD		PASSING	S	C	0200	OTHER	2014	- 3	A	21755	-	P W	DRVR	COMP PN	28	M	1	1	W	-
2	DRVR	63	M	O	HNBD		RGT TURN	S	A	0100	FORD	2008	- 3	N		-	- G	PASS		89	F	3	0	G	-

Primary Rd ALAMEDA DE LAS Distance (ft) 30 Direction S Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 4102 Beat 002 Type 0 CalTrans Badge 31500 Collision Date 20150304 Time 1900 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20150916
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	W	HNBD		CHANG LN	N	-	0000	HONDA	2006	- 3	N		-	N G								
2	DRVR	36	F	B	HNBD		PROC ST	N	-	0000	NISSA	2014	- 3	N		-	N G								

Primary Rd ALAMEDA DE LAS Distance (ft) 175 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 69800 Collision Date 20151110 Time 1651 Day TUE
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160204
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DUSK/DAWN Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	OPPOS LN	S	-	9900	-		- 3	N		-	M B								
2	DRVR	59	F		HNBD		LFT TURN	E	A	0100	NISSA	2004	- 3	N		-	M G								

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Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 10610 Collision Date 20151210 Time 0825 Day THU
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160225
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	M	W	HNBD		PROC ST	N	D	2200	FORD	2004	- 3	N		-	M G								
2	DRVR	22	F	O	HNBD		SLOWING	N	A	0700	FORD	2007	- 3	N		-	M G	PASS		3	M	4	0	Q	-

Primary Rd ALAMEDA DELAS Distance (ft) 0 Direction Secondary Rd ALDEN ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist TRAFF Beat 003 Type 0 CalTrans Badge 69800 Collision Date 20150727 Time 1435 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HEAD-ON Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151113
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	M	W	HNBD		LFT TURN	S	A	0100	CHRYS	2006	- 3	E		-	G M								
2	DRVR	19	M	A	HNBD		STOPPED	N	A	0100	TOYOT	2011	- 3	-		-	G M								

Primary Rd ALAMEDA DELAS Distance (ft) 175 Direction N Secondary Rd CARLMONT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist BELMO Beat 002 Type 0 CalTrans Badge 65000 Collision Date 20150709 Time 1558 Day THU
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151207
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	F	W	HNBD		PROC ST	W	-	0000	ACURA	2013	- 3	N		-	G -								
2	DRVR	58	F	W	HNBD		PROC ST	N	-	0000	OTHER	2000	- 3	N		-	G -								

Primary Rd ALDEN ST Distance (ft) 0 Direction Secondary Rd ALDEN ST 1800 NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 5 Beat 002 Type 0 CalTrans Badge 84100 Collision Date 20150830 Time 1439 Day SUN
Primary Collision Factor UNKNOWN Violation Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160105
Weather1 OTHER Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-		IMP UNK	IMP UNK		-	-	9900	-	-	3	N		-	B -								
2		998	-			null		-	-	0000	-	-	-	-		-	- -								
3	PRKD	998	-				PARKED	-	A	0100	CHRYS	2004	-	-		-	- -								

Primary Rd ALHAMBRA DR Distance (ft) 28 Direction S Secondary Rd LIGHT POST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 84100 Collision Date 20150902 Time 0954 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160122
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HNBD		PROC ST	S	A	0100	MERCE	2013	- 3	M		-	- -								
2	PRKD	998	-				PARKED	-	D	2200	CHEVR	1996	- 3	N		-	- -								

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Primary Rd ANITA AV Distance (ft) 100 Direction W Secondary Rd RT 82 NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.459 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 13400 Collision Date 20151003 Time 2000 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 6

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	E	-	9900	-	-	3	N		-	B -								
2	PRKD	998	-				PARKED	E	A	0100	TOYOT	2006	- 3	N		-	- -								

Primary Rd BAYVIEW AV Distance (ft) 260 Direction W Secondary Rd MILLER AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist Beat 002 Type 0 CalTrans Badge C2 Collision Date 20150519 Time 1741 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151012
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	F		HNBD		ENT TRAF	S	-	0000	BMW	2011	- 3	-		-	- -								
2	DRVR	78	F		HNBD		PROC ST	W	-	0000	CADIL	1991	- 3	-		-	- -								

Primary Rd BELMONT AV Distance (ft) 0 Direction Secondary Rd RAILROAD AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist SOUTH Beat 003 Type 0 CalTrans Badge 89900 Collision Date 20150928 Time 1432 Day MON
Primary Collision Factor NOT DRIVER Violation Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	69	F	W	HBD-UI		PROC ST	W	-	0000	NISSA	2002	- 3	M		-	M G								

Primary Rd BETTINA AV Distance (ft) 80 Direction N Secondary Rd THURM AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 52270 Collision Date 20150509 Time 2355 Day SAT
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151014
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	A	0700	-	-	3	N		-	M B								
2	PRKD	998	-				PARKED	S	A	0100	TOYOT	1999	- 3	N		-	- -								

Primary Rd BUENA VISTA AV Distance (ft) 0 Direction Secondary Rd BUENA VISTA AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 38370 Collision Date 20150514 Time 1645 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151014
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F		998	-		IMP UNK	IMP UNK	BACKING	W	A	0100	-	-	3	N		-	M B								
2	PRKD	998	-				PARKED	W	A	0100	-	-	3	N		-	- -								

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Primary Rd CARLMONT DR | Distance (ft) 133 | Direction W | Secondary Rd ALAMEDA | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 29350 | Collision Date 20150302 | Time 1300 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150323
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	M	O	HBD-NUI		UNS TURN	W	A	0100	CHEVR	2015	- 3	N		-	L G
2	PRKD	998	-				PARKED	W	A	0100	FORD	2015	- 3	N		-	- -
3	PRKD	998	-				PARKED	W	A	0100	TOYOT	2000	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	29	M	1	0	G	-

Primary Rd CARLMONT DR | Distance (ft) 0 | Direction | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20151103 | Time 1236 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160210
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	F		HNBD		ENT TRAF	W	A	0100	HONDA	2012	- 3	N		-	M G
2	DRVR	31	F	H	HNBD		PROC ST	W	A	0700	HONDA	2012	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		11	F	3	0	G	-
PASS		2	F	4	0	Q	-
PASS		4	F	6	0	Q	-

Primary Rd CARLMONT DR | Distance (ft) 65 | Direction E | Secondary Rd LAKE RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 29350 | Collision Date 20150404 | Time 1725 | Day SAT
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150428
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	44	M	W	HNBD		ENT TRAF	N	A	0100	FORD	2014	- 3	A	21804	-	M G
2	BICY	27	M	W	HNBD			E	L	0400	-	-	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		44	F	3	3	G	-
PASS		9	F	4	3	G	-
BICY	OTH VIS	27	M	9	3	-	-

Primary Rd CARLMONT DR | Distance (ft) 112 | Direction E | Secondary Rd LAKE RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 31500 | Collision Date 20150419 | Time 0026 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150926
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F	W	HNBD		PROC ST	E	A	0100	BMW	2012	- 3	N		-	M G
2	PRKD	998	-				PARKED	E	A	0100	HONDA	2010	- -	N		-	- -
3	PRKD	998	-				PARKED	E	A	0100	TOYOT	2003	- -	N		-	- -
4	PRKD	998	-				PARKED	E	A	0100	HONDA	2012	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd CARLMONT DR | Distance (ft) 1584 | Direction W | Secondary Rd LAKE RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 38370 | Collision Date 20150422 | Time 1830 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151002
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	71	F	A	IMP UNK	IMP UNK	UNS TURN	W	A	0100	INFIN	2003	- 3	N		-	M G
2	PRKD	998	-				PARKED	W	D	7300	TOYOT	2006	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CARLMONT DR | Distance (ft) 25 | Direction | Secondary Rd LIVE OAK WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20151009 | Time 1239 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160127
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	F	A	HNBD		PROC ST	W	A	0100	NISSA	2009	- 3	L		-	M G
2	PRKD	998	-				PARKED	W	D	2200	FORD	2012	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CARLMONT DR | Distance (ft) 0 | Direction | Secondary Rd VILLAGE DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 003 | Type 0 | CalTrans | Badge 15200 | Collision Date 20150310 | Time 1548 | Day TUE
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150921
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	37	F	O	HNBD		ENT TRAF	S	-	0000	TOYOT	2014	- 3	A	21804	N	- -
2	DRVR	73	M	O	HNBD		PROC ST	W	-	0000	ACURA	2014	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CARMELITA | Distance (ft) 0 | Direction | Secondary Rd CIPRIANI | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 55960 | Collision Date 20150924 | Time 1514 | Day THU
Primary Collision Factor STOP SGN|SIG | Violation 22450 | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20151016
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	11	M		HNBD		PROC ST	E	L	0400	-	-	- 3	N		-	- -
2	DRVR	35	F	W	HNBD			S	-	0000	-	-	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	11	M	9	1	W	-
PASS		8	F	5	0	Q	-
PASS		6	F	4	0	Q	-

Primary Rd CHULA VISTA DR | Distance (ft) 38 | Direction S | Secondary Rd ESCONDIDO WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat | Type 0 | CalTrans | Badge C2 | Collision Date 20151109 | Time 1415 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160206
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	F	W	HNBD		PROC ST	N	-	0000	NISSA	2001	- 3	-		-	L G
2	DRVR	63	F	W	HNBD		STOPPED	N	-	0000	AUDI	2013	- 3	-		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **CIPRIANI** *Distance (ft)* **3** *Direction* **W** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **8** *Beat* **003** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20151120** *Time* **0744** *Day* **FRI**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20151202**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	F	W	HNBD		PROC ST	W	A	0100	BMW	2011	- 3	N		-	M G								
2	DRVR	38	M	W	HNBD		STOPPED	W	A	0100	MAZDA	2015	- 3	N		-	M G	PASS	COMP PN	3	M	4	0	Q	-

Primary Rd **CIPRIANI BL** *Distance (ft)* **23** *Direction* **W** *Secondary Rd* **CIPRIANI** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **8** *Beat* **003** *Type* **0** *CalTrans* *Badge* **53200** *Collision Date* **20150831** *Time* **0830** *Day* **MON**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150917**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	A	HNBD		RGT TURN	S	A	0100	TOYOT	2015	- 3	-		-	M G								
2	DRVR	53	F	W	HNBD		STOPPED	S	A	0100	BMW	2008	- 3	N		-	M G	DRVR	COMP PN	53	F	1	0	G	-
																		PASS		28	F	3	0	G	-

Primary Rd **CIPRIANI BL** *Distance (ft)* **15** *Direction* **S** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **4102** *Beat* **003** *Type* **0** *CalTrans* *Badge* **61** *Collision Date* **20150403** *Time* **0757** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150922**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M	W	HNBD		PASSING	N	A	0100	HONDA	2000	- 3	N		-	N G								
2	DRVR	18	M	W	HNBD		STOPPED	N	A	0100	BMW	1997	- 3	N		-	N G								

Primary Rd **CLIPPER DR** *Distance (ft)* **139** *Direction* **N** *Secondary Rd* **CONCOURSE DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* *Badge* **81100** *Collision Date* **20150218** *Time* **1530** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150819**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	F	O	HNBD		PROC ST	E	A	0100	FORD	2005	- 3	N		-	M G	PASS		29	M	3	0	G	-
2	DRVR	29	M	W	HNBD			E	-	0000	-		- 3	N		-	M G								

Primary Rd **CONTINENTALS** *Distance (ft)* **0** *Direction* *Secondary Rd* **CIPRIANI** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **4102** *Beat* **003** *Type* **0** *CalTrans* *Badge* **60500** *Collision Date* **20150721** *Time* **2214** *Day* **TUE**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151211**
Weather1 *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	F	W	HNBD		LFT TURN	S	-	0000	MITSU	2008	- 3	A	24400	F	Y -								
2	DRVR	7	M	O	HNBD		PROC ST	W	-	0000	MAZDA	2010	- 3	-		-	Y -								

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Primary Rd **CONTINENTALS WY** *Distance (ft)* **183** *Direction* **E** *Secondary Rd* **CIPRIANI BL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* *Beat* **003** *Type* **0** *CalTrans* *Badge* **C2** *Collision Date* **20150327** *Time* **1140** *Day* **FRI**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150929**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F		HNBD		ENT TRAF	S	-	0000	TOYOT	2006	- 3	-		-	G -								
2	DRVR	42	F		HNBD		PROC ST	E	-	0000	BMW	2012	- 3	-		-	- G								

Primary Rd **CORONET BL** *Distance (ft)* **300** *Direction* **W** *Secondary Rd* **ARTHUR AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **92760** *Collision Date* **20150624** *Time* **2000** *Day* **WED**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151105**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK		W	-	0000	-		- 3	N		-	- B								
2	PRKD	998	-				PARKED	W	A	0100	VOLKS	2008	- 3	N		-	- -								

Primary Rd **CORONET BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **CORONET BL 2200** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **69800** *Collision Date* **20150616** *Time* **1818** *Day* **TUE**
Primary Collision Factor **HAZ PARKING** *Violation* **22515A** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151028**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	OTHR	998	-		HNBD		OTHER	-	A	0800	DODGE	1993	- 3	O		-	- -								
2	PRKD	998	-				PARKED	-	A	0700	TOYOT	2006	- 3	N		-	- -								

Primary Rd **COVINGTON RD** *Distance (ft)* **0** *Direction* *Secondary Rd* **COVINGTON RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **69800** *Collision Date* **20150611** *Time* **2500** *Day* **THU**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151103**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	-	-	9900	-		- 3	N		-	- -								
2	PRKD	998	-				PARKED	-	D	2200	FORD	1992	- 3	N		-	- -								

Primary Rd **CRESTVIEW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **OLD COUNTY RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* *Badge* **89900** *Collision Date* **20150826** *Time* **0000** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150923**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	O	HNBD		SLOWING	W	J	4800	FORD	2010	- 3	N		-	M G								
2	DRVR	44	M	W	HNBD		STOPPED	N	J	4800	FORD	2008	- 3	N		-	M G								

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Primary Rd **DALE VIEW AV** Distance (ft) **0** Direction Secondary Rd **OLD COUNTY RD** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **38370** Collision Date **20150720** Time **1649** Day **MON**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20151113**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	H	HNBD		PROC ST	W	A	0100	BMW	1989	-	3	N	-	N G								
2	DRVR	36	M	H	HNBD		STOPPED	W	A	0100	CHEVR	2014	-	3	N	-	N G								

Primary Rd **DAVEY GLEN RD** Distance (ft) **0** Direction Secondary Rd **DAVEY GLEN RD 1** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **69800** Collision Date **20150608** Time **1600** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20151028**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-		-	3	N	-	B -								

Primary Rd **DAVEY GLEN RD** Distance (ft) **5** Direction **N** Secondary Rd **MIDDLE RD** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **53200** Collision Date **20150517** Time **0000** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **OTHER** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20150608**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **MV ON OTHER RD** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	W	HNBD		SLOWING	W	C	0300	BMW	2013	-	3	N	-	M A	DRVR	COMP PN	55	M	1	2	A	-	

Primary Rd **DAVEY GLEN RD** Distance (ft) **388** Direction **E** Secondary Rd **MIDDLE RD** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **89900** Collision Date **20151025** Time **0008** Day **SUN**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160127**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-				UNS TURN	-	D	7300	-		-	-	-	-	- - -								
2	PRKD	998	-				PARKED	W	A	0100	MAZDA	2012	-	3	N	-	- -								

Primary Rd **DAVIS DR** Distance (ft) **0** Direction **N** Secondary Rd **DAVIS DR 1** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat Type **0** CalTrans Badge **69800** Collision Date **20150630** Time **1800** Day **TUE**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20151113**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	M	O	IMP UNK	IMP UNK	PROC ST	N	A	0100	AUDI	2013	-	3	N	-	M G								
2	PRKD	998	-				PARKED	-	A	0100	FORD	2002	-	3	N	-	- -								

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Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **5TH AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **11.596** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **002** Type **0** CalTrans **4** Badge **L1** Collision Date **20150109** Time **0825** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161025**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	H	HNBD		PROC ST	N	-	0000	HUMM	2005	-	3	N	-	N G								
2	DRVR	998	M	H	HNBD		STOPPED	N	-	0000	DODGE	1997	-	3	N	-	N G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **5TH AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **11.59** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **002** Type **0** CalTrans **4** Badge **15200** Collision Date **20150119** Time **1715** Day **MON**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161025**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HNBD		PROC ST	N	-	0000	HONDA	1998	-	3	N	-	- -								
2	DRVR	79	F	W	HNBD		SLOWING	N	-	0000	HONDA	2012	-	3	N	-	- -								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction **N** Secondary Rd **BELMONT AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **8.42** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans **4** Badge **69800** Collision Date **20151210** Time **1739** Day **THU**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170128**
Weather1 **CLOUDY** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M		HNBD		SLOWING	S	A	0100	TOYOT	2007	-	3	N	-	M G								
2	DRVR	65	M		HNBD		SLOWING	S	A	0100	MERCE	2009	-	3	N	-	M G								
3	DRVR	17	M		HNBD		SLOWING	S	A	0100	TOYOT	2007	-	3	N	-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **BROADWAY** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.416** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **TRAFF** Beat **002** Type **0** CalTrans **4** Badge **69800** Collision Date **20150306** Time **1110** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161025**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	F	H	HNBD		PROC ST	S	A	0100	CHRYS	2007	-	3	N	-	G M								
2	DRVR	56	M	W	HNBD		STOPPED	S	-	0000	DODGE	1994	-	3	N	-	G M								

Primary Rd **EL CAMINO REAL** Distance (ft) **16** Direction **S** Secondary Rd **DAVEY GLEN** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **002** Type **0** CalTrans Badge **31500** Collision Date **20151204** Time **0610** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350A** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160211**
Weather1 **CLEAR** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	69	M	W	HNBD		PROC ST	S	-	0000	MERCE	2011	-	3	N	-	N G								
2	DRVR	998	M	H	HNBD		U-TURN	S	-	0000	FORD	2013	-	3	N	-	N G								

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Primary Rd **EL CAMINO REAL** Distance (ft) **114** Direction **N** Secondary Rd **DAVEY GLEN** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **29350** Collision Date **20151220** Time **1605** Day **SUN**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20160121**
Weather1 **CLOUDY** Weather2 **RAINING** Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	93	F	W	HNBD		UNS TURN	S	A	0100	SMART	2013	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	93	F	1	0	G	-

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **HARBOR** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.41** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **TRAFF** Beat **002** Type **0** CalTrans **4** Badge **69800** Collision Date **20150325** Time **1142** Day **WED**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161025**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	51	F	H	HNBD		PROC ST	N	A	0700	TOYOT	1997	-	3	N	-	G M
2	DRVR	37	F	A	HNBD		SLOWING	N	A	0100	INFIN	2010	-	3	N	-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **145** Direction **N** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans Badge **81100** Collision Date **20150123** Time **2500** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20150226**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	68	F	O	HNBD		PROC ST	N	A	0100	MAZDA	2006	-	3	N	-	M G
2	DRVR	22	F	O	HNBD		STOPPED	N	A	0100	TOYOT	2008	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	22	F	1	0	G	-
PASS		22	M	3	0	G	-

Primary Rd **EL CAMINO REAL** Distance (ft) **259** Direction **N** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.43** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **69800** Collision Date **20150202** Time **1650** Day **MON**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161025**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	37	F	W	HNBD		PROC ST	N	A	0100	TOYOT		-	3	N	-	M G
2	DRVR	36	F		HNBD		SLOWING	N	A	0100	HONDA	2013	-	2	N	-	L G
3	DRVR	33	F		HNBD		SLOWING	N	A	0800	TOYOT		-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **150** Direction **N** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.41** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **TRAFF** Beat **001** Type **0** CalTrans **4** Badge **69800** Collision Date **20150206** Time **1636** Day **FRI**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161025**
Weather1 **CLOUDY** Weather2 **RAINING** Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	61	M	W	HNBD		SLOWING	N	D	2200	FORD	2000	-	3	N	-	M G
2	DRVR	40	F	W	HNBD		SLOWING	N	A	0100	OTHER	2008	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **EL CAMINO REAL** Distance (ft) **50** Direction **S** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.41** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **TRAFF** Beat **001** Type **0** CalTrans **4** Badge **68800** Collision Date **20150212** Time **1342** Day **THU**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161025**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	O	HNBD		PROC ST	W	A	0100	TOYOT	2001	-	3	N	-	G M
2	DRVR	23	M	H	HNBD		STOPPED	W	A	0100	HYUND	2015	-	3	N	-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **166** Direction **S** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.35** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans **4** Badge **92760** Collision Date **20150507** Time **1729** Day **THU**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HNBD		SLOWING	N	A	0700	HONDA	2011	-	3	N	-	G -
2	PRKD	998	-		HNBD		STOPPED	N	A	0100	HONDA	2002	-	3	N	-	- -
3	PRKD	998	-		HNBD		STOPPED	N	A	0800	MAZDA	2007	-	3	N	-	- -
4	PRKD	998	-		HNBD		STOPPED	N	A	0100	MERCE	2001	-	1	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.303** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans **4** Badge **27707** Collision Date **20150517** Time **1517** Day **SUN**
Primary Collision Factor **NOT STATED** Violation Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	998	-				PROC ST	-	A	0100	TOYOT	2014	-	-	-	-	- -
2	DRVR	42	F	W	HNBD		STOPPED	N	A	0100	BMW	2008	-	3	N	-	M G
3	DRVR	18	M	W	HNBD		STOPPED	N	A	0100	HONDA	2003	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **12** Direction **S** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.303** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **001** Type **0** CalTrans **4** Badge **13406** Collision Date **20150618** Time **0817** Day **THU**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	42	M	H	HNBD		PROC ST	N	-	0000	VOLKS	1997	-	3	G	-	Y G
2	DRVR	47	F	W	HNBD		STOPPED	N	-	0000	LAND	2014	-	3	G	-	N G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **53200** Collision Date **20150922** Time **1100** Day **TUE**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160121**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	F	W	HNBD			N	-	0000	-		-	1	N	-	M E
2	DRVR	76	M	O	HNBD		STOPPED	N	A	0100	ACURA	2007	-	3	N	-	M E

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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3	DRVR	42	F	W	HNBD		STOPPED	N	A	0100	HONDA	2011	-	3	N		-	M	E			

Primary Rd **EL CAMINO REAL** *Distance (ft)* **100** *Direction* **S** *Secondary Rd* **HARBOR BL** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.36** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **TRAFF** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **69800** *Collision Date* **20151021** *Time* **1554** *Day* **WED**
Primary Collision Factor **TOO CLOSE** *Violation* **21705** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170123**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	F	W	HNBD			N	A	0700	JEEP	2014	-	3	N		- M G
2	DRVR	28	F	H	HNBD		SLOWING	N	A	0700	GMC	2002	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** *Distance (ft)* **0** *Direction* *Secondary Rd* **HARBOR BL** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.29** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **4102** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **29350** *Collision Date* **20151221** *Time* **0945** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170128**
Weather1 **CLOUDY** *Weather2* **RAINING** *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	F	H	HNBD		PROC ST	N	-	0000	TOYOT	1999	-	3	N		- - -
2	DRVR	26	F	O	HNBD		STOPPED	N	-	0000	MAZDA	2014	-	3	N		- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** *Distance (ft)* **110** *Direction* **N** *Secondary Rd* **HILL ST** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.78** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **6500** *Collision Date* **20151016** *Time* **1215** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20170123**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	64	F	W	HNBD		PROC ST	S	A	0100	TOYOT	2005	-	3	N		- M G
2	DRVR	998	-		HNBD		PARKED	S	A	0100	MERCE	2008	-	3	N		- M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** *Distance (ft)* **353** *Direction* **N** *Secondary Rd* **MIDDLE RD** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.93** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **65000** *Collision Date* **20150203** *Time* **0911** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **3** *Tow Away?* **N** *Process Date* **20161019**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	59	F		HNBD		PROC ST	S	D	7200	FORD	1997	-	3	N		- M G
2	DRVR	49	M		HNBD		STOPPED	S	A	0700	HONDA	2000	-	3	N		- M G
3	DRVR	44	M	O	HNBD		STOPPED	S	A	0100	FORD	1999	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	59	F	1	0	G	-
PASS	COMP PN	47	M	3	0	G	-
PASS	COMP PN	48	M	6	0	G	-

Primary Rd **EL CAMINO REAL** *Distance (ft)* **100** *Direction* **N** *Secondary Rd* **MIDDLE RD** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.88** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **10610** *Collision Date* **20151127** *Time* **2500** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170119**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	N	-	9900	-	-	3	N		-	B -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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01/01/2015 thru 12/31/2015 *Total Count: 249* Jurisdiction(s): Belmont
Include State Highways cases *Report Run On: 11/29/2018*

Primary Rd **EL CAMINO REAL** *Distance (ft)* **920** *Direction* **N** *Secondary Rd* **MIDDLE RD** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **8.03** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **15200** *Collision Date* **20151217** *Time* **1606** *Day* **THU**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20170203**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	F	B	HNBD		ENT TRAF	E	D	2200	CHEVR	2004	-	3	N		- M G
2	DRVR	54	F	W	HNBD		PROC ST	S	A	0100	HYUND	2016	-	3	N		- M G
3	DRVR	70	M	W	HNBD		PROC ST	S	A	0100	TOYOT	2012	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	F	1	0	G	-

Primary Rd **EL CAMINO REAL** *Distance (ft)* **150** *Direction* **S** *Secondary Rd* **ONEILL AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.49** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **TRAFF** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **69800** *Collision Date* **20150107** *Time* **1753** *Day* **WED**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20161025**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	F	W	HNBD		PROC ST	N	A	0100	FORD	2012	-	3	N		- L G
2	DRVR	20	F		HNBD		SLOWING	W	A	0100	BMW	2006	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** *Distance (ft)* **69** *Direction* **N** *Secondary Rd* **ONEILL AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.53** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **65000** *Collision Date* **20150202** *Time* **1743** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20161011**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	60	M	W	HNBD		PROC ST	N	A	0100	ACURA	2001	-	3	N		- M G
2	DRVR	35	M	W	HNBD		STOPPED	N	A	0100	LEXUS	2014	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	35	M	1	0	M	G

Primary Rd **EL CAMINO REAL** *Distance (ft)* **194** *Direction* **S** *Secondary Rd* **ONEILL AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.48** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **13400** *Collision Date* **20150423** *Time* **1616** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20170104**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	57	F	W	HNBD		PROC ST	N	A	0700	FORD	1997	-	3	F		- L -
2	DRVR	37	F	W	HNBD		STOPPED	N	A	0700	NISSA	2011	-	2	N		- M G
3	DRVR	59	F	W	HNBD		STOPPED	N	A	0700	TOYOT	2002	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	57	F	1	0	L	-
DRVR	COMP PN	37	F	1	0	G	-

Primary Rd **EL CAMINO REAL** *Distance (ft)* **30** *Direction* **S** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.68** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **TRAFF** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **69800** *Collision Date* **20150105** *Time* **1427** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20161011**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	73	M	O	HNBD		PROC ST	N	D	2200	FORD	2014	-	3	N		- M G
2	DRVR	58	F	O	HNBD		STOPPED	N	A	0700	KIA	2012	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.69** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **TRAFF** Beat **001** Type **0** CalTrans **4** Badge **68800** Collision Date **20150223** Time **1737** Day **MON**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161025**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	78	M	A	HNBD		U-TURN	S	A	0100	HONDA	2014	- 3	A	21461	-	G M								
2F	DRVR	17	F		HNBD		LFT TURN	S	A	0100	MERCE	2002	- 3	N		-	G M								

Primary Rd **EL CAMINO REAL** Distance (ft) **10** Direction **S** Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.68** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **TRAFF** Beat **001** Type **0** CalTrans **4** Badge **69800** Collision Date **20150430** Time **1049** Day **THU**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170104**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F		HNBD		PROC ST	N	A	0100	HONDA	2014	- 3	N		-	G M								
2	DRVR	86	M		HNBD		STOPPED	N	A	0100	TOYOT	2010	- 3	N		-	G M								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.7** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **002** Type **0** CalTrans **4** Badge **G5006** Collision Date **20150526** Time **0859** Day **TUE**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	O	HNBD		LFT TURN	S	-	0000	CHEVR	2015	- 3	E		-	G -								
2	DRVR	23	M	W	HNBD		LFT TURN	S	-	0000	TOYOT	2000	- 3	N		-	G -								

Primary Rd **EL CAMINO REAL** Distance (ft) **30** Direction **N** Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.7** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **002** Type **0** CalTrans **4** Badge **C2** Collision Date **20150825** Time **1220** Day **TUE**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170123**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	81	M		HNBD		PROC ST	S	A	0100	NISSA	2006	- 3	-		-	N G								
2	DRVR	24	F		HNBD		STOPPED	S	A	0100	MAZDA	2011	- 3	-		-	N G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.71** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans **4** Badge **65000** Collision Date **20150828** Time **1749** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170123**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	M	W	HNBD		PROC ST	S	D	2200	CHEVR	1993	- 3	N		-	M G								
2	DRVR	50	F		HNBD		PROC ST	S	A	0100	LEXUS	2008	- 3	N		-	M G								
3	DRVR	47	F	H	HNBD		PROC ST	S	A	0100	HONDA	2015	- 3	N		-	M G								

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Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.7** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **001** Type **0** CalTrans **4** Badge **K2** Collision Date **20150924** Time **1523** Day **THU**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170123**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	M	O	IMP UNK	IMP UNK	UNS TURN	S	-	0000	TOYOT	2000	- 3	N		-	- -								
2	DRVR	38	M	O	IMP UNK	IMP UNK	PROC ST	S	-	0000	NISSA	2006	- 3	N		-	- -								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.69** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans **4** Badge **53200** Collision Date **20151203** Time **1229** Day **THU**
Primary Collision Factor **LANE CHANGE** Violation **21658A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170203**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M	W	HNBD		LFT TURN	W	A	0100	CHEVR	2016	- 3	N		-	M G	PASS		29	M	3	0	M	-
2	DRVR	52	M	W	HNBD		LFT TURN	W	J	4300	FORD	1999	- 3	N		-	M C								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RT 82** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.303** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **001** Type **0** CalTrans **4** Badge **27750** Collision Date **20150511** Time **1629** Day **MON**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	89	M	W	HNBD		PROC ST	N	C	0600	VOLVO	2001	- 3	G		-	Y -								
2	DRVR	54	F	A	HNBD		STOPPED	N	-	0000	TOYOT	2002	- 3	G		-	Y -								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **WALTERMIRE** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.59** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **001** Type **0** CalTrans **4** Badge **84100** Collision Date **20151221** Time **1214** Day **MON**
Primary Collision Factor **TOO CLOSE** Violation **21705** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170128**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	O	HNBD		PROC ST	N	-	0000	HONDA	1996	- 3	G		-	N G								
2	DRVR	39	F	O	HNBD		PROC ST	N	-	0000	HYUND	2009	- 3	G		-	N G								

Primary Rd **EL CAMINO REAL** Distance (ft) **17** Direction **S** Secondary Rd **WALTERMIRE ST** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.56** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **53200** Collision Date **20150719** Time **1148** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170123**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	W	HNBD		PROC ST	N	A	0700	FORD	2003	- 3	F		N	M G								
2	DRVR	998	-		HNBD		STOPPED	N	A	0100	TOYOT	1977	- 3	N		-	M G								
3	DRVR	998	-		HNBD		STOPPED	N	A	0100	FORD	2015	- 3	N		-	M G								

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Primary Rd **EL CAMINO REAL** Distance (ft) **30** Direction **S** Secondary Rd **WALTERMIRE ST** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **84100** Collision Date **20150824** Time **1622** Day **MON**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	93	M	W	HNBD		PROC ST	N	-	0000	BUICK	2004	- 3	F		-	Y -	
2	DRVR	22	M	W	HNBD		STOPPED	N	-	0000	HONDA	2004	- 3	-		-	Y -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL CAMINO REAL** Distance (ft) **183** Direction **E** Secondary Rd **WEST CURB LINE** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **53200** Collision Date **20150531** Time **0927** Day **SUN**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20151019**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	19	F	W	HNBD		LFT TURN	N	A	0100	HONDA	2001	- 3	N		-	M G	
2	DRVR	60	M	W	HNBD		PROC ST	N	A	0100	FORD	2014	- 3	N		-	L G	
3	DRVR	998	-		HNBD			-	-	0000	-		- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	F	3	0	G	-

Primary Rd **ELMER ST** Distance (ft) **0** Direction Secondary Rd **WALTERMIRE ST** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **001** Type **0** CalTrans Badge **02** Collision Date **20150326** Time **1642** Day **THU**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20150827**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	75	M		HNBD		RGT TURN	S	-	0000	WINNE	2003	- 3	-		-	- -	
2	PRKD	998	-				PARKED	S	-	0000	SUZUK	2001	- -	-		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EMMETT** Distance (ft) **1** Direction **W** Secondary Rd **EL CAMINO REAL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.574** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **65000** Collision Date **20151113** Time **0816** Day **FRI**
Primary Collision Factor **R-O-W PED** Violation **21950A** Collision Type **AUTO/PED** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20170203**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PED** Lighting **DAYLIGHT** Ped Action **X-WLK AT** Cntrl Dev **NT PRS/FCTR** Loc Type **I** Ramp/Int **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	71	F	W	HNBD		RGT TURN	E	A	0100	CHEVR	2014	- 3	N		-	M G	
2	PED	998	-		HNBD			S	N	6000	-		- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	COMP PN	20	F	9	3	B	-

Primary Rd **ESCONDIDO** Distance (ft) **0** Direction Secondary Rd **ESCONDIDO 583** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **002** Type **0** CalTrans Badge **60500** Collision Date **20150831** Time **0740** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	PRKD	998	-		HNBD		LFT TURN	W	-	0000	MAZDA	2016	- 3	-		-	- -	
2	DRVR	16	M	W	HNBD		PARKED	E	-	0000	FORD	2004	- 3	-		-	N -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **FOLGER DR** Distance (ft) **50** Direction **S** Secondary Rd **NOTRE DAME AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **69800** Collision Date **20150709** Time **1700** Day **THU**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20151118**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	28	M		IMP UNK	IMP UNK	BACKING	N	-	0000	OTHER	2008	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **GERALDINE WY** Distance (ft) **188** Direction **N** Secondary Rd **VALERGA DR** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **89900** Collision Date **20151023** Time **2045** Day **FRI**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160127**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-				OTHER	-	A	0100	-		- -	-		-	- -	
2	PRKD	998	-					N	-	0000	-		- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **GRANADA ST** Distance (ft) **75** Direction **N** Secondary Rd **MASONIC** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **001** Type **0** CalTrans Badge **C105392** Collision Date **20151218** Time **0903** Day **FRI**
Primary Collision Factor **R-O-W AUTO** Violation **21804A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160226**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	29	F	W	HNBD		LFT TURN	S	-	0000	CHRYS	1996	- 3	N		-	N G	
2	DRVR	51	F	W	HNBD		PROC ST	S	-	0000	FORD	2003	- 3	N		-	N G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **HARBOR BL** Distance (ft) **0** Direction Secondary Rd **6TH ST** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans Badge **65000** Collision Date **20150715** Time **0711** Day **WED**
Primary Collision Factor **STOP SGN|SIG** Violation **22450A** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20150831**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	54	F	O	HNBD		PROC ST	E	A	0100	VOLKS	2014	- 3	A	22350	-	L G	
2	DRVR	44	M		HNBD		PROC ST	N	A	0100	OTHER	2010	- 3	N		-	M B	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	F	1	0	G	-

Primary Rd **HARBOR BL** Distance (ft) **120** Direction **E** Secondary Rd **INDUSTRIAL RD** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **BLM** Beat **010** Type **0** CalTrans Badge **18260** Collision Date **20150306** Time **0216** Day **FRI**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20150910**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	42	M		IMP UNK	IMP UNK	UNS TURN	E	A	0700	MITSU	1998	- 3	N		-	L B	
2	PRKD	998	-				PARKED	-	D	2200	CHEVR	1995	- -	-		-	- -	
3	PRKD	998	-				PARKED	-	D	2200	CHEVR	1997	- -	-		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd HARBOR BL | Distance (ft) 0 | Direction | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 99 | Beat 099 | Type 0 | CalTrans | Badge 89900 | Collision Date 20150818 | Time 1842 | Day TUE
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151230
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	65	M	O	HNBD		PROC ST	E	A	0100	LEXUS	2015	- 3	N		-	M G
2	DRVR	30	F	W	HNBD		PROC ST	N	A	0100	HONDA	2007	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HASTINGS DR | Distance (ft) 422 | Direction W | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 58925 | Collision Date 20150716 | Time 1700 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151119
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HBD-UNK		PROC ST	W	-	0000	-		- 3	M		-	N B
2	PRKD	998	-				PARKED	-	A	0100	TOYOT	2013	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HILLER ST | Distance (ft) 105 | Direction | Secondary Rd BRIARFIELD ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 13400 | Collision Date 20150212 | Time 1803 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150815
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	53	F	H	HNBD		UNS TURN	N	A	0800	CHRYS	2015	- 3	F		-	L G
2	PRKD	998	-				PARKED	N	A	0700	JEEP	1997	- -	N		-	- -
3	PRKD	998	-				PARKED	N	A	0100	TOYOT	2001	- -	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		23	M	3	0	G	-

Primary Rd HILLER ST | Distance (ft) 107 | Direction S | Secondary Rd CRESTVIEW AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans | Badge P12 | Collision Date 20150220 | Time 1021 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150821
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	F	H	HNBD		PROC ST	S	-	0000	TOYOT	1996	- 3	A	22107	N	- G
2	PRKD	998	-			null		-	-	0000	TOYOT	2002	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HILLER ST | Distance (ft) 192 | Direction N | Secondary Rd WESSEX WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 13400 | Collision Date 20151111 | Time 1944 | Day WED
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20151125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HBD-UI		UNS TURN	N	A	0100	HONDA	2001	- 3	A	22107	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	23	M	1	0	G	-

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Primary Rd HILLMAN AV | Distance (ft) 421 | Direction | Secondary Rd MILLS AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 89900 | Collision Date 20150724 | Time 2300 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151215
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HBD-UNK		OTHER	-	-	9900	-		- 3	N		-	- B
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2009	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HILLMAN AV | Distance (ft) 250 | Direction W | Secondary Rd NORTH RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150512 | Time 1300 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151014
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-		- 3	N		-	N B
2	PRKD	998	-				PARKED	E	D	2200	GMC	2006	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HILLMAN AV | Distance (ft) 276 | Direction W | Secondary Rd PINE KNOLL DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 13400 | Collision Date 20151031 | Time 2230 | Day SAT
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160129
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	53	M	W	HNBD		ENT TRAF	E	A	0700	TOYOT	2015	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd IRWIN ST | Distance (ft) 50 | Direction S | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150428 | Time 2500 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151005
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-		- 3	N		-	M B
2	PRKD	998	-				PARKED	N	A	0100	NISSA	2007	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ISLAND PK | Distance (ft) 0 | Direction | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 99 | Beat 099 | Type 0 | CalTrans | Badge 53200 | Collision Date 20150831 | Time 0852 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20150919
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	41	M	O	HNBD			N	-	0000	-		- 3	N		-	M G
2	BICY	998	-		HNBD		WRONG WY	W	L	0400	-		- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	1	M	4	3	Y	-
BICY	SEVERE	39	M	9	1	W	-

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Primary Rd LAKE RD | Distance (ft) 27 | Direction N | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150121 | Time 2500 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160418
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	81	M	O	HNBD		PROC ST	S	A	0100	TOYOT	1998	- 3	N		-	M G
2	DRVR	52	M	W	HNBD		STOPPED	S	D	7300	FORD	2002	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd LYON AV | Distance (ft) 109 | Direction W | Secondary Rd ALAMEDA DE LAS | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150929 | Time 1155 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160113
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	56	F	O	HNBD		PROC ST	W	C	0200	YAMAH	2001	- 3	N		-	P W

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MASONIC WY | Distance (ft) 246 | Direction | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist BELMO | Beat 001 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150502 | Time 1227 | Day SAT
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151026
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	M	W			LFT TURN	W	-	0000	VOLKS	2006	- 3	N		-	G -
2	DRVR	30	M	W			STOPPED	E	-	0000	FORD	2012	- 3	N		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MASSONIC | Distance (ft) 182 | Direction E | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150818 | Time 1649 | Day TUE
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20150909
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	62	F	W	HNBD		LFT TURN	N	A	0100	FORD	2007	- 3	N		-	L G
2	DRVR	40	F	W	HNBD		PROC ST	E	A	0100	HONDA	1998	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	62	F	1	0	G	-
PASS		43	M	6	0	G	-
PASS		4	M	4	0	Q	-
DRVR	COMP PN	40	F	1	0	G	-

Primary Rd MEZES AV | Distance (ft) 63 | Direction E | Secondary Rd TELEPHONE POLE | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 29350 | Collision Date 20150504 | Time 2230 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151007
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PRKD	998	-				PARKED	E	A	0100	TOYOT	1994	- 3	N		-	- -
2F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	E	A	0100	-	-	- 3	N		-	- B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd MILLER AV | Distance (ft) 81 | Direction N | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 002 | Type 0 | CalTrans | Badge C2 | Collision Date 20151118 | Time 1007 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160225
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	50	M		HNBD		PROC ST	N	-	0000	PETER	1989	- 3	-		-	M G
2	PRKD	998	-				PARKED	N	-	0000	VOLKS	2007	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MONTE CRESTA DR | Distance (ft) 60 | Direction N | Secondary Rd HIGHGATE AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20151112 | Time 2500 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	-	9900	-	-	- 3	N		-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MULBERRY CT | Distance (ft) 50 | Direction S | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150114 | Time 1518 | Day WED
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150731
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	F	O	HNBD		BACKING	S	A	0800	TOYOT	2004	- 3	N		-	M G
2	PRKD	998	-				STOPPED	N	A	0100	HONDA	2008	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd NOPAL DAME BL | Distance (ft) 200 | Direction E | Secondary Rd ALAMEDA DE LAS | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 002 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150526 | Time 1300 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	65	F	W	HNBD		BACKING	N	-	0000	BUICK	2008	- 3	N		-	N G
2	PRKD	998	-		HNBD		PARKED	W	-	0000	TOYOT	2013	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd NOTRE DAME AV | Distance (ft) 0 | Direction | Secondary Rd FOLGER | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 002 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150921 | Time 1343 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160122
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With MV ON OTHER RD | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	82	F	A	HNBD		RGT TURN	-	A	0100	LEXUS	2001	- 3	N		-	M G
2	DRVR	35	M	H	HNBD		PROC ST	W	D	2200	CHEVR	2015	- 3	N		-	M C

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd OLD COUNTY RD | Distance (ft) 58 | Direction N | Secondary Rd 309 OLD COUNTY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 31500 | Collision Date 20150418 | Time 0243 | Day SAT
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150923
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	48	M	W	HNBD		RAN OFF RD	N	A	0100	FORD	2005	-	3	F	-	P G
2	PRKD	998	-				PARKED	N	A	0100	TOYOT	2013	-	-	N	-	- -
3	PRKD	998	-				PARKED	N	A	0100	SATUR	2002	-	-	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 214 | Direction N | Secondary Rd CRESTVIEW AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 81100 | Collision Date 20150702 | Time 1331 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22102 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150728
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	O	HNBD		U-TURN	N	A	0100	TOYOT	2013	-	3	N	-	M G
2	BICY	62	M	W	HNBD		PROC ST	N	L	0400	-		-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	62	M	1	1	W	-

Primary Rd OLD COUNTY RD | Distance (ft) 68 | Direction S | Secondary Rd CROSS VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist BERM | Beat 001 | Type 0 | CalTrans | Badge 27750 | Collision Date 20151224 | Time 0830 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160222
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M		HNBD		ENT TRAF	E	D	2200	TOYOT	2000	-	3	N	-	- G
2	DRVR	70	M	W	HNBD		PROC ST	S	A	0100	TOYOT	2003	-	3	N	-	- G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 32 | Direction S | Secondary Rd HARBOR BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150604 | Time 1724 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160613
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 HOLES | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	53	M	W	HNBD		PROC ST	S	L	0400	-		-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	53	M	9	1	-	V

Primary Rd OLD COUNTY RD | Distance (ft) 271 | Direction S | Secondary Rd MARINE VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150128 | Time 0807 | Day WED
Primary Collision Factor IMPROP PASS | Violation 21750 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150220
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	M	W	HNBD		PROC ST	N	D	2200	FORD	2012	-	3	N	-	M G
2	DRVR	40	M	W	HNBD		STOPPED	N	D	2200	FORD	2004	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd OLD COUNTY RD | Distance (ft) 250 | Direction S | Secondary Rd MARINE VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150421 | Time 1038 | Day TUE
Primary Collision Factor IMPROP PASS | Violation 21751 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151010
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	M	W	HNBD		PASSING	N	A	0100	TOYOT	2000	-	3	N	-	G M
2	DRVR	59	F		HNBD		PARKING	N	A	0100	TOYOT	2011	-	3	N	-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 279 | Direction S | Secondary Rd MARINE VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans | Badge 15200 | Collision Date 20150902 | Time 1720 | Day WED
Primary Collision Factor UNKNOWN | Violation 22804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160113
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	F	A	HNBD		ENT TRAF	W	-	0000	BMW	2008	-	3	N	-	- -
2	DRVR	36	F	W	HNBD		PROC ST	N	-	0000	TOYOT	2006	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 0 | Direction | Secondary Rd MOUNTAIN VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 38370 | Collision Date 20150212 | Time 0027 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150824
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	W	A	0700	-		-	3	N	-	M B
2	DRVR	23	M	O	HNBD		PROC ST	N	A	0100	CHEVR	2015	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 287 | Direction N | Secondary Rd MOUNTAIN VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 07000 | Collision Date 20150527 | Time 2345 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151020
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	H		DRUG	UNS TURN	N	A	0100	INFIN	2003	-	3	M	-	L B
2	PRKD	998	-				PARKED	-	A	0100	TOYOT	2001	-	-	-	-	- -
3	PRKD	998	-				PARKED	-	A	0100	TOYOT	2012	-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		20	M	3	0	-	-

Primary Rd OLD COUNTY RD | Distance (ft) 10 | Direction S | Secondary Rd ONEILL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20151218 | Time 1444 | Day FRI
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160226
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	51	M	O	HNBD		PARKING	S	-	0000	DODGE	2006	-	3	N	-	M G
2	PRKD	998	-		HNBD		BACKING	-	A	0100	HONDA	1997	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd OLD COUNTY RD | Distance (ft) 0 | Direction | Secondary Rd ONEILL AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 650000 | Collision Date 20150109 | Time 0211 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150803
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	76	F	A			ENT TRAF	W	A	0100	MERCE	2000	- 3	N		-	M G	
2	DRVR	38	M	O	HNBD		PROC ST	N	A	0100	MAZDA	2009	- 3	N		-	M G	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

Primary Rd OLD COUNTY RD | Distance (ft) 50 | Direction N | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 001 | Type 0 | CalTrans | Badge C2 | Collision Date 20150521 | Time 1758 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	18	F		HNBD		PROC ST	N	-	0000	ISUZU	2000	- 3	G		-	- -	
2	DRVR	42	F		HNBD		STOPPED	N	-	0000	TOYOT	2015	- 3	G		-	- -	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

Primary Rd OLD COUNTY RD | Distance (ft) 0 | Direction | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 001 | Type 0 | CalTrans | Badge 29350 | Collision Date 20150826 | Time 1500 | Day WED
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151231
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	37	F	H	HNBD		BACKING	S	-	0000	HONDA	2015	- 3	N		-	- -	
2	DRVR	998	F	H	HNBD		STOPPED	S	-	0000	FORD	2011	- 3	N		-	- -	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

Primary Rd OLD COUNTY RD | Distance (ft) 0 | Direction | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 89900 | Collision Date 20151001 | Time 1601 | Day THU
Primary Collision Factor OTHER HAZ | Violation 21451A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20160808
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	31	F	H	HNBD		LFT TURN	S	A	8100	HONDA	1998	- 3	N		-	M G	
2	DRVR	61	M	O	HNBD		PROC ST	N	A	0100	MERCE	2003	- 2	N		-	M G	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	COMP PN	31	F	1	0	G	-
2	PASS	COMP PN	24	F	3	0	G	-

Primary Rd OLD COUNTY RD | Distance (ft) 0 | Direction | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 001 | Type 0 | CalTrans | Badge C2 | Collision Date 20151030 | Time 1518 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	51	M	W	HNBD		LFT TURN	S	-	0000	FIAT	2013	- 3	-		-	M G	
2	DRVR	36	F	W	HNBD		PROC ST	N	-	0000	VOLKS	2015	- 3	-		-	M G	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

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Primary Rd OLD COUNTY RD | Distance (ft) 63 | Direction N | Secondary Rd STERLING VIEW | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 28500 | Collision Date 20150205 | Time 0350 | Day THU
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150813
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	39	M	W	HBD-UI		PROC ST	N	A	0100	DATSU	1978	- 3	M		-	M B	
2	PRKD	998	-				PARKED	N	A	0100	HONDA	2009	- -	N		-	- -	
3	PRKD	998	-				PARKED	N	A	0100	TOYOT	1997	- -	N		-	- -	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

Primary Rd OLD COUNTY RD | Distance (ft) 50 | Direction N | Secondary Rd WALTERMIRE ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 13400 | Collision Date 20151125 | Time 1950 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160205
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	F		IMP UNK	IMP UNK	UNS TURN	N	A	0100	HONDA	2006	- 3	N		-	M B	
2	PRKD	998	-				PARKED	-	A	0100	HONDA	2002	- -	-		-	- -	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PASS		36	M	3	0	G	-

Primary Rd ONEILL AV | Distance (ft) 52 | Direction W | Secondary Rd 5TH AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans | Badge 28500 | Collision Date 20150704 | Time 1900 | Day SAT
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151120
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	-		- 3	N		-	- -	B	
2	PRKD	998	-				PARKED	W	A	0100	MAZDA	2008	- 3	M		-	- -		
3	PRKD	998	-				PARKED	W	A	0100	ACURA	2005	- 3	N		-	- -		
4	PRKD	998	-				PARKED	W	A	0100	VOLKS	2008	- 3	N		-	- -		

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

Primary Rd ONEILL AV | Distance (ft) 186 | Direction W | Secondary Rd 6TH AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans | Badge 81100 | Collision Date 20151004 | Time 1200 | Day SUN
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	44	F	H	HNBD		BACKING	E	A	0100	GMC	2006	- 3	N		-	M G	
2	PRKD	998	-				PARKED	-	A	0100	VOLKS	2015	- 3	N		-	- -	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP

Primary Rd ONEILL AV | Distance (ft) 0 | Direction | Secondary Rd ELMER ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 28500 | Collision Date 20150516 | Time 2310 | Day SAT
Primary Collision Factor HAZ PARKING | Violation 22515A | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20150625
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	61	F	H	HNBD		BACKING	E	A	0100	HONDA	2013	- 3	A	22515	-	M H	

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	OTH VIS	61	F	1	0	H	-
2	PASS	OTH VIS	61	F	3	0	G	-

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Primary Rd ONEILL AV Distance (ft) 67 Direction W Secondary Rd RT 82 NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.522 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 7000 Collision Date 20150225 Time 1615 Day WED
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20161025
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	47	F	W	HNBD		LFT TURN	S	A	0700	TOYOT	2009	- 3	N		-	M G
2	DRVR	44	F	A	HNBD		PROC ST	E	A	0700	MAZDA	2014	- 3	N		-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		10	F	4	0	G	-
PASS		8	M	6	0	G	-
PASS		13	M	3	0	G	-

Primary Rd PADDINGTON CT Distance (ft) 88 Direction Secondary Rd HALLMARK DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 003 Type 0 CalTrans Badge C1 Collision Date 20151013 Time 1640 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151031
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	M	A	HNBD		PARKING	E	-	0000	SUBAR	2002	- 3	N		-	N G
2	PRKD	998	-				PARKED	-	A	0700	LAND	2014	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON Distance (ft) 0 Direction Secondary Rd NOTRE DAME NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist BEAT2 Beat 002 Type 0 CalTrans Badge 84100 Collision Date 20151118 Time 1838 Day WED
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160210
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	O	HNBD		PROC ST	W	A	0100	FORD	2004	- 3	F		G	L G
2	DRVR	27	F	O	HNBD		PROC ST	W	A	0100	FORD	2011	- 2	G		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON Distance (ft) 26 Direction W Secondary Rd OLD COUNTY RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.69 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 89900 Collision Date 20150925 Time 2326 Day FRI
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170112
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	57	F	W	HBD-UI		CHANG LN	W	A	0100	VOLKS	2007	- 3	A	21658	-	M G
2	DRVR	23	F	A	HNBD		PROC ST	W	A	0100	TOYOT	2015	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON Distance (ft) 197 Direction E Secondary Rd RT 101 NCIC 4102 State Hwy? Y Route 101 Postmile Prefix - Postmile 9.69 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 13400 Collision Date 20150213 Time 1336 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20161026
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type R Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	66	F	W	HNBD		PROC ST	E	A	0100	MAZDA	2011	- 3	G		-	L G
2	DRVR	17	F	A	HNBD		STOPPED	E	A	0100	HONDA	2015	- 3	G		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	66	F	1	0	G	-

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Primary Rd RALSTON AV Distance (ft) 50 Direction W Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist TRAFF Beat 002 Type 0 CalTrans Badge 69800 Collision Date 20150115 Time 1347 Day THU
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20150730
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	69	F	W	HNBD		CHANG LN	E	A	0100	ACURA	1998	- 3	N		-	M G
2	DRVR	58	M	W	HNBD		PROC ST	E	F	2500	KENW	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV Distance (ft) 200 Direction E Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 9102 Beat 002 Type 0 CalTrans Badge 15200 Collision Date 20150322 Time 1555 Day SUN
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20150904
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	O	HNBD		ENT TRAF	S	-	0000	HONDA	2014	- 3	A	21804	-	- -
2	DRVR	36	M	W	HNBD		PROC ST	W	-	0000	MAZDA	2015	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV Distance (ft) 264 Direction E Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 84100 Collision Date 20150805 Time 2215 Day WED
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151222
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	O			LFT TURN	S	-	0000	TOYOT	1996	- 3	N		-	N G
2	DRVR	30	M	W			PROC ST	W	-	0000	VOLKS	2012	- 3	N		-	N G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV Distance (ft) 182 Direction E Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 65000 Collision Date 20150827 Time 1805 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160801
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-	W	HNBD		PASSING	E	A	0100	TOYOT		- 3	N		-	M B
2	DRVR	998	-		HNBD		CHANG LN	E	A	0100	TOYOT	1995	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd ACADEMY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist TRACE Beat 002 Type 0 CalTrans Badge 69800 Collision Date 20150804 Time 1806 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20151228
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M		HNBD		LFT TURN	S	A	0700	DODGE	2000	- 3	N		-	G M
2	DRVR	21	M		HNBD		PROC ST	W	A	0100	HONDA	1991	- 3	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 50 | Direction W | Secondary Rd ALAMEDA | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150903 | Time 1817 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160113
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	M	O	HNBD		PROC ST	E	A	0100	BMW	2003	- 3	N		-	G M
2	DRVR	41	-	W	HNBD		STOPPED	E	A	0100	TOYOT	2007	- 3	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd ALAMEDA | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 29350 | Collision Date 20151101 | Time 1246 | Day SUN
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160205
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	F	B	HNBD			E	-	0000	-		- 3	A		-	M G
2	DRVR	24	F	W	HNBD		PROC ST	S	A	0100	JEEP	2004	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 75 | Direction E | Secondary Rd ALAMEDA DELAS | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 002 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150128 | Time 1530 | Day WED
Primary Collision Factor IMPROP PASS | Violation 21750 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150810
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	F	O	HNBD		MERGING	E	A	0100	TOYOT	2012	- 3	N		-	G M
2	DRVR	36	M	B	HNBD		MERGING	W	A	0100	NISSA	2008	- 3	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 75 | Direction W | Secondary Rd ALAMEDA DELAS | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 003 | Type 0 | CalTrans | Badge 0700 | Collision Date 20150916 | Time 2145 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160115
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	F	W	HNBD		LFT TURN	W	-	0000	FORD	1994	- 3	N		-	N G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd CHEVY ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150305 | Time 1530 | Day THU
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150323
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HNBD		PROC ST	W	A	0100	TOYOT	2001	- 2	N		-	M G
2	DRVR	32	M	W	HNBD		SLOWING	W	A	0100	VOLKS	2004	- 3	N		-	M G
3	DRVR	73	F		HNBD		SLOWING	W	A	0100	VOLVO	1997	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	73	F	1	0	G	-

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Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd CHULA VISTA DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4 | Beat 002 | Type 0 | CalTrans | Badge 90400 | Collision Date 20150418 | Time 1340 | Day SAT
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150527
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	90	F	W	HNBD		LFT TURN	W	A	0100	FORD	1999	- 3	N		-	M G
2	BICY	29	M	W	HNBD		PROC ST	E	L	0400	-		- 1	F		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	SEVERE	29	M	9	1	-	V

Primary Rd RALSTON AV | Distance (ft) 401 | Direction E | Secondary Rd CHULA VISTA DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 07000 | Collision Date 20150516 | Time 0501 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150618
Weather1 CLEAR | Weather2 CLOUDY | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	51	M	W	HNBD		PROC ST	W	A	0100	TOYOT	2014	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	51	M	1	0	G	-

Primary Rd RALSTON AV | Distance (ft) 300 | Direction E | Secondary Rd CHULA VISTA DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 38370 | Collision Date 20150615 | Time 0339 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150709
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	W	HNBD		OPPOS LN	W	A	0100	MINI	2005	- 3	A	22107	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	23	M	1	0	G	-

Primary Rd RALSTON AV | Distance (ft) 460 | Direction E | Secondary Rd CHULA VISTA DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 81264 | Collision Date 20151228 | Time 2320 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160324
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	E	A	0100	-		- 3	N		-	B -
2	DRVR	29	M	B	HNBD		PROC ST	W	O	0500	HONDA	2004	- 3	N		-	M W

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	SEVERE	29	M	1	1	W	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd CHULA VISTA DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 53200 | Collision Date 20151230 | Time 1107 | Day WED
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160217
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	W	HNBD		PROC ST	E	A	0100	HONDA	2012	- 3	N		-	M G
2	DRVR	61	F	W	HNBD		STOPPED	E	A	0100	HONDA	2011	- 3	N		-	M G
3	DRVR	42	-	W	HNBD		STOPPED	E	A	0100	OLDSM	1998	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 200 | Direction W | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150429 | Time 1510 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150513
Weather1 CLEAR | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-		- 3	N		-	M B
2	DRVR	50	F		HNBD		STOPPED	E	A	0100	TOYOT	1998	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	50	F	1	0	G	-

Primary Rd RALSTON AV | Distance (ft) 20 | Direction E | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 003 | Type 0 | CalTrans | Badge 13400 | Collision Date 20150610 | Time 1515 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151110
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	80	F	W	HNBD		PROC ST	W	-	0000	LEXUS	2008	- 3	N		-	N G
2	DRVR	41	F	W	HNBD		STOPPED	W	-	0000	TOYOT	2006	- 3	N		-	N G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 46 | Direction W | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150709 | Time 1309 | Day THU
Primary Collision Factor OTHER HAZ | Violation 21200A | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150724
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	54	M	W	HNBD		PROC ST	E	L	0400	-		- 3	A	21200	-	- -
2	DRVR	19	M	O	HNBD		RGT TURN	E	A	0100	BMW	2002	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	54	M	1	1	Y	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 81264 | Collision Date 20151230 | Time 2346 | Day WED
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160219
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	44	M	H	HBD-UI		PROC ST	W	A	0100	MERCE	2009	- 3	A	22350	-	M G
2	DRVR	31	M	W	HNBD		STOPPED	W	A	0700	FORD	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		28	F	3	0	G	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd CORONET BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 13400 | Collision Date 20150416 | Time 1846 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151008
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	46	F	O	HNBD		LFT TURN	S	A	0700	LEXUS	2009	- 3	N		-	L G
2	DRVR	62	F	W	HNBD		PROC ST	W	A	0100	AUDI	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 250 | Direction W | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 55960 | Collision Date 20150302 | Time 1859 | Day MON
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161025
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	H	HNBD		STOPPED	E	A	0100	FORD	1994	- 3	N		-	M G
2	DRVR	48	F	W	HNBD		STOPPED	E	A	0100	BMW	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 100 | Direction W | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 002 | Type 0 | CalTrans 4 | Badge 69800 | Collision Date 20150416 | Time 0807 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170105
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	58	F	O	HNBD		PROC ST	E	A	0100	MERCE	2000	- 3	N		-	M G
2	DRVR	20	M	W	HNBD		PROC ST	E	D	2200	GMC	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 5 | Direction E | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist SOUTH | Beat 001 | Type 0 | CalTrans 4 | Badge 69800 | Collision Date 20150417 | Time 1837 | Day FRI
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170110
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	42	F	B	HNBD		RGT TURN	W	A	0100	CHEVR	2005	- 3	N		-	G M
2	DRVR	33	M	A	HNBD		STOPPED	W	A	0100	HONDA	2007	- 3	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 20 | Direction E | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 92760 | Collision Date 20150518 | Time 1524 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151015
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HNBD		PROC ST	W	A	0100	VOLKS	2004	- 3	N		-	M G
2	DRVR	998	-		HNBD		STOPPED	W	A	0100	TOYOT	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 28500 | Collision Date 20150713 | Time 1940 | Day MON
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151117
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	-		- 3	A	21453	-	B -
2	DRVR	79	F	W	HNBD		RGT TURN	W	A	0100	HONDA	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 15 | Direction W | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 151105 | Type 0 | CalTrans | Badge 15200 | Collision Date 20151105 | Time 1210 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160210
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	24	M	O	HNBD		PROC ST	E	-	0000	TOYOT	2010	- 3	N		-	N -	
2	DRVR	54	F	O	HNBD		STOPPED	E	-	0000	HONDA	2001	- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 50 | Direction W | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 002 | Type 0 | CalTrans 4 | Badge 69800 | Collision Date 20151218 | Time 1135 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171002
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	61	F	W	HNBD		ENT TRAF	W	A	0800	LEXUS	2001	- 3	N		-	M G	
2	DRVR	51	M	W	HNBD		PROC ST	W	A	0700	FORD	2000	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd ELMER ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans | Badge 15200 | Collision Date 20150323 | Time 1350 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150919
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	49	M	W	HNBD		PROC ST	E	-	0000	VOLKS	2014	- 3	A	22350	-	- -	
2	DRVR	67	M	A	HNBD		PROC ST	E	-	0000	TOYOT	2009	- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd ELMER ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 001 | Type 0 | CalTrans | Badge 2 | Collision Date 20150928 | Time 1734 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160121
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With MV ON OTHER RD | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	40	F		HNBD		RGT TURN	N	-	0000	HYUND	2011	- 3	N		-	M G	
2	DRVR	22	F		HNBD		PROC ST	E	-	0000	FORD	2006	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd FLASHNER | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist BELMO | Beat 002 | Type 0 | CalTrans 4 | Badge 65000 | Collision Date 20151001 | Time 1000 | Day THU
Primary Collision Factor IMPROP PASS | Violation 21755 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170114
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	25	M	O	HNBD		PROC ST	W	-	0000	LEXUS	2002	- 3	N		-	- -	
2	DRVR	26	M	O	HNBD		RGT TURN	W	-	0000	MITSU	2007	- 3	N		-	G -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 154 | Direction W | Secondary Rd FLASNER LN | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 002 | Type 0 | CalTrans | Badge C1 | Collision Date 20150826 | Time 1336 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160105
Weather1 CLEAR | Weather2 | Rdwy Surface | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1	DRVR	35	M	O	HNBD		RGT TURN	E	-	0000	VOLKS	2008	- 3	N		-	N G	
2F	DRVR	47	F	A	HNBD		PROC ST	E	-	0000	HONDA	2013	- 3	N		-	N G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 100 | Direction E | Secondary Rd HALLMARK | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150324 | Time 1302 | Day TUE
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150901
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	68	M		HNBD		CHANG LN	W	A	0100	HONDA	2002	- 3	N		-	G M	
2	DRVR	46	M	W	HNBD		PROC ST	W	D	2200	FORD	2012	- 3	N		-	G M	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 50 | Direction W | Secondary Rd HALLMARK DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 003 | Type 0 | CalTrans | Badge C1 | Collision Date 20151208 | Time 0822 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160225
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	41	M	W	HNBD		PROC ST	E	-	0000	SCION	2006	- 3	F		-	G -	
2	DRVR	62	M	W	HNBD		RGT TURN	E	-	0000	MERCE	2012	- 3	N		-	G -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 71 | Direction W | Secondary Rd HALLMARK DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 10 | Beat 003 | Type 0 | CalTrans | Badge 8990 | Collision Date 20151225 | Time 1644 | Day FRI
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160104
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	43	M	O	HNBD		PROC ST	E	A	0100	AUDI	2007	- 3	N		-	M G	
2	DRVR	46	F	O	HNBD		PROC ST	E	A	0100	BMW	2014	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		38	F	3	0	-	G
PASS		5	M	6	0	-	Q
PASS		2	F	4	0	-	Q
DRVR	COMP PN	46	F	1	0	-	G

Primary Rd RALSTON AV | Distance (ft) 385 | Direction E | Secondary Rd HILLER ST | NCIC 4102 | State Hwy? Y | Route 101 | Postmile Prefix - | Postmile 9.831 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 29350 | Collision Date 20150126 | Time 0834 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20161019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	68	F	O	HNBD		PROC ST	E	A	0100	PONTI	1998	- 3	N		-	M G	
2	DRVR	22	F	O	HNBD		STOPPED	E	D	2300	CHEVR	1965	- 3	N		-	L G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	22	F	1	0	-	G

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Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist Beat 001 Type 0 CalTrans Badge C2 Collision Date 20150902 Time 1229 Day WED
Primary Collision Factor R-O-W AUTO Violation 21453B Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160112
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	59	M		HNBD		RGT TURN	W	-	0000	TOYOT	2007	- 3	-		-	N -								
2	DRVR	48	F		HNBD		PROC ST	N	-	0000	HYUND	2006	- 3	-		-	N -								

Primary Rd RALSTON AV Distance (ft) 125 Direction E Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 6980 Collision Date 20151109 Time 1126 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160206
Weather1 CLOUDY Weather2 RAINING Rdwy Surface Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	69	M		HNBD		LFT TURN	E	A	0100	BUICK	1984	- 3	N		-	M G	PASS		29	M	3	0	G	-
2	OTHR	998	-		null			-	-	0000	-		- -	-		-	- -								

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd ISLAND PKWY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 15200 Collision Date 20150118 Time 1520 Day SUN
Primary Collision Factor IMPROP TURN Violation 22101D Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20150219
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	71	F	W	HNBD		PROC ST	W	A	0100	ACURA	2004	- 3	A	22101	-	M G	DRVR	OTH VIS	71	F	1	0	G	-

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd ISLAND PKWY NCIC 4102 State Hwy? Y Route 101 Postmile Prefix - Postmile 9.414 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 65000 Collision Date 20150309 Time 1525 Day MON
Primary Collision Factor STOP SGN|SIG Violation 21453A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20161018
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type R Ramp/Int 4

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	O	HNBD		PROC ST	S	A	0100	VOLKS	1996	- 3	N		-	L G	DRVR	COMP PN	20	M	1	0	G	-
2	DRVR	38	F	O	HNBD		PROC ST	E	A	0100	MAZDA	2011	- 3	N		-	L G	DRVR	COMP PN	38	F	1	0	G	-

Primary Rd RALSTON AV Distance (ft) 249 Direction W Secondary Rd ISLAND PKWY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 001 Type 0 CalTrans Badge 315000 Collision Date 20150425 Time 0500 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20151005
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	H	HNBD		RAN OFF RD	W	-	0000	GMC	2001	- 3	N		-	M G								

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Primary Rd RALSTON AV Distance (ft) 165 Direction W Secondary Rd ISLAND PKWY NCIC 4102 State Hwy? Y Route 101 Postmile Prefix - Postmile 9.693 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 29350 Collision Date 20151123 Time 1621 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 3 Tow Away? Y Process Date 20170130
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type R Ramp/Int 4

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M	O	HNBD		PROC ST	W	D	7200	TOYOT	2014	- 3	N		-	M G								
2	DRVR	57	F	W	HNBD		STOPPED	W	A	0100	MERCE	2001	- 3	N		-	M G	DRVR	COMP PN	57	F	1	0	G	-
3	DRVR	27	M	O	HNBD		STOPPED	W	A	0700	NISSA	2015	- 3	N		-	M G	DRVR	COMP PN	27	M	1	0	G	-
																		PASS	COMP PN	44	F	6	0	H	-

Primary Rd RALSTON AV Distance (ft) 92 Direction W Secondary Rd LASSEN NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 10 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20151029 Time 1519 Day THU
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160202
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	W	A	0100	-		- 3	N		-	M B								
2	DRVR	53	M	W	HNBD		PROC ST	W	A	0100	MERCE	2013	- 3	N		-	M G	PASS		14	F	3	0	G	-

Primary Rd RALSTON AV Distance (ft) 326 Direction E Secondary Rd LASSEN DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 10 Beat 003 Type 0 CalTrans Badge 10610 Collision Date 20151204 Time 0800 Day FRI
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160216
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	77	M	W	HNBD		PROC ST	E	A	0100	CHEVR	2002	- 3	-		-	M G								
2	DRVR	38	F	B	HNBD		SLOWING	E	A	0100	BMW	2006	- 3	M		-	M G	DRVR	COMP PN	38	F	1	0	G	-

Primary Rd RALSTON AV Distance (ft) 198 Direction W Secondary Rd LYALL WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist Beat 003 Type 0 CalTrans Badge C2 Collision Date 20150225 Time 1730 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20150819
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M		HNBD		CHANG LN	E	A	0100	HONDA	2000	- 3	N		-	M G								
2	DRVR	26	F		HNBD		SLOWING	E	A	0100	HYUND	2009	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 23 Direction W Secondary Rd MAYWOOD AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 5 Beat 002 Type 0 CalTrans Badge 82245 Collision Date 20150530 Time 1158 Day SAT
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151022
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	71	F	W	HNBD		PROC ST	E	A	0100	TOYOT	2008	- 3	N		-	M G								
2	DRVR	35	M	O	HNBD		PROC ST	E	A	0100	INFIN	2004	- 3	A	21703	-	M G								
3	DRVR	23	M	W	IMP UNK	IMP UNK	PROC ST	E	A	0700	GMC	1997	- 3	N		-	M G	PASS		24	M	3	0	G	-

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Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd MAYWOOD DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 81100 | Collision Date 20150105 | Time 0754 | Day MON
Primary Collision Factor R-O-W PED | Violation 21950A | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150220
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DAYLIGHT | Ped Action X-WLK AT | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	58	M	W	HNBD		RGT TURN	E	A	0100	TOYOT	2005	- 3	N		-	M G								
2	PED	60	M	W	HNBD			W	N	6000	-	-	3	N		-	- -	PED	COMP PN	60	M	9	3	-	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd MAYWOOD DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 60500 | Collision Date 20150926 | Time 1526 | Day SAT
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20151006
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	80	M	W	HNBD		RGT TURN	E	A	0100	LEXUS	1999	- 3	N		-	M G	PASS		72	F	3	0	C	-
2	BICY	51	M	W	HNBD		PROC ST	E	L	0400	-	-	3	N		-	- -	BICY	COMP PN	51	M	9	0	W	-

Primary Rd RALSTON AV | Distance (ft) 369 | Direction E | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 05392 | Collision Date 20150120 | Time 0835 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150803
Weather1 CLOUDY | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	F	W	HNBD		PROC ST	E	A	0100	LEXUS	2011	- 3	A	22350	-	M G								
2	DRVR	22	M	O	HNBD		STOPPED	E	A	0100	SUBAR	2015	- 3	-		-	M G								
3	DRVR	36	M	W	HNBD		STOPPED	E	A	0100	TOYOT	2013	- 3	-		-	M G								

Primary Rd RALSTON AV | Distance (ft) 100 | Direction E | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 002 | Type 0 | CalTrans | Badge 13400 | Collision Date 20150120 | Time 0810 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150817
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	O	HNBD		PROC ST	E	-	0000	HONDA	1998	- 3	G		-	N G								
2	DRVR	57	F	W	HNBD		STOPPED	E	-	0000	ACURA	2005	- 3	G		-	N G								

Primary Rd RALSTON AV | Distance (ft) 260 | Direction W | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150318 | Time 1750 | Day WED
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150917
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	M		HNBD		PROC ST	W	A	0700	CHEVR	2004	- 3	E		-	M G								
2	DRVR	56	M		HNBD		SLOWING	W	A	0100	TOYOT	2000	- 3	N		-	P G								
3	DRVR	45	M		HNBD		SLOWING	W	A	0100	TOYOT	1998	- 3	N		-	M G								

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Primary Rd RALSTON AV | Distance (ft) 45 | Direction W | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 13400 | Collision Date 20150402 | Time 1755 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? Y | Process Date 20150417
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	F	W	HNBD		PROC ST	W	A	0700	TOYOT	2000	- 3	E		-	M G								
2	DRVR	42	F	W	HNBD		STOPPED	W	A	0100	FORD	2013	- 3	N		-	M G	DRVR	COMP PN	42	F	1	0	G	-
																		PASS		11	F	6	0	G	-
3	DRVR	53	M	A	HNBD		STOPPED	W	A	0100	LEXUS	1997	- 3	N		-	- G	DRVR	COMP PN	53	M	1	0	G	-
																		PASS		14	F	6	0	G	-
4	DRVR	39	F		HNBD		STOPPED	W	A	0100	TOYOT	2002	- 3	N		-	M G	PASS	COMP PN	6	F	5	0	Q	-

Primary Rd RALSTON AV | Distance (ft) 20 | Direction W | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 52 | Beat 002 | Type 0 | CalTrans | Badge 81100 | Collision Date 20150402 | Time 1817 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150925
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	17	F	W	HNBD		PROC ST	E	A	0100	SUBAR	2005	- 3	N		-	M G	PASS		8	M	6	0	G	-
																		PASS		14	M	3	0	G	-
2	DRVR	34	M	H	HNBD		STOPPED	E	A	0100	FORD	2003	- 3	N		-	M G								

Primary Rd RALSTON AV | Distance (ft) 149 | Direction W | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist | Beat 002 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150820 | Time 1450 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151230
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	W	HNBD		PROC ST	W	-	0000	MAZDA	2013	- 3	N		-	- G								
2	DRVR	38	F	W	HNBD		PROC ST	W	-	0000	FORD	2002	- 3	N		-	- G								

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 10610 | Collision Date 20151030 | Time 1636 | Day FRI
Primary Collision Factor WRONG SIDE | Violation 21460A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151112
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	W	HNBD		PASSING	W	J	4900	HARLE	2008	- 3	N		-	P W								
2	DRVR	36	M	W	HNBD		LFT TURN	S	A	0100	TOYOT	2011	- 3	N		-	M G	PASS		3	M	6	0	-	Q

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Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 27750 | Collision Date 20150203 | Time 2101 | Day TUE
Primary Collision Factor OTHER HAZ | Violation 21451A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? Y | Process Date 20150317
Weather1 CLEAR | Weather2 | Rdwy Surface SLIPPERY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	W	HNBD		LFT TURN	S	A	0100	FORD	2004	- 3	A	12509	-	L G	DRVR	COMP PN	18	M	1	0	-	G
																		PASS	COMP PN	16	M	3	0	-	G
																		PASS		18	M	4	0	-	G
																		PASS		18	M	6	0	-	G
2	DRVR	41	M	W	HNBD		PROC ST	N	A	0100	TOYOT	2005	- 3	N		-	M C	DRVR	COMP PN	41	M	1	0	-	C

Primary Rd RALSTON AV | Distance (ft) 50 | Direction E | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix P12 | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans | Badge | Collision Date 20150404 | Time 1434 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150925
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	O	HNBD		PROC ST	W	-	0000	HONDA	2004	- 3	N		-	M G								
2	DRVR	60	M	W	HNBD		STOPPED	W	-	0000	HONDA	2014	- 3	N		-	G -								

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 55960 | Collision Date 20150504 | Time 0828 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20160618
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	F	W	HNBD		LFT TURN	E	A	0100	TOYOT	2009	- 3	N		-	L G	DRVR	OTH VIS	30	F	1	0	G	-
																		PASS		998	M	6	0	Q	-
2	DRVR	58	M	W	HNBD		PROC ST	N	D	2200	GMC	2007	- 3	N		-	L G	DRVR	COMP PN	58	M	1	0	G	-

Primary Rd RALSTON AV | Distance (ft) 3 | Direction W | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 65000 | Collision Date 20150717 | Time 1521 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170112
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	W	HNBD		PROC ST	W	A	0100	CHEVR	2013	- 3	N		-	M G								
2	DRVR	48	F	O	HNBD		STOPPED	W	A	0100	ACURA	2005	- 3	N		-	M G								
3	DRVR	61	F	W	HNBD		STOPPED	W	A	0100	MERCE	2008	- 3	N		-	M G								

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Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd OLD COUNTY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans | Badge 31500 | Collision Date 20151107 | Time 2302 | Day SAT
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160210
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	W	HNBD		CHANG LN	W	-	0000	TOYOT	2003	- 3	N		-	N G								
2	DRVR	13	M	O	HNBD		PROC ST	W	-	0000	TOYOT	2013	- 3	N		-	N G								

Primary Rd RALSTON AV | Distance (ft) 55 | Direction W | Secondary Rd PGE POLE #24986 | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 13400 | Collision Date 20150422 | Time 0900 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20150929
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	W	HNBD		PROC ST	E	A	0100	FORD	2010	- 3	G		-	L -	DRVR	COMP PN	22	F	1	0	L	-
2	DRVR	65	M	O	HNBD		STOPPED	E	A	0100	TOYOT	2006	- 3	G		-	M G	PASS	COMP PN	47	F	3	0	G	-
3	DRVR	36	M	A	HNBD		STOPPED	E	A	0100	HONDA	2008	- 3	G		-	M G								

Primary Rd RALSTON AV | Distance (ft) 753 | Direction W | Secondary Rd PULLMAN AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20150302 | Time 1223 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OTHER | Severity FATAL | #Killed 1 | #Injured 0 | Tow Away? N | Process Date 20150602
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	55	M	W	IMP UNK	IMP UNK	PROC ST	E	L	0400	-	-	- 3	N		-	- -	BICY	KILLED	55	M	1	1	W	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd PULLMAN AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 55960 | Collision Date 20150712 | Time 1712 | Day SUN
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20151119
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	F	O	HNBD		LFT TURN	S	A	0100	TOYOT	2010	- 3	N		-	M G	DRVR	COMP PN	39	F	1	0	G	-
																		PASS		14	M	3	0	G	-
2	DRVR	78	F	W	HNBD		PROC ST	W	A	0100	CHRYS	2000	- 3	N		-	M G	DRVR	COMP PN	78	F	1	0	G	-
																		PASS		79	M	3	0	G	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd RALSTON AV 2675 | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 9 | Beat 003 | Type 0 | CalTrans | Badge 53200 | Collision Date 20150615 | Time 0902 | Day MON
Primary Collision Factor PED VIOL | Violation 214611 | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150713
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	W	HNBD		LFT TURN	S	A	0100	TOYOT	2013	- 3	N		-	M G	PASS		8	F	6	0	G	-
2	DRVR	52	M	W	HNBD		PROC ST	W	A	0100	ACURA	2000	- 3	N		-	L G	DRVR	COMP PN	52	M	1	0	G	-

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Primary Rd RALSTON AV | Distance (ft) 204 | Direction W | Secondary Rd RT 101 | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150128 | Time 1751 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160531
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	M		HNBD		PROC ST	E	D	2200	FORD	2006	- 3	N		-	P G
2	DRVR	29	M		HNBD		STOPPED	E	A	0700	HONDA		- 3	N		-	M G
3	DRVR	29	M		HNBD		STOPPED	E	D	2200	TOYOT	2006	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd RT 101 | NCIC 4102 | State Hwy? Y | Route 101 | Postmile Prefix - | Postmile 9.712 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans 4 | Badge 15200 | Collision Date 20150222 | Time 2045 | Day SUN
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161018
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	M	W	HNBD		PROC ST	E	-	0000	TOYOT	2015	- 3	A	22350	-	- -
2	DRVR	48	F	W	HNBD		SLOWING	E	-	0000	INFIN	2011	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 200 | Direction W | Secondary Rd RT 101 | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150403 | Time 1801 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150922
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M		HNBD		PROC ST	E	A	0100	CHEVR	2014	- 3	N		-	M G
2	DRVR	34	M	W	HNBD		STOPPED	E	A	0100	HONDA	2011	- 3	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd RT 101 | NCIC 4102 | State Hwy? Y | Route 101 | Postmile Prefix - | Postmile 9.712 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 07000 | Collision Date 20150619 | Time 1855 | Day FRI
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20161105
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	M	O	HNBD		LFT TURN	S	A	0100	NISSA	2014	- 3	A	21453	N	L G
2	DRVR	72	M	W	HNBD		PROC ST	W	A	0700	CADIL	2004	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	40	M	1	0	G	-

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd RT 101 | NCIC 4102 | State Hwy? Y | Route 101 | Postmile Prefix - | Postmile 9.711 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans 4 | Badge 15200 | Collision Date 20150730 | Time 0940 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? | Process Date 20170123
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	F	H	HNBD		LFT TURN	E	-	0000	HONDA	2015	- 3	A	21703	-	- -
2	DRVR	52	M	H	HNBD		LFT TURN	E	-	0000	AUTOC	2010	- 3	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 156 | Direction E | Secondary Rd RT 82 | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans 4 | Badge 53200 | Collision Date 20150208 | Time 2144 | Day SUN
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161025
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	H			CHANG LN	W	A	0100	FORD	1997	- 3	N		-	G -
2	DRVR	33	M	W			PROC ST	W	A	0100	HYUND	2010	- 3	N		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 177 | Direction W | Secondary Rd RT 82 | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 27707 | Collision Date 20150529 | Time 1530 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 214605 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170105
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	83	F	O	HNBD		PASSING	E	A	0100	CADIL	2007	- 3	N		-	M G
2	DRVR	76	M	H	HNBD		CHANG LN	E	A	0100	HONDA	1991	- 3	N		-	M E
3	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	-		- 3	N		-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		90	M	3	0	G	-

Primary Rd RALSTON AV | Distance (ft) 35 | Direction W | Secondary Rd RT 82 | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.69 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 53310 | Collision Date 20150606 | Time 1010 | Day SAT
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170105
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	42	M	W	HNBD		SLOWING	E	J	4800	FORD	2008	- 3	N		-	M E
2	DRVR	49	M		HNBD		SLOWING	E	A	0100	LEXUS	1996	- 3	L		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 800 | Direction W | Secondary Rd SOUTH RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFF | Beat 002 | Type 0 | CalTrans | Badge 069800 | Collision Date 20151030 | Time 1530 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160203
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	68	F	W	HNBD		SLOWING	E	A	0100	TOYOT	2014	- 3	N		-	M G
2	DRVR	61	M	A	HNBD		STOPPED	E	A	0100	HONDA	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 118 | Direction W | Secondary Rd TWIN PINES LN | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 002 | Type 0 | CalTrans | Badge 7000 | Collision Date 20150129 | Time 2015 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150810
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	56	F	W	HNBD		LFT TURN	N	A	0100	FORD	2007	- 3	N		-	N G
2	DRVR	44	M	W	HNBD		PROC ST	W	A	0100	AUDI	2014	- 3	N		-	Y G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **RALSTON AV** Distance (ft) **0** Direction Secondary Rd **VILLA** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **BELMO** Beat **002** Type **0** CalTrans Badge **65000** Collision Date **20150611** Time **0745** Day **THU**
Primary Collision Factor **R-O-W AUTO** Violation **21804A** Collision Type **BROADSIDE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20151028**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	24	F	W	HNBD		RGT TURN	N	-	0000	TOYOT	2004	- 3	N		-	G -							
2	DRVR	26	F	W	HNBD		PROC ST	E	A	0100	LEXUS	2009	- 3	N		-	G -							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** Distance (ft) **0** Direction Secondary Rd **VISTA POINT** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **003** Type **0** CalTrans Badge **FERNBE** Collision Date **20150909** Time **1350** Day **WED**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160114**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	40	M	W	HNBD		PROC ST	W	-	0000	NISSA	2005	- 3	N		-	L -							
2	DRVR	39	F	W	HNBD		PROC ST	W	-	0000	VOLKS	2000	- 3	N		-	- -							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON RD** Distance (ft) **40** Direction **E** Secondary Rd **SOUTH RD** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **13400** Collision Date **20151031** Time **0106** Day **SAT**
Primary Collision Factor **DRVR ALC|DRG** Violation **23152A** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160128**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	25	M	H	HBD-UI		UNS TURN	E	A	0700	TOYOT	1996	- 1	F		-	L G							
2	PRKD	998	-				PARKED	E	A	0100	INFIN	2001	- 3	N		-	- -							
3	PRKD	998	-				PARKED	E	A	0100	CADIL	2007	- 3	N		-	- -							
4	PRKD	998	-				PARKED	E	A	0100	FORD	2014	- 3	N		-	- -							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RT 82** Distance (ft) **18** Direction **S** Secondary Rd **5TH AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.054** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans **4** Badge **13400** Collision Date **20150408** Time **1341** Day **WED**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **SIDESWIPE** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20170109**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	60	M	W	HNBD		PROC ST	N	C	0200	OTHER	1966	- 3	N		-	P W							
2	DRVR	46	M	H	HNBD		STOPPED	N	D	2200	FORD	2007	- 3	N		-	M G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	60	M	1	1	W	-

Primary Rd **RT 82** Distance (ft) **89** Direction **N** Secondary Rd **EMMETT AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.64** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans **4** Badge **65000** Collision Date **20150804** Time **1310** Day **TUE**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **2** Tow Away? **Y** Process Date **20170119**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	19	F	W	HNBD		PROC ST	S	A	0100	TOYOT	2004	- 3	F		-	M G							
2	DRVR	34	F	O	HNBD		PROC ST	S	D	2200	MAZDA	2002	- 3	N		-	M G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	M	3	0	G	-
DRVR	COMP PN	34	F	1	0	G	-
PASS		30	F	3	0	G	-

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01/01/2015 thru 12/31/2015 | Total Count: 249 | Jurisdiction(s): Belmont
Include State Highways cases | Report Run On: 11/29/2018

3	DRVR	29	F	H	HNBD		PROC ST	S	A	0100	NISSA	2002	- 3	N		-	M G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	29	F	1	0	G	-

Primary Rd **RT 82** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.303** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **65000** Collision Date **20150209** Time **1046** Day **MON**
Primary Collision Factor **STOP SGN|SIG** Violation **21453A** Collision Type **BROADSIDE** Severity **INJURY** #Killed **0** #Injured **2** Tow Away? **Y** Process Date **20161019**
Weather1 **CLOUDY** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	41	M	O	HNBD		PROC ST	S	A	0100	TOYOT	1997	- 3	N		-	M G							
2	DRVR	54	F	W	HNBD		LFT TURN	E	A	0100	ACURA	2012	- 3	N		-	M G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	41	M	1	0	G	-
DRVR	COMP PN	54	F	1	0	G	-

Primary Rd **RT 82** Distance (ft) **404** Direction **S** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.3** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans **4** Badge **28500** Collision Date **20150228** Time **1930** Day **SAT**
Primary Collision Factor **NOT STATED** Violation Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20161025**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	36	M	W	HBD-UI		CHANG LN	N	D	2200	TOYOT	1998	- 3	A	22350	-	M B							
2	PRKD	998	-				PARKED	N	A	0800	HONDA	2000	- 3	N		-	- -							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RT 82** Distance (ft) **173** Direction **S** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.35** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **81264** Collision Date **20150519** Time **2122** Day **TUE**
Primary Collision Factor **UNKNOWN** Violation **23153F** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **2** Tow Away? **Y** Process Date **20170104**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	35	F	W	HBD-UI	DRUG	PROC ST	N	A	0100	MAZDA	2011	- 3	A	21703	N	M G							
2	DRVR	44	M	H	HNBD		PROC ST	N	A	0100	MITSU	2004	- 3	N		-	P G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	35	F	1	0	G	-
DRVR	COMP PN	44	M	1	0	G	-

Primary Rd **RT 82** Distance (ft) **24** Direction **S** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.29** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **07000** Collision Date **20151218** Time **1931** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170128**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	15	M	H	HNBD		SLOWING	N	A	0100	VOLKS	1998	- 3	N		-	L G							
2	DRVR	51	F	W	HNBD		STOPPED	N	A	0700	ACURA	2004	- 3	N		-	M G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		26	M	4	0	G	-
PASS		15	M	6	0	H	-
PASS		15	M	3	0	G	-
PASS		14	M	3	0	G	-

Primary Rd **RT 82** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.31** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans **4** Badge **38370** Collision Date **20151218** Time **2346** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170128**
Weather1 **CLOUDY** Weather2 **RAINING** Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip							
1F	DRVR	36	M	H	HNBD		PROC ST	S	A	0100	MAZDA	1993	- 3	N		-	N G							
2	DRVR	27	F	W	HNBD		STOPPED	S	A	0100	TOYOT	2005	- 3	N		-	N G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.303 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist BELMO Beat 002 Type 0 CalTrans 4 Badge 65000 Collision Date 20151222 Time 1320 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170128
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F	W	HNBD		PROC ST	N	A	0100	HONDA	2008	- 3	N		-	- G
2	DRVR	27	M	W	HNBD		STOPPED	N	A	0100	BMW	2007	- 3	N		-	- G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.858 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 002 Type 0 CalTrans 4 Badge C1 Collision Date 20150610 Time 0841 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170105
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	41	M	W	HNBD		PROC ST	S	-	0000	TOYOT	2002	- 3	N		-	N G
2	DRVR	59	F	W	HNBD		PROC ST	S	-	0000	TOYOT	2011	- 3	N		-	N G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 41 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.7 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 7000 Collision Date 20150508 Time 2127 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 5 Tow Away? Y Process Date 20170104
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	F	O	HNBD		PROC ST	S	A	0100	BMW	1992	- 3	N		-	L G
2	DRVR	50	F	W	HNBD		PROC ST	S	A	0700	HONDA	2009	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	10	M	7	0	G	-
PASS	COMP PN	10	M	7	0	G	-
PASS	COMP PN	9	M	7	0	G	-
PASS	COMP PN	9	M	5	3	G	-
PASS	COMP PN	9	M	5	0	G	-
PASS		9	M	3	0	G	-

Primary Rd RT 82 Distance (ft) 120 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.71 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 27750 Collision Date 20150510 Time 1245 Day SUN
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170104
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	50	M	W	HNBD		PROC ST	S	D	7200	DODGE	2005	- 3	N		-	M E
2	DRVR	43	F	W	HNBD		STOPPED	S	A	0700	TOYOT	2008	- 3	N		-	M E

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	43	F	1	0	E	-
PASS		12	M	3	0	E	-

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Primary Rd RT 82 Distance (ft) 63 Direction S Secondary Rd RUTH AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.51 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 27750 Collision Date 20150120 Time 2139 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20161019
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	M	H	HNBD		UNS TURN	S	A	0100	HONDA	2001	- 3	N		-	M B
2	DRVR	22	F	A	HNBD		STOPPED	S	A	0100	TOYOT	2015	- 3	N		-	M C
3	PRKD	998	-				PARKED	S	A	0100	TOYOT	2015	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	22	F	1	0	C	-

Primary Rd RT 82 Distance (ft) 105 Direction N Secondary Rd RUTH AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.53 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 13400 Collision Date 20150806 Time 0120 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20170119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	W	HBD-UI		UNS TURN	N	A	0100	MAZDA	1993	- 3	A	22107	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	23	M	1	0	G	-

Primary Rd RT 82 Distance (ft) 78 Direction S Secondary Rd WALTERMIRE ST NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.56 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 81100 Collision Date 20151116 Time 2041 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20170128
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	F	O	HNBD		PROC ST	S	A	0100	MAZDA	2016	- 3	N		-	L G
2	DRVR	57	M	H	HNBD		PROC ST	S	A	0100	TOYOT	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	22	F	1	0	G	-
DRVR	OTH VIS	57	M	1	0	G	-

Primary Rd SAN JUAN BL Distance (ft) 115 Direction W Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 84100 Collision Date 20150825 Time 1457 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160107
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	64	F	W				E	A	0700	VOLVO	2013	- 3	-		-	M G
2	PRKD	998	-			null		-	-	0000	-		- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SHOREWAY RD Distance (ft) 528 Direction N Secondary Rd CORMORANT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 34050 Collision Date 20150803 Time 1330 Day MON
Primary Collision Factor NOT DRIVER Violation Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151223
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	OTHR	998	-					-	-	0000	-		- -	M		-	- -
2	DRVR	55	M	H	HNBD		PROC ST	N	A	0100	NISSA	2000	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SHOREWAY RD | Distance (ft) 630 | Direction S | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 15200 | Collision Date 20150616 | Time 1118 | Day TUE
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151112
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	27	M		HNBD		OPPOS LN	N	A	0100	JEEP	2002	- 3	N		-	M G		
2	DRVR	45	M	W	HNBD		PROC ST	S	D	2200	FORD	2001	- 3	N		-	M G		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SHOREWAY RD | Distance (ft) 350 | Direction N | Secondary Rd SEM LN | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 28500 | Collision Date 20150713 | Time 0420 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? N | Process Date 20150730
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	65	F	W	HNBD		PROC ST	S	A	0100	FORD	2015	- 1	F		-	M G		
2	DRVR	23	F	H	HNBD		LFT TURN	S	A	0700	BMW	2001	- 3	N		-	M G		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	65	F	1	0	G	-
DRVR	COMP PN	23	F	1	0	G	-
PASS	COMP PN	22	F	3	0	G	-

Primary Rd SHOREWAY RD | Distance (ft) 0 | Direction | Secondary Rd SHOREWAY RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150512 | Time 1411 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160707
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	21	M	W	HNBD		RAN OFF RD	N	D	7200	CHEVR	1988	- 3	F		-	M G		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd TAHOE DR | Distance (ft) 200 | Direction S | Secondary Rd YOSEMITE | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist TRAFE | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150925 | Time 1300 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160122
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	54	F	A	HNBD		U-TURN	N	A	0100	HONDA	2011	- 3	N		-	M G		
2	PRKD	998	-		HNBD		PARKED	N	A	0100	TESLA	2014	- 3	N		-	- -		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd TERRACE DR | Distance (ft) 0 | Direction W | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 002 | Type 0 | CalTrans | Badge 38370 | Collision Date 20151111 | Time 2018 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	47	F	O	HNBD		UNS TURN	E	-	0000	NISSA	2004	- 3	N		-	N G		
2	DRVR	37	M	A			PARKED	E	A	0100	BMW	2000	- 3	N		-	- -		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd VALERGA DR | Distance (ft) 200 | Direction W | Secondary Rd GERALDINE DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 15200 | Collision Date 20150407 | Time 1930 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151008
Weather1 OTHER | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	998	-		IMP UNK	IMP UNK		-	-	0000	-		- 3	-		-	N B		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VALLEY VIEW AV | Distance (ft) 0 | Direction | Secondary Rd NOTRE DAME | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 52270 | Collision Date 20151108 | Time 1521 | Day SUN
Primary Collision Factor OTHER HAZ | Violation 21200A | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20151202
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	BICY	26	M	W	IMP UNK	IMP UNK	PROC ST	E	L	0400	-		- 3	N		-	- -		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	26	M	1	1	V	-

Primary Rd VILLA AV | Distance (ft) 0 | Direction | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 002 | Type 0 | CalTrans | Badge 27750 | Collision Date 20151002 | Time 1215 | Day FRI
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160127
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1	DRVR	54	M	W	IMP UNK	IMP UNK	ENT TRAF	N	-	0000	ACURA	2003	- 3	-		-	- -		
2	PRKD	998	-		IMP UNK	IMP UNK	PARKED	-	-	0000	CHEVR	2001	- 3	-		-	- -		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VILLAGE DR | Distance (ft) 20 | Direction S | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20150520 | Time 1145 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151012
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	88	M		HNBD		U-TURN	N	A	0100	HYUND	2011	- 3	N		-	M B		
2	PRKD	998	-				PARKED	-	-	0000	TOYOT	2005	- 3	N		-	- -		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WALTERMIRE | Distance (ft) 217 | Direction E | Secondary Rd 6TH | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans | Badge 15200 | Collision Date 20150525 | Time 1730 | Day MON
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151020
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		
1F	DRVR	998	-		IMP UNK	IMP UNK		-	-	0000	-		- 3	A	22106	-	N B		
2	PRKD	998	-				PARKED	-	A	0100	HONDA	2016	- 3	N		-	- -		

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		43	F	9	0	-	B

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Primary Rd WALTERMIRE Distance (ft) 100 Direction N Secondary Rd EL CAMINO REAL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist TRAFF Beat 002 Type 0 CalTrans Badge 69800 Collision Date 20150529 Time 1130 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20151019
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	M	A	HNBD		BACKING	N	A	0700	TOYOT	2009	- 3	N		-	G M								
2	DRVR	58	F	W	HNBD		PROC ST	W	A	0700	MERCE	2008	- 3	N		-	G M								

Primary Rd WESSEX WY Distance (ft) 243 Direction Secondary Rd GRANADA ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 81100 Collision Date 20150501 Time 1830 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20151026
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	RGT TURN	-	-	9900	-		- 3	N		-	B -								
2	PRKD	998	-				PARKED	-	A	0100	FORD	2006	- 3	N		-	- -								

Primary Rd WESSEX WY Distance (ft) 0 Direction Secondary Rd WESSEX WY 500 NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 69800 Collision Date 20150302 Time 2300 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20150916
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-		- 3	N		-	B -								
2	PRKD	998	-				PARKED	E	A	0100	HYUND	2003	- 3	N		-	- -								

Primary Rd WILLIAMS AV Distance (ft) 38 Direction N Secondary Rd NORTH RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 84100 Collision Date 20150826 Time 1132 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20151231
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HNBD		LFT TURN	N	F	2700	PETER	2015	- 3	N		-	M G								

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STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

Primary Rd 6TH AV Distance (ft) 105 Direction S Secondary Rd HARBOR BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans Badge 28500 Collision Date 20160501 Time 0000 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160512
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	W	IMP UNK	IMP UNK	OPPOS LN	N	A	0100	HYUND	2012	- 3	A	22350	-	M G								
2	PRKD	998	-				PARKED	-	A	0100	MERCE	1998	- 3	N		-	- -								

Primary Rd 6TH AV Distance (ft) 0 Direction Secondary Rd ONEILL AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans Badge 53200 Collision Date 20160523 Time 1731 Day MON
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160621
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	F	H	HNBD		STOPPED	S	A	0100	HYUND	2014	- 3	N		-	M G								
2	PED	52	F	H	HNBD		PROC ST	E	N	6000	-		- 3	N		-	- -	PED	COMP PN	52	F	9	0	B	-

Primary Rd 6TH AV Distance (ft) 225 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 10610 Collision Date 20160801 Time 2228 Day MON
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160815
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	F	H	HNBD		BACKING	W	A	0100	FORD	2008	- 3	N		-	M C								

Primary Rd ALAMEDA Distance (ft) 0 Direction Secondary Rd RALSTON NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist SOUTH Beat 002 Type 0 CalTrans Badge 52270 Collision Date 20160208 Time 1800 Day MON
Primary Collision Factor IMPROP PASS Violation 21755A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160308
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	86	F	W	HNBD		PASSING	N	A	0700	LEXUS	2001	- 3	N		-	M G								
2	DRVR	26	M	H	HNBD		STOPPED	N	A	0700	JEEP	2014	- 3	N		-	M G								

Primary Rd ALAMEDA DE LAS Distance (ft) 75 Direction N Secondary Rd ALAMEDA DE LAS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont RULGAS County San Mateo Population 4 Rpt Dist BELMO Beat 002 Type 0 CalTrans Badge 89900 Collision Date 20160210 Time 1854 Day WED
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20171019
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info | Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	88	M	W	HNBD		CHANG LN	N	A	0100	TOYOT	1998	- 3	N		-	- G								

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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
2	DRVR	19	M	W	HNBD		PROC ST	N	A	0100	VOLKS	2014	-	3	N	-	- G								

Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd ALAMEDA DE LAS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20160413 Time 1511 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160426
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	89	F	W	HNBD	FATG	PROC ST	W	A	0100	HONDA	2001	-	3	N	-	L G								

Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd CARLMONT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 05392 Collision Date 20160113 Time 0804 Day WED
Primary Collision Factor R-O-W AUTO Violation 21800C Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160126
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	O	HNBD		PROC ST	S	A	0700	CHEVR	2010	-	3	N	-	M G								
2	DRVR	46	F	W	HNBD		LFT TURN	E	A	0100	LEXUS	2010	-	3	N	-	M G	DRVR	OTH VIS	46	F	1	0	G	-

Primary Rd ALAMEDA DE LAS Distance (ft) 55 Direction N Secondary Rd CARLMONT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20160310 Time 1600 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160412
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	W	HNBD		BACKING	S	A	0100	TOYOT	1999	-	3	N	-	M G								
2	DRVR	69	F	W	HNBD		STOPPED	S	A	0100	TOYOT	2010	-	3	N	-	M G								

Primary Rd ALAMEDA DE LAS Distance (ft) 291 Direction N Secondary Rd CARLMONT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist BELMO Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20160401 Time 1425 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160413
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	F	O	HNBD		PROC ST	N	A	0700	JEEP	2014	-	3	N	-	M G								
2	DRVR	27	M	W	HNBD		STOPPED	N	A	0100	VOLKS	2015	-	3	N	-	M G								

Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20160902 Time 1550 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20161007
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	H	HNBD		RGT TURN	W	A	0100	TOYOT	1999	-	3	N	-	M G	PASS		24	M	3	0	M	G
2	BICY	61	M	W	HNBD		PROC ST	S	L	0400	-		-	3	N	-	- -	BICY	COMP PN	61	M	9	1	P	W

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Primary Rd ALAMEDA DE LAS Distance (ft) 327 Direction W Secondary Rd CLUB DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist Beat Type 0 CalTrans Badge 18230 Collision Date 20160114 Time 1500 Day THU
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160302
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M		IMP UNK	IMP UNK	LFT TURN	N	A	0100	-		-	3	N	-	M B								
2	DRVR	69	F	W	HNBD		PROC ST	S	A	0100	VOLVO	2010	-	3	N	-	M G								

Primary Rd ALAMEDA DE LAS Distance (ft) 0 Direction Secondary Rd EL VERANO NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist 4 Beat 002 Type 0 CalTrans Badge 65000 Collision Date 20160527 Time 1313 Day FRI
Primary Collision Factor STOP SGN|SIG Violation 22450A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160616
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	W	HNBD		PROC ST	S	A	0100	TOYOT	2006	-	1	N	-	M G								
2	DRVR	82	F	W	HNBD		PROC ST	S	A	0100	FORD	1990	-	3	N	-	M G								

Primary Rd ALAMEDA DE LAS Distance (ft) 186 Direction N Secondary Rd RALSTON NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BelmoRULGAS County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 31500 Collision Date 20160116 Time 1137 Day SAT
Primary Collision Factor IMPROP PASS Violation 21750A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160205
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	62	M	W	HNBD		PASSING	S	A	0700	SUBAR	2014	-	3	N	-	M G								
2	DRVR	35	M	W	HNBD		RGT TURN	S	J	4300	OTHER	2008	-	3	N	-	M G	PASS		47	M	3	0	-	G
																		PASS		34	M	6	0	-	G

Primary Rd ARTHUR AV Distance (ft) 108 Direction E Secondary Rd CORONET BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20160915 Time 0830 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20161004
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	17	M	W	HNBD		SLOWING	E	L	0400			-	3	N	-	- -	BICY	OTH VIS	17	M	1	1	P	V

Primary Rd ARTHUR AV Distance (ft) 11 Direction E Secondary Rd COVINGTON RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 89900 Collision Date 20160628 Time 0635 Day TUE
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160706
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	M	O	HBD-NUI			W	-	0000	-		-	3	E	-	M G								

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Primary Rd **BERESFORD AV** Distance (ft) **0** Direction Secondary Rd **BERESFORD AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **10** Beat **003** Type **0** CalTrans Badge **84100** Collision Date **20160516** Time **2015** Day **MON**
Primary Collision Factor **NOT DRIVER** Violation Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160602**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1	DRVR	32	M	W	HNBD		OTHER	E	A	0100	CADIL	2003	-	3	K	O	M H	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **BUENA VISTA AV** Distance (ft) **60** Direction **W** Secondary Rd **CIPRIANI BL** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **6** Beat **003** Type **0** CalTrans Badge **89900** Collision Date **20160410** Time **1200** Day **SUN**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **OTHER** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160419**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	OTHER	E	-	0000	-		-	3	-	-	B -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **BUENA VISTA AV** Distance (ft) **10** Direction **E** Secondary Rd **MONSERAT AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **8** Beat **003** Type **0** CalTrans Badge **69800** Collision Date **20160210** Time **1130** Day **WED**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160310**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	E	-	9900	-		-	3	N	-	M B	
2	PRKD	998	-				PARKED	E	A	0100	TOYOT	2012	-	3	N	-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CARLMONT DR** Distance (ft) **120** Direction **W** Secondary Rd **ALAMEDA DE LAS** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **65000** Collision Date **20160429** Time **1539** Day **FRI**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **AUTO/PED** Severity **FATAL** #Killed **1** #Injured **0** Tow Away? **N** Process Date **20161117**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PED** Lighting **DAYLIGHT** Ped Action **NOT IN X-** Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	36	M	W	HNBD		BACKING	W	A	0100	INFIN	2008	-	3	N	-	M G	
2	PED	86	M	W	HNBD			S	N	6000	-		-	3	N	-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		64	F	3	0	G	-
PED	KILLED	86	M	9	3	B	-

Primary Rd **CARLMONT DR** Distance (ft) **135** Direction **W** Secondary Rd **ALAMEDA DE LAS** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **89900** Collision Date **20160731** Time **1102** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160810**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	21	F	W	HBD-NUI	FATG	PROC ST	W	A	0100	FORD	1998	-	3	N	-	L G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		29	M	2	0	G	-

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Primary Rd **CARLMONT DR** Distance (ft) **111** Direction **S** Secondary Rd **HASTINGS DR** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **05392** Collision Date **20160621** Time **0834** Day **TUE**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160629**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **CONS ZONE** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	-	0000	-		-	3	N	-	B -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CARLMONT DR** Distance (ft) **187** Direction **E** Secondary Rd **LAKE RD** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **SOUTH** Beat **003** Type **0** CalTrans Badge **52270** Collision Date **20160131** Time **1615** Day **SUN**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160307**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	52	M	B	HNBD		RGT TURN	E	A	0800	GMC	2016	-	3	F	-	- G	
2	PRKD	998	-				PARKED	E	A	0100	TOYOT	2014	-	-	N	-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CARLMONT DR** Distance (ft) **115** Direction **W** Secondary Rd **VILLAGE DR** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **48600** Collision Date **20160528** Time **2230** Day **SAT**
Primary Collision Factor **WRONG SIDE** Violation **21460A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160613**
Weather1 **OTHER** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	OPPOS LN	W	-	9900	-		-	3	N	-	- B	
2	PRKD	998	-				PARKED	E	A	0100	VOLKS	2013	-	3	N	-	- -	
3	PRKD	998	-				PARKED	E	A	0100	FORD	2002	-	3	N	-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CARMELITA AV** Distance (ft) **254** Direction **E** Secondary Rd **CASA BONA AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **6** Beat **003** Type **0** CalTrans Badge **81100** Collision Date **20160416** Time **1506** Day **SAT**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160427**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	59	M	W	HNBD		PROC ST	W	A	0100	LAND	2010	-	3	N	-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **CHESTERTON AV** Distance (ft) **9** Direction **S** Secondary Rd **MARINE VIEW AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **48600** Collision Date **20160529** Time **0950** Day **SUN**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160622**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK		S	-	0000	-		-	3	A	22106	- B -	
2	PRKD	998	-				PARKED	-	A	0100	FORD	2003	-	3	N		- - -	
3	OTHR	998	-		IMP UNK	IMP UNK	ENT TRAF	S	A	0100	TOYOT	1997	-	3	N		- - -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd CHULA VISTA DR Distance (ft) 35 Direction E Secondary Rd ALAMEDA DE LAS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4 Beat 002 Type 0 CalTrans Badge 31500 Collision Date 20160329 Time 0438 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160412
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	W	HNBD		UNS TURN	E	D	2200	TOYOT	2009	-	3	N	-	M H	DRVR	COMP PN	23	M	1	0	-	H

Primary Rd CIPRIANI BL Distance (ft) 0 Direction Secondary Rd NEWLANDS AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 10610 Collision Date 20160225 Time 1900 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160309
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	64	M	W	HBD-NUI		RAN OFF RD	N	A	0800	DODGE	2005	-	3	N	-	M G								

Primary Rd CONTINENTALS WY Distance (ft) 82 Direction N Secondary Rd ARROYO VIEW CIR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 81100 Collision Date 20160618 Time 1231 Day SAT
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160630
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	O	HNBD		PARKING	N	A	0100	TOYOT	2014	-	3	N	-	M G								
2	PRKD	998	-				PARKED	N	A	0100	HONDA	2014	-	3	N	-	- -								
3	PRKD	998	-				PARKED	N	A	0100	VOLKS	2002	-	3	N	-	- -								

Primary Rd CONTINENTALS WY Distance (ft) 212 Direction S Secondary Rd ARROYO VIEW CIR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 15200 Collision Date 20160721 Time 2250 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160729
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	A	HNBD		BACKING	S	A	0100	VOLKS	2004	-	3	N	-	M G								
2	PRKD	998	-				PARKED	N	A	0100	MAZDA	2004	-	3	N	-	- -								

Primary Rd CONTINENTALS WY Distance (ft) 258 Direction S Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat Type 0 CalTrans Badge 15200 Collision Date 20160715 Time 1135 Day FRI
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160722
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	64	M	H	HNBD		BACKING	S	D	2200	FORD	2004	-	3	N	-	M G								
2	PRKD	998	-		HNBD		PARKED	N	A	0100	FORD	2012	-	3	N	-	- -								

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Primary Rd CORONET BL Distance (ft) 111 Direction S Secondary Rd CASA BONA AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20160726 Time 0830 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160804
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	S	-	9900	-		-	3	N	-	B -								
2	PRKD	998	-				PARKED	S	A	0100	TOYOT	2005	-	3	N	-	- -								

Primary Rd CRESTVIEW AV Distance (ft) 30 Direction W Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 82245 Collision Date 20160429 Time 1800 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160506
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HBD-UNK		PROC ST	E	-	0000	-		-	3	N	-	B -								
2	PRKD	998	-				PARKED	E	A	0100	BMW	2003	-	3	N	-	- -								

Primary Rd DAVEY GLEN RD Distance (ft) 20 Direction S Secondary Rd LIGHT POST 15559 NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 84100 Collision Date 20160411 Time 2500 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160419
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	-	9900	-		-	3	N	-	P B								

Primary Rd EL CAMINO REAL Distance (ft) 13 Direction N Secondary Rd DAVEY GLEN NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.31 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist BELMO Beat 002 Type 0 CalTrans 4 Badge 65000 Collision Date 20160107 Time 1124 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170208
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	F	W	HNBD		PROC ST	S	-	0000	FORD	2005	-	3	N	-	G -								
2	DRVR	42	M	O	HNBD		STOPPED	S	-	0000	BMW	2013	-	3	N	-	G -								

Primary Rd EL CAMINO REAL Distance (ft) 37 Direction N Secondary Rd DAVEY GLEN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.31 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 002 Type 0 CalTrans 4 Badge 27750 Collision Date 20160612 Time 1130 Day SUN
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HBD-UNK		PROC ST	S	A	0100	-		-	3	N	-	- -								
2	DRVR	78	F	B	HNBD		STOPPED	S	A	0100	MERCE	2011	-	3	N	-	M G								

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Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **EMMETT AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.63** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **002** Type **0** CalTrans **4** Badge **92760** Collision Date **20160720** Time **0753** Day **WED**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170227**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	M		HNBD		PROC ST	S	A	0700	HONDA	2014	- 3	N		-	M G								
2	DRVR	24	F		HNBD		STOPPED	S	A	0100	VOLKS	2003	- 3	N		-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **8** Direction **N** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.39** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **65000** Collision Date **20160412** Time **1735** Day **TUE**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170218**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	68	M	W	HNBD		PROC ST	N	A	0100	NISSA	2010	- 3	N		-	L G								
2	DRVR	26	F	W	HNBD		SLOWING	N	A	0100	TOYOT	2004	- 3	N		-	M G								
3	DRVR	40	F	W	HNBD		STOPPED	N	A	0100	JEEP	2008	- 3	N		-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.37** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **81264** Collision Date **20160611** Time **0825** Day **SAT**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20170204**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	68	F		HNBD		PROC ST	N	A	0100	TOYOT	2002	- 3	N		-	L G	DRVR	COMP PN	68	F	1	0	G	-
2	DRVR	55	F	O	HNBD		SLOWING	N	A	0700	TOYOT	2014	- 3	N		-	M G								
3	DRVR	62	M	W	HNBD		SLOWING	N	A	0100	VOLVO	2011	- 3	N		-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.303** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **002** Type **0** CalTrans **4** Badge **05392** Collision Date **20160613** Time **0741** Day **MON**
Primary Collision Factor **STOP SGN\|SIG** Violation **21453A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170211**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	62	M	W	HNBD		PROC ST	S	A	0100	TOYOT	2013	- 3	N		-	M G								
2	DRVR	51	F	W	HNBD		LFT TURN	E	A	0100	VOLVO	2002	- 3	N		-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.41** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **48600** Collision Date **20160213** Time **1209** Day **SAT**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170217**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	M	O	HNBD			N	-	0000	-		- 3	M		-	M G	PASS		12	M	6	0	G	-
2	DRVR	58	M	W	HNBD		PROC ST	N	A	0100	SUBAR	2011	- 3	N		-	M G								

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Primary Rd **EL CAMINO REAL** Distance (ft) **178** Direction **N** Secondary Rd **MIDDLE RD** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.89** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **001** Type **0** CalTrans **4** Badge **81100** Collision Date **20160904** Time **0337** Day **SUN**
Primary Collision Factor **DRVR ALC\|DRG** Violation **23152A** Collision Type **HIT OBJECT** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20170228**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	W	HBD-UI		PROC ST	N	A	0100	HONDA	1994	- 3	N		-	L G	DRVR	COMP PN	20	M	1	0	L	G

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **NORTH RD** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **8.58** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans **4** Badge **48600** Collision Date **20160212** Time **1459** Day **FRI**
Primary Collision Factor **R-O-W AUTO** Violation **21806A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170217**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	M	H	HNBD		PROC ST	S	A	0100	FORD	2013	- 3	N		-	M G								
2	DRVR	48	M	W	HNBD		RGT TURN	S	J	4398	FORD	2008	- 3	N		-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.69** Side of Hwy **N**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **BELMO** Beat **002** Type **0** CalTrans **4** Badge **65000** Collision Date **20160108** Time **0730** Day **FRI**
Primary Collision Factor **LANE CHANGE** Violation **21658A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170208**
Weather1 **CLOUDY** Weather2 **RAINING** Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **I** Ramp/Int **5**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	M	H	HNBD		LFT TURN	N	D	2200	FORD	2012	- 3	N		-	- -								
2	DRVR	23	M	O	HNBD		LFT TURN	N	A	0100	INFIN	2006	- 3	N		-	- G								

Primary Rd **EL CAMINO REAL** Distance (ft) **50** Direction **S** Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.68** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **SOTHE** Beat **002** Type **0** CalTrans **4** Badge **52270** Collision Date **20160424** Time **1035** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170218**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	52	M	W	HNBD		PROC ST	S	A	0100	MITSU	2001	- 3	M		-	M G								
2	DRVR	45	M	W	HNBD		STOPPED	S	A	0100	BMW	2014	- 3	M		-	M G								

Primary Rd **EL CAMINO REAL** Distance (ft) **35** Direction **S** Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.68** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **002** Type **0** CalTrans **4** Badge **53200** Collision Date **20160602** Time **0821** Day **THU**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20170211**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M	O	HNBD		PROC ST	S	A	0100	FORD	2015	- 3	N		-	L G								
2	DRVR	47	M	O	HNBD		STOPPED	S	A	0100	LEXUS	2006	- 3	N		-	M G								

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Primary Rd **EL CAMINO REAL** Distance (ft) **0** Direction Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.68** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans **4** Badge **48600** Collision Date **20160607** Time **2500** Day **TUE**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170211**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DARK - ST** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	S	A	0700	-	-	3	-	-	B	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EL VERANO** Distance (ft) **46** Direction **E** Secondary Rd **LADERA** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **BELMO** Beat **002** Type **0** CalTrans Badge **65000** Collision Date **20160520** Time **0850** Day **FRI**
Primary Collision Factor **LANE CHANGE** Violation **21658A** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160531**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	F	W	HNBD		PROC ST	W	-	0000	TOYOT	2010	- 3	N		-	- -
2	PRKD	998	-				PARKED	W	-	0000	JEEP	2001	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **EMMETT AV** Distance (ft) **160** Direction **W** Secondary Rd **RT 82** NCIC **4102** State Hwy? **Y** Route **82** Postmile Prefix **-** Postmile **7.627** Side of Hwy **S**
City **Belmont** County **San Mateo** Population **4** Rpt Dist **3** Beat **002** Type **0** CalTrans **4** Badge **65000** Collision Date **20160519** Time **0948** Day **THU**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **OTHER** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20170218**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **BICYCLE** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **I** Ramp/Int **6**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	25	M	H	HNBD		PROC ST	W	L	0400	-	-	3	N		-	- -
2	DRVR	56	M	W	HNBD		STOPPED	W	A	0100	SUBAR	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	25	M	9	0	W	-

Primary Rd **GERALDINE WY** Distance (ft) **84** Direction **N** Secondary Rd **VALERGA DR** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **65000** Collision Date **20160324** Time **2100** Day **THU**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160412**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PARKING	S	-	9900	-	-	3	N		-	P B
2	PRKD	998	-				PARKED	N	A	0100	NISSA	2005	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **GORDON AV** Distance (ft) **0** Direction Secondary Rd **GORDON AV 880** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **48600** Collision Date **20160326** Time **0725** Day **SAT**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160406**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-				BACKING	-	A	0100	-	-	3	A	20002	-	- B
2	DRVR	32	F	W			STOPPED	S	-	0000	-	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **HALLMARK DR** Distance (ft) **64** Direction **S** Secondary Rd **RALSTON AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **9** Beat **003** Type **0** CalTrans Badge **92760** Collision Date **20160316** Time **1405** Day **WED**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160406**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	50	F	A	HNBD		RGT TURN	S	A	0100	TOYOT	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **HASTINGS DR** Distance (ft) **275** Direction **S** Secondary Rd **CLIFFSIDE CT** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **7** Beat **003** Type **0** CalTrans Badge **69800** Collision Date **20160224** Time **1200** Day **WED**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160309**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	-	9900	-	-	3	N		-	M B
2	PRKD	998	-				PARKED	N	A	0100	HONDA	2006	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **HILLER ST** Distance (ft) **0** Direction Secondary Rd **HILLER ST 807** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **28500** Collision Date **20160314** Time **2220** Day **MON**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **BROADSIDE** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20160330**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	H	HBD-UNK		PROC ST	N	A	0100	CHEVR	1996	- 3	A	22350	-	L B
2	PRKD	998	-				PARKED	-	D	2200	GMC	2008	- -	N		-	- -
3	PRKD	998	-				PARKED	-	D	2200	CHEVR	2003	- -	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	33	M	1	0	B	-

Primary Rd **IRWIN ST** Distance (ft) **0** Direction Secondary Rd **ONEILL AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **BELMO** Beat **001** Type **0** CalTrans Badge **89900** Collision Date **20160624** Time **1650** Day **FRI**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160712**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	84	M	O	HNBD		BACKING	N	D	2200	FORD	2010	- 3	N		-	M G
2	PRKD	998	-			null		-	A	0100	CHEVR	1963	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **KEDITH ST** Distance (ft) **300** Direction **N** Secondary Rd **ONEILL AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **001** Type **0** CalTrans Badge **15200** Collision Date **20160219** Time **0900** Day **FRI**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160310**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	20	M	H	HNBD		PROC ST	N	-	0000	DODGE	1999	- 3	F		-	- -
2	PRKD	998	-		HNBD		PARKED	-	-	0000	DODGE	2006	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd KEDITH ST | Distance (ft) 135 | Direction S | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 001 | Type 0 | CalTrans | Badge 28500 | Collision Date 20160221 | Time 1842 | Day SUN
Primary Collision Factor HAZ PARKING | Violation 22502A | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160826
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	OTHR	998	-		HNBD		PARKING	N	-	0000	VOLKS	1999	- 3	F		-	- -
2F	PRKD	998	-		HNBD		STOPPED	-	-	0000	BMW	2002	- 3	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd LAUREL CREEK RD | Distance (ft) 0 | Direction | Secondary Rd BAY CT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 003 | Type 0 | CalTrans | Badge 27750 | Collision Date 20160730 | Time 1219 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160803
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 LOOSE MATRL | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	O	HNBD		RGT TURN	N	C	0200	KAWA	2009	- 3	-		-	P A

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd LINCOLN AV | Distance (ft) 301 | Direction N | Secondary Rd ALL VIEW WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 0700 | Collision Date 20160219 | Time 0846 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160315
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	65	F	W	HNBD		BACKING	W	A	0100	BMW	2015	- 3	N		-	M G
2	DRVR	60	M	W	HNBD		PROC ST	S	D	8300	GMC	2015	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		29	M	3	0	G	-

Primary Rd LINCOLN AV | Distance (ft) 7 | Direction W | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 28500 | Collision Date 20160715 | Time 1925 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160721
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	64	F	W	HBD-UNK		RAN OFF RD	W	A	0100	AUDI	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd LYALL WY | Distance (ft) 20 | Direction W | Secondary Rd MERRY MOPPET | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 27750 | Collision Date 20160627 | Time 0720 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160705
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK		E	-	0000	-		- 3	N		-	- B
2	PRKD	998	-		HNBD		PARKED	E	A	0100	LEXUS	2016	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd MAYWOOD DR | Distance (ft) 100 | Direction S | Secondary Rd LADERA WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4 | Beat 002 | Type 0 | CalTrans | Badge 69800 | Collision Date 20160120 | Time 1522 | Day WED
Primary Collision Factor HAZ PARKING | Violation 22515 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160308
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	M		HNBD		RAN OFF RD	N	D	2200	FORD	1994	- 3	O		-	M G
2	PRKD	998	-				PARKED	-	A	0100	TOYOT	2007	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	39	M	1	0	G	-

Primary Rd MEZES AV | Distance (ft) 0 | Direction | Secondary Rd TERRACE DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 89900 | Collision Date 20160524 | Time 2309 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160607
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	M	W	HNBD		UNS TURN	E	A	7100	VOLKS	2005	- 3	A	22350	-	L G
2	PRKD	998	-				OPPOS LN	-	A	0100	MERCE	2012	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MIDDLE RD | Distance (ft) 40 | Direction N | Secondary Rd BARBARA LN | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 31500 | Collision Date 20160110 | Time 0111 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160226
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	W	HBD-UI		UNS TURN	N	A	0100	TOYOT	2004	- 3	A	22107	-	M G
2	PRKD	998	-				PARKED	N	D	7200	TOYOT	2005	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MIDDLE RD | Distance (ft) 125 | Direction W | Secondary Rd DAVEY GLEN RD | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 13400 | Collision Date 20160110 | Time 0110 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160205
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	W	HBD-UI		UNS TURN	W	A	0100	TOYOT	2004	- 3	A	22107	-	M G
2	PRKD	998	-				PARKED	W	D	2200	TOYOT	2004	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	33	M	1	0	G	-

Primary Rd MIDDLE RD | Distance (ft) 51 | Direction N | Secondary Rd HAINLINE DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 002 | Type 0 | CalTrans | Badge 81100 | Collision Date 20160422 | Time 2142 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160427
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	W	HNBD		PROC ST	N	-	0000	VOLKS	1996	- 3	A	22107	F	N G
2	PRKD	998	-			null		N	-	0000	FORD	2012	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **MILLER AV** Distance (ft) **0** Direction Secondary Rd **MONROE AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **2** Beat **002** Type **0** CalTrans Badge **07000** Collision Date **20160610** Time **2045** Day **FRI**
Primary Collision Factor **STRTNG|BCKNG** Violation **22106** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160621**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **FIXED OBJ** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	46	F	W	IMP UNK	IMP UNK	BACKING	N	A	0100	AUDI	2009	- 3	N		-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **MONSERAT AV** Distance (ft) **2** Direction **S** Secondary Rd **ELECTRICAL POLE** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist Beat **003** Type **0** CalTrans Badge **89900** Collision Date **20160919** Time **1502** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20170404**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	F	W	HBD-NUI		PROC ST	E	A	0700	ACURA	2015	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **OLD COUNTRY RD** Distance (ft) **744** Direction **S** Secondary Rd **MARINE VIEW AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **81100** Collision Date **20160107** Time **0158** Day **THU**
Primary Collision Factor **DRVR ALC|DRG** Violation **23153A** Collision Type **REAR END** Severity **INJURY** #Killed **0** #Injured **2** Tow Away? **Y** Process Date **20170123**
Weather1 **CLOUDY** Weather2 **RAINING** Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	M	W	HBD-UNK		PROC ST	N	A	0100	DODGE	2005	- 1	A	22350	F	M G
2	DRVR	26	M	O	HNBD		SLOWING	N	A	0100	HONDA	2013	- 3	N		-	M G
3	PRKD	998	-				PARKED	N	A	0100	VOLKS	2015	- 3	N		-	- -
4	PRKD	998	-				PARKED	N	A	0100	TOYOT	2015	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		26	F	3	0	G	-
OTHR	COMP PN	28	M	6	0	G	-
OTHR	COMP PN	27	F	4	0	G	-

Primary Rd **OLD COUNTRY RD** Distance (ft) **0** Direction Secondary Rd **MASONIC WY** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **65000** Collision Date **20160412** Time **1403** Day **TUE**
Primary Collision Factor **STOP SGN|SIG** Violation **22450A** Collision Type **HEAD-ON** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160426**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	-	-	3	N		-	M B
2	DRVR	54	M	W	HNBD		LFT TURN	S	A	0100	MITSU	2007	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **OLD COUNTY RD** Distance (ft) **13** Direction **S** Secondary Rd **DALE VIEW AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **53200** Collision Date **20160516** Time **0823** Day **MON**
Primary Collision Factor **WRONG SIDE** Violation **21752D** Collision Type **OTHER** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **N** Process Date **20160606**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	W	HNBD		PASSING	S	C	0200	HONDA	2005	- 3	N		-	P A
2	DRVR	62	M	W	HNBD		U-TURN	S	A	0100	AUDI	2006	- 3	N		-	M G
3	OTHR	998	-					S	-	0000	-		- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	28	M	1	1	A	-
PASS		998	M	9	0	B	-

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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
4	DRVR	998	-				null	-	-	0000	-		- -	-		-	- -

Primary Rd **OLD COUNTY RD** Distance (ft) **295** Direction **N** Secondary Rd **HARBOR BL** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **4102** Beat **001** Type **0** CalTrans Badge **53200** Collision Date **20160116** Time **0718** Day **SAT**
Primary Collision Factor **TOO CLOSE** Violation **21703** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160226**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	21	M	O	HNBD		PROC ST	N	-	0000	BMW	1996	- 3	N		-	- G
2	DRVR	21	M	H	HNBD		U-TURN	N	-	0000	FORD	2014	- 3	N		-	- G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **OLD COUNTY RD** Distance (ft) **433** Direction **S** Secondary Rd **MARINE VIEW** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **29350** Collision Date **20160314** Time **1600** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160329**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	S	A	0100	-		- 3	N		-	M B
2	PRKD	998	-		IMP UNK	IMP UNK	PARKED	S	A	0100	TOYOT	2016	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **OLD COUNTY RD** Distance (ft) **708** Direction **S** Secondary Rd **MARINE VIEW AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **7000** Collision Date **20160329** Time **1845** Day **TUE**
Primary Collision Factor **NOT DRIVER** Violation Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160420**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	78	M	W	HNBD		PROC ST	N	A	0100	FORD	1994	- 3	K		-	M G
2	PRKD	998	-				PARKED	N	A	0100	ACURA	2013	- 3	N		-	- -
3	PRKD	998	-				PARKED	S	A	0100	TOYOT	2016	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **OLD COUNTY RD** Distance (ft) **161** Direction **N** Secondary Rd **MARINE VIEW AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **28500** Collision Date **20160404** Time **1930** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **Y** Process Date **20160415**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Vehicle Involved With **PKD MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	FORD	2005	- 3	A	22107	F	M G
2	PRKD	998	-				PARKED	N	A	0100	TOYOT	1995	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **OLD COUNTY RD** Distance (ft) **380** Direction **S** Secondary Rd **MARINE VIEW AV** NCIC **4102** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **Belmont** County **San Mateo** Population **4** Rpt Dist **1** Beat **001** Type **0** CalTrans Badge **31500** Collision Date **20160623** Time **1055** Day **THU**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160708**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Vehicle Involved With **PKD MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	-	9900	-		- 3	N		-	- B
2	PRKD	998	-				PARKED	N	A	0100	FORD	2001	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd OLD COUNTY RD Distance (ft) 43 Direction S Secondary Rd MASONIC NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 29350 Collision Date 20160524 Time 0912 Day TUE
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160830
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	65	M	W	HBD-NUI			S	-	0000	NISSA	2002	- 3	N		-	M G								
2	DRVR	38	M	W	HBD-NUI			N	-	0000	-	-	3	N		-	M G	PASS		44	M	2	0	G	-
3	OTHR	998	-					N	-	0000	-	-	3	N		-	- -								

Primary Rd OLD COUNTY RD Distance (ft) 60 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 29350 Collision Date 20160110 Time 1515 Day SUN
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160226
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	B	IMP UNK	IMP UNK	ENT TRAF	W	A	0100	CHEVR	1999	- 3	N		-	M B								
2	DRVR	26	M	O	HNBD		STOPPED	S	A	0100	HYUND	2009	- 3	N		-	M B	PASS		26	M	3	0	G	-

Primary Rd OLD COUNTY RD Distance (ft) 268 Direction N Secondary Rd WALTERMIRE ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist Beat 001 Type 0 CalTrans Badge 63000 Collision Date 20160422 Time 1645 Day FRI
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160504
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	F	O	HNBD		PASSING	N	A	0100	-	2005	- 3	N		-	M G								
2	DRVR	40	M	W	HNBD		STOPPED	W	D	2200	ISUZU	2014	- 3	N		-	M G								

Primary Rd OXFORD WY Distance (ft) 318 Direction S Secondary Rd OXFORD CT NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist TRAFF Beat 001 Type 0 CalTrans Badge 31500 Collision Date 20160513 Time 0942 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160520
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	M	O	HNBD		UNS TURN	N	D	2200	FORD	2015	- 3	N		-	M G								
2	DRVR	57	M	H	HNBD		PROC ST	N	D	2200	TOYOT	2011	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 5 Direction E Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans Badge 65000 Collision Date 20160420 Time 1723 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160426
Weather1 CLEAR Weather2 Rdwy Surface Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	W	HNBD		PROC ST	W	A	0100	LEXUS	2006	- 3	N		-	M G								
2	DRVR	66	M	W	HNBD		SLOWING	W	A	0100	TOYOT	2013	- 3	N		-	M G								
3	DRVR	35	M	O	HNBD		STOPPED	W	A	0100	FORD	2007	- 3	N		-	M G								

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Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 002 Type 0 CalTrans Badge 15200 Collision Date 20160610 Time 1710 Day FRI
Primary Collision Factor R-O-W AUTO Violation 21453B Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160621
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	F	H	HNBD		RGT TURN	N	-	0000	TOYOT	2006	- 3	G		-	- -								
2	DRVR	55	M	W	HNBD		PROC ST	E	-	0000	FORD	2010	- 3	G		-	- -								

Primary Rd RALSTON AV Distance (ft) 15 Direction W Secondary Rd ALAMEDA NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20160404 Time 1820 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160510
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	61	F	W	HNBD		SLOWING	E	A	0100	MERCE	2006	- 3	N		-	M G								
2	DRVR	23	M	W	HNBD		STOPPED	E	A	0100	NISSA	2015	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 450 Direction E Secondary Rd ALAMEDA DE LAS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 5 Beat 002 Type 0 CalTrans Badge 53200 Collision Date 20160115 Time 1428 Day FRI
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20160309
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	79	F	W	HNBD		LFT TURN	W	A	0100	SUBAR	2011	- 3	N		-	M H	DRVR	SEVERE	79	F	1	0	H	-
2	DRVR	20	F	H	HNBD		PROC ST	W	A	0100	CHEVR	2000	- 3	N		-	M G	DRVR	COMP PN	20	F	1	0	G	-

Primary Rd RALSTON AV Distance (ft) 129 Direction E Secondary Rd ALAMEDA DE LAS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 65000 Collision Date 20160323 Time 1230 Day WED
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160408
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run FELONY Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action NOT IN RD Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	ENT TRAF	E	A	0700	-	-	3	N		-	M B								
2	PED	38	F	W	HNBD			W	N	6000	-	-	3	N		-	- -	PED	COMP PN	38	F	9	0	-	B

Primary Rd RALSTON AV Distance (ft) 165 Direction W Secondary Rd ALAMEDA DE LAS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 05392 Collision Date 20160630 Time 1445 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160711
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	A	0100	-	-	3	-		-	B -								
2	DRVR	32	F	W			STOPPED	W	A	0100	CADIL	2007	- 3	N		-	M G	PASS		998	-	3	0	G	-

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Primary Rd **RALSTON AV** *Distance (ft)* **200** *Direction* **W** *Secondary Rd* **ALAMEDA DE LAS** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **53200** *Collision Date* **20161216** *Time* **1517** *Day* **FRI**
Primary Collision Factor **UNKNOWN** *Violation* **21703A** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20170109**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	62	F	W	HNBD		SLOWING	W	A	0100	TOYOT	2014	- 3	N		-	M G								
2	DRVR	49	F	W	HNBD		SLOWING	W	A	0100	SATUR	1999	- 3	N		-	M G	DRVR	COMP PN	49	F	1	0	M	G

Primary Rd **RALSTON AV** *Distance (ft)* **46** *Direction* **W** *Secondary Rd* **AVON ST** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **BELMO** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20160408** *Time* **1732** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160420**
Weather1 **CLOUDY** *Weather2* **RAINING** *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	F	H	HNBD		PROC ST	W	A	0100	FORD	2009	- 3	N		-	- G								
2	DRVR	36	M	O	HNBD		STOPPED	W	A	0100	-	2016	- 3	N		-	- G								

Primary Rd **RALSTON AV** *Distance (ft)* **55** *Direction* **E** *Secondary Rd* **BELMONT** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **10** *Beat* **003** *Type* **0** *CalTrans* *Badge* **53200** *Collision Date* **20160328** *Time* **0757** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **3** *Tow Away?* **Y** *Process Date* **20160418**
Weather1 **CLEAR** *Weather2* **OTHER** *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	M	W	HNBD		PROC ST	E	E	2235	DODGE	2013	- 3	E		-	M G	PASS	COMP PN	13	M	4	0	G	-
2	DRVR	33	M	H	HNBD		STOPPED	E	A	0100	INFIN	2009	- 3	N		-	M G	DRVR	COMP PN	33	M	1	0	G	-
																		PASS	COMP PN	12	M	3	0	G	-
3	DRVR	51	M	W	HNBD		STOPPED	E	A	0100	VOLKS	1999	- 3	N		-	M G								

Primary Rd **RALSTON AV** *Distance (ft)* **133** *Direction* **W** *Secondary Rd* **BELMONT** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **10** *Beat* **003** *Type* **0** *CalTrans* *Badge* **47500** *Collision Date* **20160708** *Time* **1338** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **N** *Process Date* **20160714**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	M	W	HNBD		PROC ST	W	A	0100	HONDA	2005	- 3	N		-	M B	DRVR	COMP PN	60	M	1	0	B	-
2	DRVR	69	F	W	HNBD		PROC ST	W	A	0100	TOYOT	2011	- 3	N		-	M B	DRVR	COMP PN	69	F	1	0	B	-

Primary Rd **RALSTON AV** *Distance (ft)* **202** *Direction* **E** *Secondary Rd* **CHEVY ST** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **5** *Beat* **002** *Type* **0** *CalTrans* *Badge* **15200** *Collision Date* **20160610** *Time* **1301** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160616**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	B	HNBD		PROC ST	W	A	0100	MAZDA	2006	- 3	A	22350	F	L G	PASS		7	M	6	0	G	-
2	DRVR	46	F	A	HNBD		STOPPED	W	A	0100	TOYOT	2013	- 3	G		-	M G	PASS		8	F	4	0	G	-
3	DRVR	58	M	W	HNBD		STOPPED	W	A	0100	TOYOT	2013	- 3	G		-	M G	PASS		54	F	6	0	G	-

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01/01/2016 thru 12/31/2016 *Total Count: 149* Jurisdiction(s): Belmont
Include State Highways cases *Report Run On: 11/29/2018*

																		PASS		13	M	3	0	G	-

Primary Rd **RALSTON AV** *Distance (ft)* **530** *Direction* **E** *Secondary Rd* **CHULA VISTA** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20160420** *Time* **1137** *Day* **WED**
Primary Collision Factor **LANE CHANGE** *Violation* **21658A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160509**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	69	F	W	HNBD		MERGING	E	A	0100	SUBAR	2006	- 3	N		-	P G								
2	DRVR	20	M	H	HNBD		PROC ST	E	A	0100	BMW	2007	- 3	N		-	M G								

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **CHULA VISTA AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **48600** *Collision Date* **20160619** *Time* **2340** *Day* **SUN**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152B** *Collision Type* *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160630**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M		HBD-UI		PROC ST	E	A	0100	HONDA	2005	- 3	A	22107	M	- -								

Primary Rd **RALSTON AV** *Distance (ft)* **485** *Direction* **E** *Secondary Rd* **CHULA VISTA DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **10610** *Collision Date* **20160217** *Time* **2025** *Day* **WED**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160309**
Weather1 **CLOUDY** *Weather2* **RAINING** *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	H	HNBD		LFT TURN	S	A	0100	FORD	1997	- 3	N		-	M G								
2	DRVR	48	M	W	HBD-NUI		PROC ST	W	A	0100	NISSA	1995	- 3	N		-	M G	PASS		9	M	6	0	G	-

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **CIPRIANI** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* *Beat* **003** *Type* **0** *CalTrans* *Badge* **43600** *Collision Date* **20160213** *Time* **1115** *Day* **SAT**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160309**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	M	W	HNBD		PROC ST	W	A	0700	LAND	2013	- 3	N		-	- G								
2	DRVR	20	M	W	HNBD		STOPPED	W	A	0100	TOYOT	1997	- 3	N		-	M G								

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **CIPRIANI BL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **4102** *Beat* **003** *Type* **0** *CalTrans* *Badge* **47500** *Collision Date* **20160708** *Time* **1525** *Day* **FRI**
Primary Collision Factor **OTHER HAZ** *Violation* **23114A** *Collision Type* **OTHER** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160715**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	M	H	HNBD		PROC ST	W	-	0000	CHEVR	2007	- 3	N		-	M G								
2	DRVR	17	M	W	HNBD		PROC ST	W	A	0100	FORD	2005	- 3	N		-	M G								

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Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd CORONET BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 6 Beat 003 Type 0 CalTrans Badge 07000 Collision Date 20160319 Time 1652 Day SAT
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160406
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	W	HNBD		PROC ST	S	A	0700	CHEVR	1995	- 3	N		-	M G								
2	DRVR	64	M	W	HNBD		PROC ST	W	A	0100	HONDA	2013	- 3	N		-	L G	DRVR	COMP PN	64	M	1	0	G	-

Primary Rd RALSTON AV Distance (ft) 0 Direction N Secondary Rd DAVIS DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist TRAFF Beat 003 Type 0 CalTrans Badge 89800 Collision Date 20160122 Time 1727 Day FRI
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160307
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	M	W	HNBD		PROC ST	W	A	0100	BMW	2003	- 3	N		-	M G								
2	DRVR	62	F	W	HNBD		SLOWING	W	A	0100	HYUND	2014	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd DAVIS DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 48600 Collision Date 20160217 Time 1624 Day WED
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160316
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	M	A	HNBD		SLOWING	E	A	0700	ACURA	2013	- 3	N		-	M G	PASS		5	M	6	0	Q	-
																		PASS		7	M	4	0	Q	-
2	DRVR	16	M	O	HNBD		SLOWING	E	A	0100	LEXUS	2015	- 3	N		-	M G	DRVR	COMP PN	16	M	1	0	G	-

Primary Rd RALSTON AV Distance (ft) 159 Direction W Secondary Rd EL CAMINO REAL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 002 Type 0 CalTrans Badge 31500 Collision Date 20160123 Time 1139 Day SAT
Primary Collision Factor WRONG SIDE Violation 21651A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160304
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	F	O	HNBD		PROC ST	E	-	0000	MITSU	2006	- 3	N		-	M G								
2	DRVR	57	M	W	HNBD		LFT TURN	E	-	0000	AUDI	2011	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 10 Direction E Secondary Rd EL CAMINO REAL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.69 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 84100 Collision Date 20160216 Time 1530 Day TUE
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170208
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run FELONY Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	IMP UNK	IMP UNK		PROC ST	W	A	0100	-	-	- 3	N		-	M B								
2	DRVR	32	M	W	HNBD		STOPPED	W	A	0100	MAZDA	2011	- 3	G		-	M G	DRVR	COMP PN	32	M	1	0	-	G

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Primary Rd RALSTON AV Distance (ft) 100 Direction W Secondary Rd EL CAMINO REAL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.69 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist SOUTH Beat 002 Type 0 CalTrans 4 Badge 52270 Collision Date 20160418 Time 0720 Day MON
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170214
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	37	M	W	HNBD		PROC ST	W	-	0000	GMC	2007	- 3	G		-	M G								
2F	DRVR	61	M	W	HNBD		CHANG LN	W	-	0000	FORD	2008	- 3	G		-	M G								

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd GRANADA ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 48600 Collision Date 20160404 Time 1130 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160429
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	IMP UNK	IMP UNK		UNS TURN	W	A	0100	-	-	- 3	N		-	- B	PASS		18	F	3	0	B	-
2	DRVR	23	F	W	HNBD		PROC ST	W	D	2200	GMC	2000	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 20 Direction E Secondary Rd HALLMARK DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 10 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20160105 Time 1754 Day TUE
Primary Collision Factor IMPROP TURN Violation 22100B Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160226
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	92	M	O	HNBD		LFT TURN	W	A	0100	TOYOT	2001	- 3	N		-	M G								
2	DRVR	51	F	W	HNBD		STOPPED	W	A	0100	HONDA	2009	- 3	N		-	M G								
3	DRVR	54	M	A	HNBD		STOPPED	W	A	0100	TOYOT	2014	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 45 Direction W Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 001 Type 0 CalTrans Badge Collision Date 20160309 Time 1324 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160330
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	M	H	HNBD		PROC ST	E	-	0000	TOYOT	2000	- 3	N		-	M G								
2	DRVR	51	M	B	HNBD		STOPPED	E	-	0000	FORD	2015	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 21 Direction E Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist BELMO Beat 001 Type 0 CalTrans Badge 68000 Collision Date 20160331 Time 1238 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160411
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	F	W	HNBD		PROC ST	W	A	0100	HONDA	2012	- 3	N		-	M G								
2	DRVR	67	F	W	HNBD		STOPPED	W	A	0100	TESLA	2015	- 3	N		-	M G								

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Primary Rd **RALSTON AV** *Distance (ft)* **50** *Direction* **W** *Secondary Rd* **ISLAND PKWY** *NCIC* **4102** *State Hwy?* **Y** *Route* **101** *Postmile Prefix* **-** *Postmile* **9.294** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **13400** *Collision Date* **20160313** *Time* **0010** *Day* **SUN**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170211**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	F	H	IMP UNK	IMP UNK	LFT TURN	W	D	2200	FORD	2005	- 3	N		-	M B
2	DRVR	61	F	W	HNBD		LFT TURN	W	A	0100	MERCE	2006	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **65** *Direction* **E** *Secondary Rd* **ISLAND PKWY** *NCIC* **4102** *State Hwy?* **Y** *Route* **101** *Postmile Prefix* **-** *Postmile* **9.414** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **65000** *Collision Date* **20160728** *Time* **1102** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170227**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	M	O	HNBD		PROC ST	E	A	0100	TOYOT	2007	- 3	-		-	M G
2	DRVR	36	M	O	HNBD		STOPPED	E	A	0100	TOYOT	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* **N** *Secondary Rd* **NDNU** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **89900** *Collision Date* **20160113** *Time* **0548** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160128**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	46	M	B				W	-	0000	-		- 3	N		-	M H
2	DRVR	998	-					-	-	0000	-		- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	46	M	1	0	H	-

Primary Rd **RALSTON AV** *Distance (ft)* **84** *Direction* **W** *Secondary Rd* **NOTRE DAME** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **5** *Beat* **002** *Type* **0** *CalTrans* *Badge* **53200** *Collision Date* **20160426** *Time* **1519** *Day* **TUE**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160525**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	41	F	W	HNBD		SLOWING	W	A	0100	TOYOT	2005	- 3	N		-	M G
2	DRVR	75	M		HNBD		SLOWING	W	A	0100	HONDA	2001	- 3	N		-	M G
3	DRVR	64	M	W	HNBD		STOPPED	W	A	0100	FORD	2005	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **25** *Direction* **E** *Secondary Rd* **OLD COUNTY RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* *Badge* **53200** *Collision Date* **20160223** *Time* **0757** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160321**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	SLOWING	W	A	0100	-		- 3	N		-	M B
2	DRVR	47	M	W	HNBD		STOPPED	W	A	0100	TOYOT	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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01/01/2016 thru 12/31/2016 *Total Count: 149* Jurisdiction(s): Belmont
Include State Highways cases *Report Run On: 11/29/2018*

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 101** *NCIC* **4102** *State Hwy?* **Y** *Route* **101** *Postmile Prefix* **-** *Postmile* **9.414** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **4102** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **29350** *Collision Date* **20160716** *Time* **1730** *Day* **SAT**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20170227**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	73	F	W	HNBD		PROC ST	E	A	0100	HONDA	1997	- 3	-		-	M G
2F	DRVR	40	M	O	HNBD		LFT TURN	S	A	0100	HONDA	2013	- 3	-		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 82** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **13.296** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **13400** *Collision Date* **20160217** *Time* **2127** *Day* **WED**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20170213**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **5**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	32	F		HNBD		PROC ST	E	A	0100	DODGE	2008	- 3	N		-	M G
2	DRVR	31	M	H	HNBD		PROC ST	N	D	2200	TOYOT	2009	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	31	M	1	0	G	-

Primary Rd **RALSTON AV** *Distance (ft)* **224** *Direction* **W** *Secondary Rd* **RT 82** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.69** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **89900** *Collision Date* **20160624** *Time* **1350** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20170211**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **I** *Ramp/Int* **6**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	F	B	HNBD		ENT TRAF	E	A	0100	HONDA	2013	- 3	N		-	M G
2	DRVR	57	M	W	HNBD		PROC ST	E	F	2700	PETER	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **251** *Direction* **E** *Secondary Rd* **RT 92** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **BELMO** *Beat* **00O** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20160220** *Time* **1840** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180317**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	F	W	HNBD		PROC ST	W	A	0700	PORSC	2010	- 3	N		- -	G
2	DRVR	45	F	O	HNBD		STOPPED	W	A	0700	MAZDA	2014	- 3	N		- -	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **194** *Direction* **E** *Secondary Rd* **SOUTH** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **27750** *Collision Date* **20160629** *Time* **0805** *Day* **WED**
Primary Collision Factor **WRONG SIDE** *Violation* **216501** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160714**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	13	M		HNBD		WRONG WY	E	L	0400	-		- 3	N		- -	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	COMP PN	13	M	9	1	-	W

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Primary Rd RALSTON AV Distance (ft) 25 Direction W Secondary Rd SOUTH RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 13400 Collision Date 20160317 Time 0200 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160325
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	E	-	0000	-	-	D	N		-	N B								

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd TAHOE DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 003 Type 0 CalTrans Badge C1 Collision Date 20160304 Time 0805 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160317
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F	W	HNBD		PROC ST	W	A	0100	TOYOT	2015	- 3	F		-	L G								
2	DRVR	48	F	A	HNBD		STOPPED	W	A	0700	HONDA	2006	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 0 Direction Secondary Rd TAHOE DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 10 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20160314 Time 0739 Day MON
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160405
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	51	F	W	HNBD		LFT TURN	W	A	0100	SUBAR	2011	- 3	N		-	M G								
2	DRVR	42	F		HNBD		PROC ST	E	A	0100	TOYOT	2011	- 3	N		-	M G								

Primary Rd RALSTON AV Distance (ft) 275 Direction W Secondary Rd TWIN PINES LN NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 81100 Collision Date 20160303 Time 2112 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160317
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-	-	- 3	N		-	- B								
2	PRKD	998	-				PARKED	E	A	0100	TOYOT	2006	- 3	N		-	- -								

Primary Rd RT 101 Distance (ft) 0 Direction Secondary Rd RALSTON AV NCIC 4102 State Hwy? Y Route 101 Postmile Prefix - Postmile 9.831 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist Beat 001 Type 0 CalTrans 4 Badge 84100 Collision Date 20160207 Time 2016 Day SUN
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170208
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type R Ramp/Int 1

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	M	A	HNBD		PROC ST	S	-	0000	TESLA	2015	- 3	F		-	N G								
2	DRVR	43	F	O	HNBD		STOPPED	S	-	0000	LEXUS	2007	- 3	-		-	N G								

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Primary Rd RT 82 Distance (ft) 150 Direction N Secondary Rd ANITA NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.49 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist Beat 001 Type 0 CalTrans 4 Badge 53200 Collision Date 20160405 Time 1014 Day TUE
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	H	HNBD		PROC ST	N	A	0100	CHEVR	2004	- 3	N		-	M G								
2	DRVR	45	M	O	HNBD		SLOWING	N	A	0100	FORD	1985	- 3	N		-	M G								

Primary Rd RT 82 Distance (ft) 1056 Direction S Secondary Rd DAVEY GLEN NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.18 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 002 Type 0 CalTrans 4 Badge 27750 Collision Date 20160621 Time 1438 Day TUE
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	M	H	HNBD		BACKING	N	-	0000	FORD	2000	- 3	-		-	- -								
2	DRVR	81	M	O	HNBD		STOPPED	S	-	0000	TOYOT	2001	- 3	-		-	- -								

Primary Rd RT 82 Distance (ft) 1584 Direction S Secondary Rd DAVEY GLEN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 13400 Collision Date 20160115 Time 1920 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170208
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	63	F	A	HNBD		RAN OFF RD	N	A	0100	HONDA	2010	- 3	N		-	L G								

Primary Rd RT 82 Distance (ft) 671 Direction S Secondary Rd DAVEY GLEN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.16 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist BELMO Beat 001 Type 0 CalTrans 4 Badge 65000 Collision Date 20160331 Time 1712 Day THU
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	M	O	HNBD		U-TURN	E	A	0100	BMW	1949	- 3	N		-	M G								
2	DRVR	52	F	O	HNBD		PROC ST	N	A	0700	CADIL	2003	- 3	N		-	M G								

Primary Rd RT 82 Distance (ft) 174 Direction S Secondary Rd DAVEY GLEN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.27 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 65000 Collision Date 20160714 Time 1729 Day THU
Primary Collision Factor NOT DRIVER Violation Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170218
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	38	F	W	HNBD		PROC ST	N	A	0100	BMW	2005	- 3	N		-	M G								

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Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd DAVEY GLENN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.295 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 81264 Collision Date 20160430 Time 0000 Day SAT
Primary Collision Factor UNKNOWN Violation Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1	DRVR	25	M		HNBD		LFT TURN	W	A	0100	DODGE	2016	- 3	N		-	M G	
2	DRVR	65	F		HNBD		PROC ST	S	A	0800	PLYMO	1998	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		56	F	3	0	-	G
PASS		59	M	4	0	-	G

Primary Rd RT 82 Distance (ft) 20 Direction S Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.37 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 65000 Collision Date 20160105 Time 1525 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170208
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	SLOWING	N	A	0100	-	-	3	N		-	M G	
2	DRVR	47	M	B	HNBD		STOPPED	N	A	0100	FORD	1999	- 3	N		-	M G	
3	DRVR	75	M	O	HNBD		STOPPED	N	A	0100	FORD	2006	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		70	F	3	0	G	-

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.38 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 53200 Collision Date 20160601 Time 1026 Day WED
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170204
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	38	M	H	HNBD		SLOWING	N	A	0100	TOYOT	2002	- 3	N		-	M G	
2	DRVR	46	M	H	HNBD		SLOWING	N	A	0100	NISSA	2015	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	14	F	3	0	G	-

Primary Rd RT 82 Distance (ft) 401 Direction S Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.31 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 81264 Collision Date 20160610 Time 2500 Day FRI
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	32	F		HNBD		CHANG LN	N	A	0700	MAZDA	2006	- 3	N		-	M G	
2	DRVR	76	M	W	HNBD		PROC ST	N	A	0100	TOYOT	2013	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		38	M	3	0	G	-
PASS		59	F	4	0	G	-

Primary Rd RT 82 Distance (ft) 17 Direction S Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.29 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 001 Type 0 CalTrans 4 Badge 7000 Collision Date 20160703 Time 1901 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170218
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	19	F	H	HNBD		PROC ST	N	-	0000	HONDA	2001	- 3	F		-	N G	
2	DRVR	51	F	W	HNBD		STOPPED	N	-	0000	BMW	1999	- 3	-		-	N G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.7 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist Beat 002 Type 0 CalTrans 4 Badge 89900 Collision Date 20160104 Time 0820 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170208
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	25	M	H	HNBD		SLOWING	S	D	2200	FORD	2000	- 3	N		-	M G	
2	DRVR	42	M	O	HNBD		STOPPED	S	A	0100	DODGE	2014	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.858 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 4102 Beat 002 Type 0 CalTrans 4 Badge 27750 Collision Date 20160518 Time 0853 Day WED
Primary Collision Factor R-O-W AUTO Violation 21453B Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1	DRVR	55	M	W	HNBD		LFT TURN	N	-	0000	CHEVR	2004	- 3	-		-	- -	
2F	DRVR	83	M	W	HNBD		RGT TURN	S	-	0000	NISSA	2015	- 3	-		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd ONEILL AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.522 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist Beat 002 Type 0 CalTrans 4 Badge 27750 Collision Date 20160208 Time 1407 Day MON
Primary Collision Factor STOP SGN|SIG Violation 21453A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170208
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	22	F	W	HNBD		PROC ST	S	-	0000	OLDSM	1991	- 3	N		-	- -	
2	DRVR	43	M	O	HNBD		LFT TURN	E	-	0000	TOYOT	1997	- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 336 Direction S Secondary Rd ONEILL AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.49 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 65000 Collision Date 20160712 Time 1558 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170218
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	20	F	W	HNBD		PROC ST	N	A	0100	VOLKS	2014	- 3	F		-	M G	
2	DRVR	53	F	W	HNBD		STOPPED	N	A	0100	HYUND	2011	- 3	N		-	M G	
3	DRVR	54	F	W	HNBD		STOPPED	N	A	0100	TOYOT	2011	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		13	F	3	0	G	-
PASS		25	F	6	0	G	-

Primary Rd RT 82 Distance (ft) 283 Direction S Secondary Rd ONEILL AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.47 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 53200 Collision Date 20160901 Time 1652 Day THU
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170128
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	32	M	H	HNBD		SLOWING	N	D	7200	GMC	2006	- 3	N		-	M G	
2	DRVR	57	F	W	HNBD		STOPPED	N	A	0100	HONDA	2013	- 3	N		-	M G	
3	DRVR	30	M		HNBD		STOPPED	N	A	0100	HONDA	2013	- 3	N		-	L G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **RT 82** *Distance (ft)* **44** *Direction* **N** *Secondary Rd* **ONEILL AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.53** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **53200** *Collision Date* **20160930** *Time* **1752** *Day* **FRI**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **N** *Process Date* **20170128**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	62	M	O	HNBD		SLOWING	N	A	0100	HONDA	1994	-	3	N	-	L	G	DRVR	COMP PN	62	M	1	0	L	G								
2	DRVR	63	M	W	HNBD		SLOWING	N	A	0100	BMW	2000	-	3	N	-	M	G	DRVR	COMP PN	63	M	1	0	M	G								

Primary Rd **RT 82** *Distance (ft)* **55** *Direction* **N** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.7** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **53200** *Collision Date* **20160210** *Time* **1730** *Day* **WED**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170211**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **H** *Ramp/Int* **-**

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	48	M		HNBD		PROC ST	S	A	0100	TOYOT	2014	-	3	N	-	M	G															
2	DRVR	48	M	W	HNBD		STOPPED	S	J	4800	FORD	2013	-	3	N	-	M	G															

Primary Rd **RT 82** *Distance (ft)* **48** *Direction* **S** *Secondary Rd* **RALSTON AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.64** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **29350** *Collision Date* **20160516** *Time* **1000** *Day* **MON**
Primary Collision Factor **OTHER HAZ** *Violation* **22517** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20170218**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	76	F	W	HNBD		PARKED	S	A	0100	NISSA	2011	-	3	N	-	M	B															
2	BICY	26	F	W	HBD-NUI		PROC ST	S	L	0400	-		-	3	N	-	-	-	BICY	OTH VIS	26	F	1	1	X	-								

Primary Rd **RT 82** *Distance (ft)* **1056** *Direction* **S** *Secondary Rd* **RUTH AV** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **8.42** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **4102** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **05392** *Collision Date* **20160429** *Time* **1438** *Day* **FRI**
Primary Collision Factor **LANE CHANGE** *Violation* **21658A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170211**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* **H** *Ramp/Int* **-**

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	47	F	W	HNBD		CHANG LN	S	A	0100	TOYOT	2003	-	3	N	-	M	G															
2	DRVR	53	M	O	HNBD		PROC ST	S	D	2200	FORD	2007	-	2	N	-	M	G															

Primary Rd **RUTH AV** *Distance (ft)* **253** *Direction* **W** *Secondary Rd* **EL CAMINO REAL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **BELMO** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20160310** *Time* **1030** *Day* **THU**
Primary Collision Factor **STRTNG|BCKNG** *Violation* **22106** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160824**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	24	M	O	HNBD		BACKING	N	D	2200	FORD	1999	-	3	N	-	M	G															
2	PRKD	998	-				PARKED	W	A	0700	CHEVR	1983	-	3	N	-	-	-															

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Primary Rd **SEMERIA AV** *Distance (ft)* **545** *Direction* **S** *Secondary Rd* **CIPRIANI BL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20160422** *Time* **0936** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160510**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	-		-	3	N	-	M	B															
2	PRKD	998	-		HNBD		PARKED	S	A	0100	AUDI	2013	-	3	N	-	-	-	PASS		50	M	9	0	B	-								

Primary Rd **SEMERIA AV** *Distance (ft)* **130** *Direction* **S** *Secondary Rd* **CIPRIANI BL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20160427** *Time* **1621** *Day* **WED**
Primary Collision Factor **STRTNG|BCKNG** *Violation* **22106** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160829**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	46	F	W	HNBD		BACKING	W	A	0100	TESLA	2015	-	3	N	-	M	G															
2	DRVR	43	M	W	HNBD		PROC ST	S	A	0100	NISSA	2010	-	3	N	-	L	G	DRVR	COMP PN	43	M	1	0	G	-								

Primary Rd **SHOREWAY RD** *Distance (ft)* **147** *Direction* **S** *Secondary Rd* **PGE LIGHT POLE** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* *Beat* **001** *Type* **0** *CalTrans* *Badge* **13400** *Collision Date* **20161015** *Time* **0241** *Day* **SAT**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20161219**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PKD MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	22	M	W	HBD-UI		UNS TURN	N	A	0100	HONDA	2006	-	3	N	-	M	G															
2	PRKD	998	-				PARKED	-	I	1000	OTHER	1999	-	-	-	-	-	-															
3	PRKD	998	-				PARKED	-	D	2200	FORD	1997	-	-	-	-	-	-															

Primary Rd **TALBRYN DR** *Distance (ft)* **0** *Direction* *Secondary Rd* **PALOMA AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* *Badge* **29350** *Collision Date* **20160420** *Time* **1530** *Day* **WED**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22450A** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160512**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	BICY	13	M	W	HNBD		PROC ST	E	L	0400	-		-	3	N	-	-	-	BICY	OTH VIS	13	M	1	2	V	-								
2	DRVR	68	F	O	HNBD		PROC ST	N	A	0100	TOYOT	1996	-	3	N	-	M	G															

Primary Rd **VALERGA DR** *Distance (ft)* **296** *Direction* **W** *Secondary Rd* **ALAMEDA DE LAS** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **7** *Beat* **003** *Type* **0** *CalTrans* *Badge* **53200** *Collision Date* **20160602** *Time* **1644** *Day* **THU**
Primary Collision Factor **HAZ PARKING** *Violation* **22515A** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160621**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

	Party Info																						Victim Info										
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*		*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*								
1F	DRVR	40	F	B	HNBD		PARKED	E	A	0100	JEEP	1989	-	3	O	-	M	D															

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Primary Rd VILLAGE CT | Distance (ft) 0 | Direction | Secondary Rd VILLAGE CT 2201 | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 28500 | Collision Date 20160207 | Time 2500 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160308
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	OTHR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-		-	3	-	-	- - -
2	PRKD	998	-				PARKED	-	C	0600	TOYOT	1987	-	3	M	-	- - -
3	PRKD	998	-				PARKED	-	A	0800	CHEVR	1998	-	3	M	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VILLAGE DR | Distance (ft) 0 | Direction | Secondary Rd GERALDINE WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 003 | Type 0 | CalTrans | Badge 53200 | Collision Date 20160114 | Time 0838 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160226
Weather1 CLOUDY | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	M	H	HNBD		PROC ST	S	-	0000	AUDI	2004	-	3	N	-	- - G
2	PRKD	998	-		HNBD		PARKED	-	-	0000	INFIN	2008	-	3	N	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VILLAGE DR | Distance (ft) 0 | Direction | Secondary Rd VILLAGE CT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 10610 | Collision Date 20160214 | Time 1700 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160308
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-		-	3	N	-	- B
2	PRKD	998	-				PARKED	N	A	0100	SATUR	2001	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WAKEFIELD DR | Distance (ft) 87 | Direction W | Secondary Rd SOMERSET DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4102 | Beat 003 | Type 0 | CalTrans | Badge 5392 | Collision Date 20160707 | Time 1309 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160720
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	77	F	A	HNBD		PROC ST	E	A	0100	TOYOT	1995	-	3	N	-	M G
2	PRKD	998	-				PARKED	E	A	0100	CHEVR	2005	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 8 - TOTAL COLLISIONS

Primary Rd 6TH AV | Distance (ft) 53 | Direction S | Secondary Rd EMMETT AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans | Badge 84100 | Collision Date 20170508 | Time 1818 | Day MON
Primary Collision Factor OTHER HAZ | Violation 22517 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170628
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	PRKD	998	-		HNBD		PARKED	N	A	0100	SUBAR	2007	-	3	N	-	- -
2	DRVR	64	M	W	HBD-NUI		PROC ST	N	A	0100	VOLVO	2001	-	3	J	N	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ALAMEDA DE LAS | Distance (ft) 316 | Direction N | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont PULGAS | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 84165 | Collision Date 20171001 | Time 1412 | Day SUN
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171101
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting | Ped Action X-WLK NT | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	B	HBD-NUI		LFT TURN	S	A	0100	HYUND	2016	-	3	N	-	M G
2	PED	49	F	W	HNBD			-	N	6000	-		-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	MINOR	49	F	9	0	P	-

Primary Rd ALAMEDA DE LAS | Distance (ft) 30 | Direction S | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont PULGAS | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20170721 | Time 1650 | Day FRI
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170808
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	62	F	O	HNBD		SLOWING	N	A	0100	BMW	2012	-	3	N	-	M G
2	DRVR	61	F	W	HNBD			N	A	0100	HONDA	2006	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	61	F	1	0	M	G

Primary Rd ALAMEDA DE LAS | Distance (ft) 196 | Direction S | Secondary Rd MEZES | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont PULGAS | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 65000 | Collision Date 20171101 | Time 1431 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180122
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	79	F	B	HNBD		LFT TURN	S	A	0100	TOYOT	2017	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd ALAMEDA DE LAS PULGAS Distance (ft) 0 Direction Secondary Rd VALERGA DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20170907 Time 1532 Day THU
Primary Collision Factor IMPROP PASS Violation 21755 Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20171003
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	W	HNBD		PASSING	S	C	0300	HONDA	1985	- 3	N		-	M A
2	DRVR	38	M	H	HNBD		LFT TURN	W	A	0100	MAZDA	2011	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	22	M	1	1	M	A
PASS		4	F	4	0	M	Q
PASS		2	F	6	0	M	Q

Primary Rd ANITA AV Distance (ft) 120 Direction W Secondary Rd BELMONT AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 53200 Collision Date 20170912 Time 1708 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20171012
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	85	F	W	HNBD		PROC ST	W	A	0100	TOYOT	2007	- 3	E		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	85	F	1	0	L	G

Primary Rd BROADWAY Distance (ft) 56 Direction W Secondary Rd RT 82 NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.416 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 48800 Collision Date 20170720 Time 1344 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type HEAD-ON Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180522
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	F	H	HNBD		BACKING	W	A	0100	NISSA	2010	- 1	N		-	M G
2	PRKD	998	-				PARKED	S	A	0100	VOLKS	2013	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		30	M	3	0	M	G
PASS		18	F	6	0	M	G

Primary Rd BUENA VISTA AV Distance (ft) 110 Direction E Secondary Rd MONSERAT AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 48400 Collision Date 20170612 Time 1506 Day MON
Primary Collision Factor DRVR ALC|DRG Violation 23153B Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20170628
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action NOT IN RD Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	64	F	W	HBD-UI		PARKING	E	A	0100	TOYOT	2006	- 3	A	22350	-	M B
2	PED	998	-		HNBD			E	N	6000	-	-	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		998	F	4	0	M	Q
PED	COMP PN	11	M	9	3	L	-

Primary Rd CARLMONT DR Distance (ft) 32 Direction N Secondary Rd HASTINGS DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20170405 Time 0800 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170417
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M		HNBD	FATG	PROC ST	N	A	0100	TOYOT	2013	- 3	N		-	M G
2		998	-				PARKED	N	A	0100	TOYOT	2010	- -	N		-	- -
3	PRKD	998	-				PARKED	N	A	0100	DODGE	2012	- -	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd CARLMONT DR Distance (ft) 54 Direction N Secondary Rd HASTINGS DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 81100 Collision Date 20171214 Time 2011 Day THU
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type HEAD-ON Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180209
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	F	H	HNBD		PROC ST	N	A	0700	VOLVO	2005	- 3	F		-	M G
2	PRKD	998	-				PARKED	N	D	2200	TOYOT	2016	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		18	M	3	0	M	G

Primary Rd CARLMONT DR Distance (ft) 253 Direction W Secondary Rd LAKE RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 81264 Collision Date 20170817 Time 1730 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170829
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	84	F		IMP UNK	IMP UNK	PARKING	W	A	0100	INFIN	1994	- 3	N		-	- B
2	PRKD	998	-				PARKED	W	A	0700	NISSA	1997	- -	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CARLMONT DR Distance (ft) 265 Direction S Secondary Rd LIVE OAK WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 09550 Collision Date 20170227 Time 2134 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170309
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	F	W	HBD-UNK		PROC ST	E	A	0700	CADIL	2008	- 3	M		-	P G
2	PRKD	998	-				PARKED	-	D	2200	TOYOT	2001	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CARLMONT DR Distance (ft) 1056 Direction W Secondary Rd LIVE OAK WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 13400 Collision Date 20171226 Time 0120 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20180203
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	47	M	W	HBD-UNK		UNS TURN	W	A	0100	CHEVR	2012	- 3	N		-	M G
2	PRKD	998	-				PARKED	W	A	0100	KIA	2016	- -	-		-	- -
3	PRKD	998	-				PARKED	W	A	0100	VOLKS	2011	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd CARLMONT DR Distance (ft) 200 Direction S Secondary Rd MERRY MOPPET NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 81100 Collision Date 20170330 Time 1630 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170419
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	47	M	O	HNBD		BACKING	N	A	0100	GMC	2015	- 3	N		-	M G
2	DRVR	54	F	W	HNBD		PROC ST	N	A	0100	PONTI	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	F	1	0	M	G

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Primary Rd CARLMONT DR | Distance (ft) 44 | Direction W | Secondary Rd MULBERRY CT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 84100 | Collision Date 20170611 | Time 2040 | Day SUN
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170621
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	W	-	9900	-		-	3	N	-	B -								
2	PRKD	998	-				PARKED	-	A	0100	BMW	2006	-	-	-	-	- -								

Primary Rd CARLMONT DR | Distance (ft) 172 | Direction E | Secondary Rd VILLAGE DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 48800 | Collision Date 20171019 | Time 1126 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171115
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	76	M	W	HNBD		PROC ST	E	A	0100	TOYOT	2004	-	3	N	-	M G	DRVR	MINOR	76	M	1	0	M	G
2	DRVR	68	F	W	HNBD		PROC ST	E	A	0100	BMW	2010	-	3	N	-	M G								

Primary Rd CIPRIANI BL | Distance (ft) 12 | Direction N | Secondary Rd BUENA VISTA AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20170926 | Time 1445 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171109
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	74	M	W	HNBD		SLOWING	S	A	0100	HONDA	2013	-	3	N	-	M G								
2	DRVR	46	M	O	HNBD		SLOWING	S	A	0100	MERCE	2014	-	3	N	-	M G	DRVR	COMP PN	46	M	1	0	M	G

Primary Rd CORNISH WY | Distance (ft) 116 | Direction E | Secondary Rd HILLER ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 53200 | Collision Date 20170213 | Time 1732 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170306
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HNBD		LFT TURN	E	A	0100	INFIN	2006	-	3	N	-	L G								
2	PRKD	998	-				PARKED	E	A	0100	FORD	2012	-	-	-	-	- -								
3	PRKD	998	-				PARKED	E	A	0100	FORD	2004	-	-	-	-	- -								

Primary Rd CORONET BL | Distance (ft) 131 | Direction E | Secondary Rd PULLMAN AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 53200 | Collision Date 20171017 | Time 1227 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171115
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	75	M	W	HNBD		PROC ST	E	A	0700	CADIL	2008	-	3	N	-	M G								
2	PRKD	998	-				PARKED	-	A	0100	HONDA	2017	-	-	-	-	- -								

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Primary Rd DAVEY GLEN RD | Distance (ft) 62 | Direction W | Secondary Rd EL CAMINO REAL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 8.295 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 65000 | Collision Date 20170825 | Time 1924 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180521
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	F		HNBD		RGT TURN	W	A	0100	CHEVR	2012	-	3	N	-	M G								

Primary Rd DAVIS DR | Distance (ft) 321 | Direction S | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 9 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20171011 | Time 0935 | Day WED
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171108
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	F	W	HNBD		LFT TURN	E	A	0100	CHRYS	2006	-	3	N	-	M G								
2	DRVR	43	M	W	HNBD		PROC ST	N	A	0100	TOYOT	2015	-	3	N	-	M G	DRVR	POSSIBL	43	M	1	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 0 | Direction | Secondary Rd 43RD AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 8.66 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 09950 | Collision Date 20171013 | Time 1951 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180619
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	OTHR	998	-		HNBD		PROC ST	N	D	2200	FORD	2008	-	3	N	-	- -								
2	DRVR	30	M	W	HNBD			N	-	0000	-		-	3	N	-	M C								

Primary Rd EL CAMINO REAL | Distance (ft) 177 | Direction N | Secondary Rd 5TH AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.13 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 53200 | Collision Date 20170523 | Time 1521 | Day TUE
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180329
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	F	W	HNBD			N	-	0000	-		-	3	N	-	M G								
2	PRKD	998	-				PARKED	N	A	0100	FORD	2012	-	3	N	-	- -								

Primary Rd EL CAMINO REAL | Distance (ft) 0 | Direction | Secondary Rd 5TH AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.054 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 84165 | Collision Date 20171218 | Time 0950 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20180706
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type I | Ramp/Int 6

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	94	M	W	HNBD		U-TURN	N	A	0100	CHEVR	1976	-	3	N	-	M G								
2	DRVR	54	M	H	HNBD		PROC ST	N	I	0900	GILLI	2010	-	3	N	-	M G								

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Primary Rd EL CAMINO REAL | Distance (ft) 0 | Direction | Secondary Rd BELMONT AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 5.518 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 650 | Collision Date 20170331 | Time 1736 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170628
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type I | Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	71	F		HNBD		ENT TRAF	N	A	0100	VOLVO	2008	- 3	N		-	M G
2	DRVR	30	F		HNBD		PROC ST	N	A	0100	HONDA	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd EL CAMINO REAL | Distance (ft) 36 | Direction S | Secondary Rd BELMONT AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 8.37 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 48800 | Collision Date 20171014 | Time 1524 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20180628
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		PROC ST	S	A	0700	FORD	2008	- 3	N		-	L G
2	DRVR	56	F	W	HNBD		STOPPED	S	A	0700	FORD	2002	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	24	M	1	0	L	G

Primary Rd EL CAMINO REAL | Distance (ft) 30 | Direction S | Secondary Rd DAVEY GLEN RD | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 8.28 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 65000 | Collision Date 20170209 | Time 0856 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170627
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	M	O	HNBD		SLOWING	N	A	0100	HONDA	1993	- 3	N		-	M G
2	DRVR	26	M	O	HNBD		STOPPED	N	A	0100	HONDA	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	26	M	1	0	M	G
PASS		33	F	3	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 21 | Direction S | Secondary Rd HARBOR BL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.35 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 65000 | Collision Date 20170209 | Time 1232 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20170628
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	49	F	W	HNBD		SLOWING	N	A	0100	TOYOT	2003	- 3	N		-	M G
2	DRVR	63	M	W	HNBD		STOPPED	N	A	0100	CHEVR	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	63	M	1	0	M	G
PASS	COMP PN	71	F	3	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 0 | Direction | Secondary Rd HARBOR BL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.31 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 81264 | Collision Date 20171014 | Time 1022 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180619
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	W	HNBD		PROC ST	N	A	0100	VOLKS	2000	- 3	N		-	M G
2	DRVR	52	F		HNBD		STOPPED	N	A	0700	LAND	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		29	M	3	0	M	G

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Primary Rd EL CAMINO REAL | Distance (ft) 240 | Direction S | Secondary Rd HARBOR BL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.32 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 69800 | Collision Date 20171125 | Time 1107 | Day SAT
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20180706
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	62	M	O	HNBD		PROC ST	N	A	0100	HONDA	1997	- 3	N		-	L -
2	DRVR	67	F	A	HNBD		PROC ST	N	A	0100	BMW	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	67	F	1	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 13 | Direction S | Secondary Rd MIDDLE RD | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.84 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 13400 | Collision Date 20170908 | Time 1751 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20180524
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	57	F	B	HNBD		PROC ST	S	A	0700	LEXUS	2006	- 3	N		-	M G
2	DRVR	48	M	W	HNBD		STOPPED	S	A	0700	HONDA	2005	- 3	N		-	M G
3	DRVR	40	F	H	HNBD		STOPPED	S	A	0100	MERCE	2015	- 3	N		-	M G
4	DRVR	66	F	W	HNBD		STOPPED	S	A	0700	BMW	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	48	M	1	0	M	G
DRVR	COMP PN	40	F	1	0	M	G
PASS		39	M	3	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 63 | Direction S | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.68 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans 4 | Badge 09550 | Collision Date 20170305 | Time 1849 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170728
Weather1 CLOUDY | Weather2 | Rdwy Surface SLIPPERY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	W	IMP UNK	IMP UNK	LFT TURN	S	A	0100	FORD	1992	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	27	M	1	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 65 | Direction N | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.7 | Side of Hwy S
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans 4 | Badge 84165 | Collision Date 20170807 | Time 1730 | Day MON
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180521
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	20	F	O	HNBD		PROC ST	S	A	0100	WHITE	2009	- 3	N		-	M G
2	DRVR	36	M	A	HNBD		STOPPED	S	A	0100	OTHER	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		28	M	3	0	M	G

Primary Rd EL CAMINO REAL | Distance (ft) 39 | Direction N | Secondary Rd WALTERMIRE ST | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.58 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 001 | Type 0 | CalTrans 4 | Badge 00650 | Collision Date 20170206 | Time 1348 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170731
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type H | Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		PROC ST	N	A	0100	FORD	2001	- 3	N		-	M G
2	PRKD	998	-				PARKED	N	A	0100	HONDA	2008	- -	-		-	- -
3	PRKD	998	-				PARKED	N	A	0700	CHEVR	2006	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd EMMETT AV | Distance (ft) 273 | Direction E | Secondary Rd 6TH AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans | Badge 84100 | Collision Date 20170208 | Time 1121 | Day WED
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170303
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	HNBD		ENT TRAF	W	A	0700	TOYOT	1999	- 3	N		-	M G
2	DRVR	45	M	W	HNBD		PROC ST	W	D	2200	FORD	2011	- 3	N		-	M G
3	OTHR	998	-		HNBD			W	-	0000	-		- 3	N		-	- -
4	OTHR	998	-		HNBD			W	-	0000	-		- 1	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
OTHR	COMP PN	50	F	1	0	M	G
PASS	COMP PN	48	F	3	0	M	B

Primary Rd EMMETT AV | Distance (ft) 259 | Direction E | Secondary Rd 6TH AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans | Badge 65000 | Collision Date 20171011 | Time 1301 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171025
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HNBD		RGT TURN	W	D	2200	CHEVR	2010	- 3	N		-	M G
2	PRKD	998	-		HNBD		PARKED	W	A	0100	HONDA	2013	- 3	N		-	- -
3	PRKD	998	-		HNBD		PARKED	W	A	0100	JEEP	1995	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FAIRWAY DR | Distance (ft) 26 | Direction | Secondary Rd AVON ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 48400 | Collision Date 20171223 | Time 1021 | Day SAT
Primary Collision Factor IMPROP TURN | Violation 22107A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180315
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	15	F	H	HNBD		RGT TURN	E	A	0100	HONDA	2013	- 3	N		-	- -
2	PRKD	998	-				PARKED	-	A	0100	ACURA	2006	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FURLONG ST | Distance (ft) 127 | Direction S | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 69800 | Collision Date 20171129 | Time 2028 | Day WED
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180122
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	N	-	9900	-		- 3	N		-	B -
2	PRKD	998	-				PARKED	N	A	0100	NISSA	2013	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd GRANADA ST | Distance (ft) 667 | Direction N | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 48400 | Collision Date 20170911 | Time 1418 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171226
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	F	B	IMP UNK	IMP UNK	BACKING	E	A	0100	FORD	2007	- 3	N		-	M B
2	PRKD	998	-				PARKED	S	A	0100	BMW	2011	- -	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd HARBOR BL | Distance (ft) 18 | Direction E | Secondary Rd EL CAMINO RL | NCIC 4102 | State Hwy? Y | Route 82 | Postmile Prefix - | Postmile 7.38 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 3 | Beat 002 | Type 0 | CalTrans 4 | Badge 53310 | Collision Date 20170207 | Time 0900 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170628
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type I | Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	M	W	HNBD		PROC ST	W	A	0100	NISSA	2013	- 3	N		-	M G
2	DRVR	58	M	B	HNBD		SLOWING	W	A	0100	TOYOT	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HASTINGS DR | Distance (ft) 141 | Direction W | Secondary Rd CARLMONT DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 69800 | Collision Date 20170621 | Time 1655 | Day WED
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170706
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	F	W	HNBD		BACKING	W	A	0100	FORD	2003	- 3	N		-	M G
2	PRKD	998	-				PARKED	W	A	0100	TOYOT	1998	- 3	N		-	- -
3	PRKD	998	-				PARKED	W	A	0100	FORD	2002	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HASTINGS DR | Distance (ft) 94 | Direction S | Secondary Rd CLIFFSIDE CT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 7 | Beat 003 | Type 0 | CalTrans | Badge 48400 | Collision Date 20170426 | Time 2051 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20180516
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	88	F	O	HNBD		UNS TURN	S	A	0100	MAZDA	2016	- 3	N		-	M G
2	PRKD	998	-				PARKED	-	A	0100	INFIN	2008	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	88	F	1	0	M	G
PASS	MINOR	86	M	3	0	M	G

Primary Rd HILLER ST | Distance (ft) 50 | Direction N | Secondary Rd RALSTON AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 53200 | Collision Date 20170328 | Time 1620 | Day TUE
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170420
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	M		HNBD		WRONG WY	S	A	0800	TOYOT	2005	- 3	N		-	M G
2	DRVR	65	F	H	HNBD		STOPPED	N	A	0100	MERCE	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd HILLER ST | Distance (ft) 0 | Direction | Secondary Rd SUSSEX CT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 92760 | Collision Date 20171019 | Time 1654 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20171204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	M		HNBD		PROC ST	N	A	0700	CHEVR	1997	- 3	F		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd ISLAND PKWY Distance (ft) 436 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 53200 Collision Date 20171108 Time 1735 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180126
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 CONS ZONE Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	47	M	W	HNBD		UNS TURN	S	D	2200	GMC	2016	- 3	F		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ISLAND PKWY Distance (ft) 40 Direction E Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 89900 Collision Date 20171211 Time 1651 Day MON
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180203
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	41	M	A	HNBD		PROC ST	S	A	0700	MAZDA	2014	- 3	N		-	M G	
2	DRVR	39	F	O	HNBD		STOPPED	S	A	0100	TOYOT	2017	- 3	N		-	- G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ISLAND PKWY Distance (ft) 17 Direction E Secondary Rd RT 101 NCIC 4102 State Hwy? Y Route 101 Postmile Prefix - Postmile 9.414 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist Beat 001 Type 0 CalTrans 4 Badge 13990 Collision Date 20170807 Time 2500 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180611
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type R Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	34	F	A	HNBD		RGT TURN	N	A	0100	TOYOT	2004	- 3	N		-	M G	
2	DRVR	62	M	W	HNBD		LFT TURN	E	A	0100	TOYOT	2013	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd LYALL WY Distance (ft) 50 Direction E Secondary Rd CONTINENTALS NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 69800 Collision Date 20170826 Time 2019 Day SAT
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170927
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	20	M	A	HNBD		PROC ST	E	A	0100	LEXUS	1999	- 3	N		-	M G	
2	PRKD	998	-				PARKED	E	A	0100	FORD	2002	- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd MARINE VIEW AV Distance (ft) 40 Direction W Secondary Rd CAMBRIDGE ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 27750 Collision Date 20170823 Time 2200 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HEAD-ON Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170906
Weather1 OTHER Weather2 Rdwy Surface Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		HBD-UNK			-	-	0000	-	-	3	-		-	B -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd MASONIC WY Distance (ft) 65 Direction W Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 13400 Collision Date 20170713 Time 1134 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20170808
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	38	M	O	HBD-UI		PROC ST	N	A	0100	VOLKS	2016	- 3	N		-	M H	
2	PRKD	998	-				PARKED	W	D	2300	FORD	2009	- 3	N		-	- -	
3	PRKD	998	-					S	-	0000	-	-	- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	38	M	1	0	M	H

Primary Rd MIDDLE RD Distance (ft) 125 Direction W Secondary Rd EL CAMINO REAL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.858 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 13400 Collision Date 20170310 Time 1835 Day FRI
Primary Collision Factor WRONG SIDE Violation 21650 Collision Type HEAD-ON Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170628
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	59	M	W	HNBD		RGT TURN	W	A	0100	MERCU	2001	- 3	N		-	M G	
2	DRVR	42	M	O	HNBD		SLOWING	E	A	0100	AUDI	2016	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		12	F	3	0	M	G
PASS		10	M	4	0	M	G

Primary Rd MONTE CRESTA DR Distance (ft) 299 Direction E Secondary Rd SAN JUAN BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20170725 Time 1448 Day TUE
Primary Collision Factor WRONG SIDE Violation 21650 Collision Type HEAD-ON Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170816
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	57	F	W	HNBD		WRONG WY	W	A	0100	VOLKS	2008	- 3	N		-	L G	
2	DRVR	41	M		HNBD		PROC ST	E	A	0100	NISSA	2016	- 3	N		-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	57	F	1	0	L	G

Primary Rd MOUNTAIN VIEW AV Distance (ft) 0 Direction Secondary Rd OLD COUNTY RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 38370 Collision Date 20170817 Time 1644 Day THU
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20170906
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	54	M	W	HNBD		LFT TURN	W	D	2200	GMC	2015	- 3	N		-	M G	
2	DRVR	60	M	W	HNBD		PROC ST	N	A	0100	HONDA	2007	- 1	A	23123	F	L G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	M	1	0	M	G
DRVR	OTH VIS	60	M	1	0	L	G

Primary Rd MULBERRY CT Distance (ft) 0 Direction Secondary Rd MULBERRY CT 10 NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 48800 Collision Date 20170906 Time 2100 Day WED
Primary Collision Factor OTHER IMPROP DRV Violation Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20171012
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	-	9900	-	-	3	N		-	B -	
2	PRKD	998	-				PARKED	E	A	0100	HONDA	2011	- 3	N		-	- -	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd NORTH RD | Distance (ft) 64 | Direction N | Secondary Rd RUTH AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 48800 | Collision Date 20170831 | Time 1514 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170918
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	A	0100	-		-	3	N	-	B -
2	PRKD	998	-				PARKED	-	A	0100	TOYOT	2008	-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd NOTRE DAME AV | Distance (ft) 0 | Direction | Secondary Rd BELBURN AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 48600 | Collision Date 20171211 | Time 0807 | Day MON
Primary Collision Factor STOP SGN|SIG | Violation 22450 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20180205
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	59	F	W	HNBD		RGT TURN	S	A	0100	HYUND	2013	-	3	-	-	M G
2	DRVR	30	F	O	HNBD		PROC ST	S	A	0100	VOLKS	2011	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 744 | Direction S | Secondary Rd MARINE VIEW AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 81100 | Collision Date 20170107 | Time 0158 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23153A | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170526
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	M	W	HBD-UNK		PROC ST	N	A	0100	DODGE	2005	-	1	A	22350	F M G
2	DRVR	27	M	O	HNBD		SLOWING	N	A	0100	HONDA	2013	-	3	N	-	M G
3	PRKD	998	-				PARKED	N	A	0100	VOLKS	2015	-	3	N	-	- -
4	PRKD	998	-				PARKED	N	A	0100	TOYOT	2015	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		27	F	3	0	M	G
OTHR	COMP PN	29	M	6	0	P	G
OTHR	COMP PN	28	F	4	0	P	G

Primary Rd OLD COUNTY RD | Distance (ft) 790 | Direction S | Secondary Rd MARINE VIEW AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 48400 | Collision Date 20170428 | Time 1647 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170510
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	F	W	HNBD		ENT TRAF	W	A	0100	TOYOT	2012	-	3	-	-	M G
2	DRVR	23	F	O	HNBD		PROC ST	N	A	0100	TOYOT	2008	-	3	-	-	M G
3	PRKD	998	-				PARKED	N	A	0100	HONDA	2000	-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd OLD COUNTY RD | Distance (ft) 87 | Direction S | Secondary Rd MARINE VIEW AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 48800 | Collision Date 20171117 | Time 2230 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	-	9900	-		-	3	N	-	- B
2	PRKD	998	-				PARKED	N	A	0100	CHEVR	2018	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 42 | Direction S | Secondary Rd MARINE VIEW AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 48800 | Collision Date 20171118 | Time 1446 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180223
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK		N	-	9900	-		-	3	N	-	- B
2	DRVR	29	F	A	HNBD		PROC ST	N	A	0100	HONDA	2007	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		28	M	3	3	-	B

Primary Rd OLD COUNTY RD | Distance (ft) 633 | Direction N | Secondary Rd MASONIC WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 65000 | Collision Date 20170103 | Time 1850 | Day TUE
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170202
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	W	HBD-UI		PROC ST	S	A	0100	FORD	2012	-	3	A	22350	- L G
2	DRVR	41	M	A	HNBD		PARKED	S	A	0800	HONDA	2012	-	3	N	-	L G
3	PRKD	998	-				PARKED	S	A	0700	SUBAR	2016	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd OLD COUNTY RD | Distance (ft) 36 | Direction S | Secondary Rd MASONIC WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 48400 | Collision Date 20170712 | Time 2337 | Day WED
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170726
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	O	HNBD		PROC ST	N	A	0100	ACURA	1997	-	3	N	-	M G
2	DRVR	27	F	O	HNBD		STOPPED	N	A	0100	HYUND	2017	-	3	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	27	F	1	0	M	G

Primary Rd OLD COUNTY RD | Distance (ft) 280 | Direction N | Secondary Rd MASONIC WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 6500 | Collision Date 20170727 | Time 1529 | Day THU
Primary Collision Factor DRVR ALC|DRG | Violation 23152 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170816
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	F	H	HBD-UI		UNS TURN	S	A	0100	TOYOT	1999	-	3	N	-	L G
2	PRKD	998	-				PARKED	-	A	0100	TOYOT	2013	-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd OLD COUNTY RD Distance (ft) 10 Direction S Secondary Rd MASONIC WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 65000 Collision Date 20170831 Time 1522 Day THU
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170929
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	F	O	HNBD		LFT TURN	S	A	0100	MERCU	1998	-	3	N	-	M G								
2	PED	998	-			null		-	N	6000	-		-	-	-	-	- -	PED	COMP PN	32	F	9	3	-	-

Primary Rd OLD COUNTY RD Distance (ft) 5 Direction N Secondary Rd MASONIC WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 65000 Collision Date 20171013 Time 0800 Day FRI
Primary Collision Factor OTHER HAZ Violation 21200A Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20171031
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	43	M			HNBD	PROC ST	W	L	0400	-		-	3	M	-	- -	BICY	POSSIBL	43	M	9	2	P	W
2	DRVR	39	F			HNBD	PROC ST	S	A	0100	JEEP	2012	-	3	N	-	M G								

Primary Rd OLD COUNTY RD Distance (ft) 69 Direction S Secondary Rd MASONIC WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 48800 Collision Date 20171224 Time 2300 Day SUN
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180113
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	F	W	HBD-UI		PROC ST	N	A	0100	AUDI	2015	-	3	N	-	M G								
2	PRKD	998	-				PARKED	N	A	0100	LEXUS	2013	-	-	-	-	- -								
3	DRVR	62	M	O	HNBD		PROC ST	N	A	0800	HONDA	2008	-	3	N	-	M G								

Primary Rd OLD COUNTY RD Distance (ft) 170 Direction S Secondary Rd OLD COUNTY RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 84100 Collision Date 20170225 Time 1745 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170307
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	B	HNBD		RGT TURN	N	-	0035	FORD	2005	-	3	N	-	M G								
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2017	-	-	-	-	- -								

Primary Rd OLD COUNTY RD Distance (ft) 32 Direction N Secondary Rd RALSTON AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 48400 Collision Date 20171007 Time 1047 Day SAT
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20171030
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	H	HNBD		PROC ST	S	A	0100	HONDA	2003	-	3	N	-	M G								
2	DRVR	25	M	O	HNBD		STOPPED	S	A	0100	TOYOT	2017	-	3	N	-	M G								

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Primary Rd OLD COUNTY RD Distance (ft) 81 Direction N Secondary Rd STERLING VIEW NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 69800 Collision Date 20170106 Time 1939 Day FRI
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170126
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	64	M	W	HBD-UI		UNS TURN	N	A	0100	FORD	1999	-	3	A	22107	- M G								
2	PRKD	998	-				PARKED	N	A	0100	FORD	1999	-	3	N	-	- -								

Primary Rd PONCE AV Distance (ft) 4 Direction E Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 90400 Collision Date 20170617 Time 1830 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170816
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	W	HBD-UNK		PROC ST	N	A	0700	HONDA	2014	-	3	A	23152	- M G								

Primary Rd PONCE AV Distance (ft) 254 Direction E Secondary Rd PRINDLE RD NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 84165 Collision Date 20170902 Time 2500 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170913
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-		-	3	N	-	- B								

Primary Rd RALSTON Distance (ft) 171 Direction E Secondary Rd LIGHT POST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 84100 Collision Date 20170502 Time 1317 Day TUE
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170512
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	59	M	O	HNBD		PROC ST	S	A	0800	RAM	2016	-	3	G	H	M G								
2	DRVR	32	F	W	HNBD		SLOWING	S	A	0100	HONDA	2015	-	3	H	-	M G	DRVR	COMP PN	32	F	1	0	M	G

Primary Rd RALSTON AV Distance (ft) 40 Direction W Secondary Rd 6TH AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 38370 Collision Date 20170418 Time 2337 Day TUE
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20170426
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	B	HNBD		PROC ST	E	A	0700	MERCE	1999	-	3	N	-	M G								
2	DRVR	19	M	W	HNBD		STOPPED	E	A	0100	MAZDA	2016	-	3	N	-	M G	DRVR	COMP PN	19	M	1	0	M	G
																		PASS	COMP PN	18	F	3	0	M	G

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Primary Rd RALSTON AV | Distance (ft) 187 | Direction W | Secondary Rd 6TH AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 2 | Beat 002 | Type 0 | CalTrans | Badge 48600 | Collision Date 20171031 | Time 0000 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20171114
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F	O	HNBD		PROC ST	E	A	0100	FORD	2008	- 3	F		-	L G
2	DRVR	42	M	O	HNBD		STOPPED	E	A	0100	SUBAR	2017	- 3	N		-	M G
3	DRVR	23	M	H	HNBD		STOPPED	E	A	0100	SUBAR	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 125 | Direction W | Secondary Rd ALAMEDA DE LAS | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20170825 | Time 1504 | Day FRI
Primary Collision Factor BRAKES | Violation 26454B | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170906
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		SLOWING	E	F	2600	INTER	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 42 | Direction E | Secondary Rd AVON ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 53200 | Collision Date 20170627 | Time 1534 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170817
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	67	M	W	HNBD		PROC ST	E	A	0800	DODGE	2017	- 3	N		-	L G
2	DRVR	48	F	W	HNBD		SLOWING	E	A	0700	LEXUS	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	67	M	1	0	L	G
PASS		63	F	3	0	L	G

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd BELMONT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 10 | Beat 003 | Type 0 | CalTrans | Badge 81100 | Collision Date 20170616 | Time 2152 | Day FRI
Primary Collision Factor UNKNOWN | Violation 21453 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170911
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	47	F	O	HNBD		U-TURN	E	A	0800	HONDA	2015	- 3	N		-	M G
2	DRVR	58	F	W	HNBD		PROC ST	W	A	0100	HONDA	2005	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	47	F	1	0	M	G
PASS		8	M	6	0	M	Q
DRVR	COMP PN	58	F	1	0	L	G

Primary Rd RALSTON AV | Distance (ft) 132 | Direction E | Secondary Rd BELMONT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 10 | Beat 003 | Type 0 | CalTrans | Badge 48400 | Collision Date 20170703 | Time 0943 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170814
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	81	M	A	HNBD		PROC ST	W	-	0000	VOLKS	2002	- 3	N		-	M G
2	DRVR	25	F	O	HNBD		PROC ST	W	-	0000	TOYOT	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		6	M	6	0	M	G

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Primary Rd RALSTON AV | Distance (ft) 145 | Direction W | Secondary Rd BELMONT | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 10 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20171107 | Time 0821 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171211
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	44	F	O	HNBD		PROC ST	W	A	0100	TOYOT	2010	- 3	N		-	M G
2	DRVR	58	M	W	HNBD		PROC ST	W	J	4800	FORD	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	58	M	1	0	M	G

Primary Rd RALSTON AV | Distance (ft) 96 | Direction W | Secondary Rd CHEVY ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 1610 | Collision Date 20171128 | Time 1830 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20171212
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	F	W	HNBD		PROC ST	W	A	0100	VOLKS	2006	- 3	N		-	M G
2	DRVR	17	M	W	HNBD		SLOWING	W	A	0100	FORD	2015	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	16	F	1	0	M	G
PASS	COMP PN	17	F	3	0	M	G

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd CHEVY ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 65000 | Collision Date 20171221 | Time 1459 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20180315
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	61	M	A	HNBD		LFT TURN	S	A	0100	FORD	2015	- 3	N		-	L G
2	DRVR	49	M		HNBD		PROC ST	W	D	2200	FORD	2002	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	61	M	1	0	L	G

Primary Rd RALSTON AV | Distance (ft) 66 | Direction W | Secondary Rd CHULA VISTA DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 4 | Beat 002 | Type 0 | CalTrans | Badge 53200 | Collision Date 20170829 | Time 0836 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170918
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	F	W	HNBD		SLOWING	E	A	0700	TOYOT	1996	- 3	N		-	M G
2	DRVR	62	M	W	HNBD		STOPPED	E	A	0100	TOYOT	2007	- 3	N		-	M G
3	DRVR	42	M	H	HNBD		STOPPED	E	A	0700	HONDA	1999	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 19 | Direction W | Secondary Rd CIPRIANI BL | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 8 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20171011 | Time 1211 | Day WED
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171027
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	70	M	W	HNBD		SLOWING	E	C	0200	BMW	2001	- 3	N		-	P W
2	DRVR	17	F	W	HNBD		STOPPED	E	A	0100	AUDI	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	70	M	1	2	P	W

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Primary Rd **RALSTON AV** *Distance (ft)* **25** *Direction* **E** *Secondary Rd* **CORONET BL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **10610** *Collision Date* **20170323** *Time* **1815** *Day* **THU**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20170328**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	W	HNBD		PROC ST	W	A	0100	HONDA	2001	- 3	N		-	L	G	DRVR	COMP PN	19	M	1	0	L	G
2	DRVR	45	F	W	HNBD		SLOWING	W	A	0100	HONDA	2012	- 3	N		-	M	G								
3	DRVR	36	M	H	HNBD		STOPPED	W	A	0100	TOYOT	2011	- 3	N		-	M	G	PASS		16	M	3	0	P	G

Primary Rd **RALSTON AV** *Distance (ft)* **19** *Direction* **W** *Secondary Rd* **DAVIS DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **10** *Beat* **003** *Type* **0** *CalTrans* *Badge* **84100** *Collision Date* **20170313** *Time* **0748** *Day* **MON**
Primary Collision Factor **PED VIOL** *Violation* **21456A** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20170330**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PED	13	M	A	HNBD			W	N	6000	-	-	3	N		-	-	-	PED	OTH VIS	13	M	9	0	P	-
2	DRVR	46	M	W	HNBD		PROC ST	W	A	0100	HONDA	2010	- 3	N		-	M	G								

Primary Rd **RALSTON AV** *Distance (ft)* **86** *Direction* **W** *Secondary Rd* **DAVIS DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **8** *Beat* **003** *Type* **0** *CalTrans* *Badge* **48400** *Collision Date* **20170723** *Time* **1916** *Day* **SUN**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170803**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	M	W	IMP UNK	IMP UNK	PROC ST	E	-	0000	CHEVR	2015	- 3	N		-	M	B								
2	DRVR	51	F	W	HNBD		PROC ST	E	-	0000	HONDA	2007	- 3	N		-	M	G	PASS		73	F	3	0	M	G

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **DAVIS DR** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **10** *Beat* **003** *Type* **0** *CalTrans* *Badge* **6500** *Collision Date* **20170801** *Time* **1919** *Day* **TUE**
Primary Collision Factor **STOP SGN\|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170906**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HNBD		PROC ST	E	A	0100	TOYOT	1998	- 3	N		-	M	G								
2	DRVR	33	M	A	HNBD		LFT TURN	N	A	0100	HONDA	2008	- 3	N		-	M	G								

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **EL CAMINO REAL** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* *Postmile* **7.69** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **84100** *Collision Date* **20170124** *Time* **1744** *Day* **TUE**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20170804**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	65	M	A	HNBD		PROC ST	W	A	0100	TOYOT	2007	- 3	A	21703	N	M	G								
2	DRVR	58	F	W	HNBD		SLOWING	W	A	0100	TOYOT	1999	- 3	N		-	M	G	DRVR	COMP PN	58	F	1	0	M	G

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01/01/2017 thru 12/31/2017 *Total Count: 143* Jurisdiction(s): Belmont
Include State Highways cases *Report Run On: 11/29/2018*

Primary Rd **RALSTON AV** *Distance (ft)* **25** *Direction* **W** *Secondary Rd* **EL CAMINO REAL** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.69** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **65000** *Collision Date* **20170210** *Time* **1235** *Day* **FRI**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180223**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	M	H	HNBD		SLOWING	E	A	0100	HONDA	2007	- 3	N		-	M	G								
2	DRVR	41	F	O	HNBD		SLOWING	E	A	0100	MERCE	2015	- 3	N		-	M	G								

Primary Rd **RALSTON AV** *Distance (ft)* **276** *Direction* **W** *Secondary Rd* **EL CAMINO REAL** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **13400** *Collision Date* **20170330** *Time* **1631** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20170413**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	W	HNBD		PROC ST	E	A	0100	VOLVO	1998	- 3	G		-	L	G	DRVR	COMP PN	18	F	1	0	L	G
2	DRVR	47	F	A	HNBD		STOPPED	E	A	0700	MERCE	2011	- 3	G		-	M	G	DRVR	COMP PN	47	F	1	0	M	G

Primary Rd **RALSTON AV** *Distance (ft)* **30** *Direction* **E** *Secondary Rd* **EL CAMINO REAL** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.69** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **65000** *Collision Date* **20170825** *Time* **1905** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180521**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PASSING	W	A	0100	VOLKS		- 3	N		-	-	-								
2	DRVR	30	M	O	HNBD		PROC ST	W	A	0100	VOLKS	2011	- 3	N		-	M	G								

Primary Rd **RALSTON AV** *Distance (ft)* **35** *Direction* **E** *Secondary Rd* **EL CAMINO REAL** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.6** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **65000** *Collision Date* **20170830** *Time* **1438** *Day* **WED**
Primary Collision Factor **LANE CHANGE** *Violation* **21658A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180615**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	W	D	2200	WHITE		- 3	N		-	M	B								
2	DRVR	93	M	B	HNBD		PROC ST	W	A	0100	LINCO	2014	- 3	N		-	M	G								

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **ELMER ST** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20171208** *Time* **0921** *Day* **FRI**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20180108**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	81	F	W	HNBD		LFT TURN	W	A	0100	TOYOT	2000	- 3	N		-	M	G								
2	DRVR	49	M	W	HNBD		PROC ST	E	C	0200	OTHER	2016	- 3	N		-	P	W	DRVR	SERIOUS	49	M	1	1	P	W

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Primary Rd RALSTON AV | Distance (ft) 13 | Direction W | Secondary Rd FURLONG ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 48600 | Collision Date 20170220 | Time 2352 | Day MON
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170317
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	W	HBD-UI		UNS TURN	E	A	0100	ACURA	2007	-	3	A	22107	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 64 | Direction E | Secondary Rd HALLMARK DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 10 | Beat 003 | Type 0 | CalTrans | Badge 89900 | Collision Date 20170820 | Time 1701 | Day SUN
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170829
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 LOOSE MATRL | Rdwy Cond2 NO UNUSL CND | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	W			STOPPED	E	A	0100	ACURA	2003	-	3	N	-	M	G
2	DRVR	58	F	H			STOPPED	E	A	0100	TOYOT	2011	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	46	F	2	0	M	G

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd HILLER ST | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 28500 | Collision Date 20171223 | Time 0002 | Day SAT
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20180608
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-			PHYS	CHANG LN	-	-	0000	-		-	2	N	-	-	-
2	DRVR	63	M		HNBD		PROC ST	E	A	0100	BMW	2009	-	3	N	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd ISLAND PKWY | NCIC 4102 | State Hwy? Y | Route 101 | Postmile Prefix - | Postmile 9.414 | Side of Hwy N
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans 4 | Badge 65000 | Collision Date 20171006 | Time 1401 | Day FRI
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20180628
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	41	M	O	HNBD		PROC ST	E	A	0700	ACURA	2009	-	3	N	-	L	G
2	DRVR	24	M	H	HNBD		PROC ST	S	F	2600	INTER	2013	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	41	M	1	0	L	G

Primary Rd RALSTON AV | Distance (ft) 0 | Direction | Secondary Rd ISLAND PKWY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 53200 | Collision Date 20171025 | Time 0713 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20180113
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	49	M	O	HNBD		CHANG LN	W	A	0100	TOYOT	2010	-	3	N	-	M	G
2	DRVR	51	F	H	HNBD		PROC ST	E	A	0100	HONDA	1993	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RALSTON AV | Distance (ft) 103 | Direction W | Secondary Rd ISLAND PKWY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 1 | Beat 001 | Type 0 | CalTrans | Badge 84165 | Collision Date 20171212 | Time 1547 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20171221
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	62	M	W	HNBD		PROC ST	W	A	0100	FORD	2017	-	3	E	-	M	G
2	DRVR	53	F	W	HNBD		STOPPED	W	A	0100	SAAB	2007	-	3	N	-	M	G
3	DRVR	35	F	H	HNBD		STOPPED	W	A	0100	NISSA	2006	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	53	F	1	0	M	G

Primary Rd RALSTON AV | Distance (ft) 1100 | Direction W | Secondary Rd LYALL WY | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 10 | Beat 003 | Type 0 | CalTrans | Badge 65000 | Collision Date 20170727 | Time 1446 | Day THU
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170905
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	24	M	W	HNBD		STOPPED	W	G	2531	PETER	1996	-	3	N	-	M	G
2	DRVR	47	F	W	HNBD		STOPPED	W	A	0100	AUDI	2009	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 50 | Direction W | Secondary Rd MAYWOOD DR | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 00650 | Collision Date 20170310 | Time 1041 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170328
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	F		HNBD		PROC ST	W	A	0100	NISSA	1999	-	3	N	-	M	C
2	DRVR	77	M	W	HNBD		STOPPED	W	A	0100	CHRYS	2001	-	3	N	-	M	C
3	DRVR	42	M		HNBD		STOPPED	W	A	0100	FORD	2009	-	3	N	-	M	C

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 72 | Direction W | Secondary Rd MISTY LN | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 6 | Beat 003 | Type 0 | CalTrans | Badge 53200 | Collision Date 20170725 | Time 0856 | Day TUE
Primary Collision Factor WRONG SIDE | Violation 21460C | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170810
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	M	W	HNBD		MERGING	E	A	0700	TOYOT	2014	-	3	N	-	M	G
2	DRVR	48	M	W	HNBD		MERGING	E	A	0100	BMW	2015	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV | Distance (ft) 237 | Direction W | Secondary Rd NOTRE DAME AV | NCIC 4102 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Belmont | County San Mateo | Population 4 | Rpt Dist 5 | Beat 002 | Type 0 | CalTrans | Badge 65000 | Collision Date 20170929 | Time 1654 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20171023
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F		HNBD		PROC ST	W	A	0100	MINI	2015	-	3	F	-	M	G
2	DRVR	60	M	W	HNBD		SLOWING	W	A	0100	TOYOT	2005	-	3	N	-	M	G
3	DRVR	45	F	O	HNBD		SLOWING	W	A	0100	HONDA	2013	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	60	M	1	0	M	G

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Primary Rd **RALSTON AV** *Distance (ft)* **557** *Direction* **E** *Secondary Rd* **NOTRE DAME AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **09550** *Collision Date* **20171027** *Time* **1906** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20180120**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	O	HNBD		PROC ST	W	D	2200	CHEVR	2000	- 3	F		-	M G
2	DRVR	36	M	A	HNBD		STOPPED	W	A	0100	HYUND	2012	- 3	N		-	M G
3	DRVR	33	M	A	HNBD		STOPPED	W	A	0700	ACURA	2014	- 3	N		-	M G
4	DRVR	35	F	O	HNBD		STOPPED	W	A	0100	HONDA	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **OLD COUNTY RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* *Badge* **48400** *Collision Date* **20171226** *Time* **0823** *Day* **TUE**
Primary Collision Factor **R-O-W PED** *Violation* **21950A** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20180119**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		LFT TURN	E	A	0100	HONDA	2016	- 3	E		-	M G
2	PED	54	F	A	HNBD			S	N	6000	-	-	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	54	F	9	0	-	-

Primary Rd **RALSTON AV** *Distance (ft)* **250** *Direction* **W** *Secondary Rd* **PLUMAS AV** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **6** *Beat* **003** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20170614** *Time* **0942** *Day* **WED**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20170711**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	F	A	HNBD		PROC ST	E	A	0700	TOYOT	1998	- 3	N		-	M G
2	DRVR	53	M	W	HNBD		PROC ST	E	D	2200	FORD	2009	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **43** *Direction* **E** *Secondary Rd* **RT 82** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.69** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **1** *Beat* **001** *Type* **0** *CalTrans* **4** *Badge* **48800** *Collision Date* **20170428** *Time* **2153** *Day* **FRI**
Primary Collision Factor **STRTNG\|BCKNG** *Violation* **22106** *Collision Type* **OTHER** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180413**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	F	H	HNBD		BACKING	W	A	0100	HONDA	2004	- 3	G		-	M -
2	DRVR	50	M	A	HNBD		STOPPED	W	I	1100	OTHER	2015	- 3	G		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	F	3	0	M	G

Primary Rd **RALSTON AV** *Distance (ft)* **57** *Direction* **E** *Secondary Rd* **RT 82** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.69** *Side of Hwy* **N**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **48400** *Collision Date* **20170902** *Time* **1622** *Day* **SAT**
Primary Collision Factor **NOT DRIVER** *Violation* *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180411**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	74	F	H	HNBD		PROC ST	W	A	0100	CHRYS	2005	- 3	N		-	M G
2	DRVR	63	M	W	HNBD		STOPPED	W	A	0100	TOYOT	2011	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **RALSTON AV** *Distance (ft)* **40** *Direction* **W** *Secondary Rd* **RT 82** *NCIC* **4102** *State Hwy?* **Y** *Route* **82** *Postmile Prefix* **-** *Postmile* **7.69** *Side of Hwy* **S**
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* **4** *Badge* **53200** *Collision Date* **20171009** *Time* **1034** *Day* **MON**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20180706**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **I** *Ramp/Int* **6**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	48	M	W	HNBD		PROC ST	E	D	2200	GMC	2015	- 3	N		-	M G
2	DRVR	38	F		HNBD		STOPPED	E	A	0100	TOYOT	2016	- 3	N		-	M G
3	DRVR	32	M	W	HNBD		STOPPED	E	A	0100	VOLKS	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **655** *Direction* **W** *Secondary Rd* **SOUTH RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **13400** *Collision Date* **20170527** *Time* **1459** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **N** *Process Date* **20170606**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	20	M	A	HNBD		PROC ST	E	A	0700	HONDA	1999	- 3	N		-	M G
2	DRVR	53	F	W	HNBD		STOPPED	E	A	0100	ACURA	2006	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	53	F	1	0	M	G
PASS		14	F	4	0	M	G
PASS	COMP PN	90	F	3	0	M	G

Primary Rd **RALSTON AV** *Distance (ft)* **650** *Direction* **W** *Secondary Rd* **SOUTH RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **3** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20170926** *Time* **1539** *Day* **TUE**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20171030**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		PROC ST	E	A	0100	TOYOT	2016	- 3	N		-	M G
2	DRVR	38	F	W	HNBD		STOPPED	E	A	0100	SATUR	2003	- 3	N		-	M G
3	DRVR	47	M	W	HNBD		STOPPED	E	A	0100	FORD	2015	- 3	N		-	N G
4	DRVR	18	F	O	HNBD		SLOWING	E	A	0100	NISSA	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **RALSTON AV** *Distance (ft)* **709** *Direction* **W** *Secondary Rd* **SOUTH RD** *NCIC* **4102** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Belmont** *County* **San Mateo** *Population* **4** *Rpt Dist* **2** *Beat* **002** *Type* **0** *CalTrans* *Badge* **65000** *Collision Date* **20171206** *Time* **1311** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20180104**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	W	HNBD		PROC ST	E	A	0100	FORD	2000	- 3	F		G L	G
2	DRVR	67	M	O	HNBD		STOPPED	E	A	0700	TOYOT	1998	- 3	G		-	M G
3	DRVR	64	F		HNBD		STOPPED	E	A	0700	TOYOT	2005	- 3	G		N	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	25	F	1	0	L	G
PASS		3	M	5	0	M	Q

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Primary Rd RALSTON AV Distance (ft) 64 Direction E Secondary Rd TAHOE DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 10 Beat 003 Type 0 CalTrans Badge 48800 Collision Date 20170623 Time 1038 Day FRI
Primary Collision Factor LIGHTS Violation 25250 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170724
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	49	M	W	HNBD		PROC ST	E	G	2531	PETER	1996	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RALSTON AV Distance (ft) 199 Direction W Secondary Rd TWIN PINES LN NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 84100 Collision Date 20170620 Time 1628 Day TUE
Primary Collision Factor OTHER HAZ Violation 21663 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170711
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	56	M	W	HNBD		ENT TRAF	W	D	2200	FORD	2011	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		14	F	3	0	M	G

Primary Rd RT 82 Distance (ft) 339 Direction N Secondary Rd 5TH AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.11 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 89900 Collision Date 20170817 Time 1037 Day THU
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20180521
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	65	M	W	HNBD		PROC ST	S	D	2200	DODGE	2013	- 3	N		-	M G
2	DRVR	67	F	O	HNBD		SLOWING	S	A	0100	MERCE	2000	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	67	F	1	0	M	G

Primary Rd RT 82 Distance (ft) 8 Direction N Secondary Rd BROADWAY NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.42 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 53200 Collision Date 20170808 Time 1131 Day TUE
Primary Collision Factor UNKNOWN Violation 21760D Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20180319
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	74	M	W	HNBD		PROC ST	N	A	0100	FORD	1997	- 3	L		-	M G
2	BICY	52	F	W	HNBD		PROC ST	N	L	0400	-	-	- 3	L		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	52	F	9	3	-	-

Primary Rd RT 82 Distance (ft) 646 Direction S Secondary Rd DAVEY GLEN NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans Badge 53200 Collision Date 20171114 Time 1625 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20171216
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	W	HNBD		ENT TRAF	N	C	0200	HONDA	1992	- 3	N		-	M A
2	DRVR	38	F	O	HNBD		PROC ST	N	A	0100	-	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	33	M	1	1	M	A

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Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd DAVEY GLEN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.295 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 89900 Collision Date 20171204 Time 0905 Day MON
Primary Collision Factor STOP SGN|SIG Violation 21453A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20180706
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	66	F	O	HNBD		PROC ST	S	A	0100	VOLVO	2008	- 3	N		-	L G
2	DRVR	36	F	O	HNBD		PROC ST	E	A	0100	MAZDA	2009	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	66	F	1	0	L	G
DRVR	COMP PN	36	F	1	0	L	G
PASS		4	F	4	0	L	Q

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd DAVEY GLEN RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.295 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 53200 Collision Date 20171206 Time 1550 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180706
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-	-	- 3	N		-	B -
2	DRVR	32	F	W	HNBD		CHANG LN	N	A	0100	HONDA	2012	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 27 Direction W Secondary Rd EL CAMINO REAL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.51 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 48400 Collision Date 20170829 Time 1705 Day TUE
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20180605
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	44	F	W	HNBD		PROC ST	N	A	0100	HONDA	2013	- 3	N		-	M G
2	DRVR	29	M	O	HNBD		SLOWING	N	A	0100	HYUND	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	44	F	1	0	M	G
DRVR	COMP PN	29	M	1	0	M	G

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd EMMETT AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.627 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 53200 Collision Date 20170607 Time 1722 Day WED
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20180417
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	34	F	O	IMP UNK	IMP UNK		N	-	0000	-	-	- 3	F		G	B -
2	DRVR	36	M	W	HNBD		STOPPED	N	A	0100	VOLKS	2016	- 3	G		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	36	M	1	0	M	G

Primary Rd RT 82 Distance (ft) 25 Direction S Secondary Rd EMMETT AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.627 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 89900 Collision Date 20170919 Time 0751 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180509
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	F	W	HNBD		LFT TURN	W	A	0100	TOYOT	2006	- 3	N		-	M G
2	DRVR	24	M	W	HNBD		PROC ST	S	A	0100	VOLKS	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		54	F	2	0	M	G

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Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.303 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 48400 Collision Date 20170605 Time 1729 Day MON
Primary Collision Factor HAZ PARKING Violation 22515B Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20180323
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	W	HNBD		OTHER	W	G	5501	DODGE	2010	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 255 Direction S Secondary Rd HARBOR BL NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.25 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 53200 Collision Date 20171116 Time 1810 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180706
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	H	HBD-UNK		PROC ST	S	A	0100	INFIN	2013	- 3	N		-	L G
2	PRKD	998	-		HNBD		PARKED	S	A	0700	FORD	2015	- 3	N		-	- -
3	PRKD	998	-		HNBD		PARKED	S	A	0100	INFIN	2015	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd HILL ST NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.785 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 53200 Collision Date 20170314 Time 0900 Day TUE
Primary Collision Factor IMPROP PASS Violation 21750A Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20170622
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 6

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	M	W	HNBD		PASSING	S	C	0200	HARLE	1993	- 3	N		-	P A
2	DRVR	998	F	W	IMP UNK	IMP UNK	RGT TURN	S	A	0100	FORD		- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	52	M	1	1	P	A

Primary Rd RT 82 Distance (ft) 815 Direction N Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.01 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 53200 Collision Date 20170206 Time 1801 Day MON
Primary Collision Factor PED VIOL Violation 21954A Collision Type AUTO/PED Severity FATAL #Killed 1 #Injured 0 Tow Away? N Process Date 20170518
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DARK - NO Ped Action NOT IN X- Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	PED	74	M	B	IMP UNK	IMP UNK	PARKED	E	N	6000	-	-	3	N		-	- -
2	DRVR	59	M	W	HNBD		PROC ST	S	A	0100	HONDA	1996	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	KILLED	74	M	9	3	N	P

Primary Rd RT 82 Distance (ft) 340 Direction N Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.92 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 89900 Collision Date 20170414 Time 0559 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20180222
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	72	F	A	HNBD		UNS TURN	S	A	0100	HONDA	2012	- 3	N		-	L G
2	PRKD	998	-				PARKED	S	A	0100	TOYOT	1991	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd RT 82 Distance (ft) 766 Direction N Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 8.01 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 48800 Collision Date 20170629 Time 1748 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20180417
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	M		HNBD		PROC ST	S	A	0700	LEXUS	2010	- 3	G		-	M G
2	DRVR	46	F	H	HNBD		STOPPED	S	A	0100	VOLKS	1996	- 3	G		-	M G
3	DRVR	17	M	W	HNBD		SLOWING	S	A	0100	MERCE	2010	- 3	G		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	46	F	1	0	M	G
PASS	COMP PN	17	M	3	0	M	G

Primary Rd RT 82 Distance (ft) 230 Direction N Secondary Rd MIDDLE RD NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.91 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans 4 Badge 65000 Collision Date 20170713 Time 0000 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20180522
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	M	O	HBD-UI		UNS TURN	S	A	0100	VOLKS	2016	- 3	A	22107	-	M H

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	38	M	1	0	M	H

Primary Rd RT 82 Distance (ft) 44 Direction S Secondary Rd ONEILL AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.5 Side of Hwy N
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans 4 Badge 48400 Collision Date 20170922 Time 1829 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20180626
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type H Ramp/Int -

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	65	M	O	HNBD		PROC ST	N	A	0100	TOYOT	1996	- 3	N		-	- G
2	DRVR	66	F	W	HNBD		STOPPED	N	A	0100	TOYOT	2004	- 3	N		-	M G
3	DRVR	44	F	H	HNBD		STOPPED	N	A	0100	JEEP	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		9	M	6	0	M	G
PASS		6	M	4	0	M	G
PASS		6	M	6	0	M	G
PASS		17	F	3	0	M	G
PASS	OTH VIS	9	F	4	0	M	G

Primary Rd RT 82 Distance (ft) 0 Direction Secondary Rd RALSTON AV NCIC 4102 State Hwy? Y Route 82 Postmile Prefix - Postmile 7.69 Side of Hwy S
City Belmont County San Mateo Population 4 Rpt Dist 2 Beat 002 Type 0 CalTrans 4 Badge 82245 Collision Date 20170227 Time 0846 Day MON
Primary Collision Factor HAZ PARKING Violation 22515A Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170731
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type I Ramp/Int 5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	64	M	W	HNBD		BACKING	N	A	0100	BMW	2015	- 3	O		-	L P
2	DRVR	37	M	W	HNBD		LFT TURN	W	J	4800	FORD	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SAN JUAN BL Distance (ft) 134 Direction W Secondary Rd CIPRIANI BL NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 48800 Collision Date 20171030 Time 1535 Day MON
Primary Collision Factor IMPROP PASS Violation 21750A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20180120
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	M	W	HNBD		PASSING	W	C	0200	SUZUK	2007	- 3	N		-	M V

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	52	M	1	1	M	V

This report is accepted subject to the Terms of Use. Due to collision records processing backlogs, SWITRS data is typically seven months behind. Data requested for dates seven months prior to the current date will be incomplete.

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
2	DRVR	24	F	H	HNBD		LFT TURN	W	A	0100	MINI	2015	- 3	N		-	M G

Primary Rd SEQUOIA WY Distance (ft) 75 Direction N Secondary Rd BARCLAY WY NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 8 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20170426 Time 1134 Day WED
Primary Collision Factor BRAKES Violation 26451A Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170807
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	M	O	HNBD		PARKED	S	F	2600	WHITE	2002	- 3	O		-	P -								

Primary Rd SHOREWAY RD Distance (ft) 760 Direction N Secondary Rd SEM LN NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 84100 Collision Date 20170613 Time 1830 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20170628
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	M	W	HNBD		ENT TRAF	W	A	0100	LEXUS	2016	- 3	E		-	L G								
2	DRVR	23	F	A	HNBD		PROC ST	N	A	0100	VOLKS	2017	- 3	E		-	L G	DRVR	COMP PN	23	F	1	0	L	G

Primary Rd SUNNYSLOPE AV Distance (ft) 142 Direction N Secondary Rd LANE ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans Badge 9550 Collision Date 20170206 Time 2200 Day MON
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170223
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M		HNBD		BACKING	W	A	0800	TOYOT	2016	- 3	N		-	M G								
2	PRKD	998	-				PARKED	S	A	0100	INFIN	2007	- -	-		-	- -								

Primary Rd VALERGA DR Distance (ft) 3 Direction W Secondary Rd GERALDINE NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 29350 Collision Date 20170521 Time 0130 Day SUN
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20171009
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	BACKING	N	-	0000	-		- 3	N		-	M B								
2	PRKD	998	-				PARKED	N	A	0100	SUBAR	2013	- 3	N		-	- -								

Primary Rd VILLAGE CT Distance (ft) 0 Direction Secondary Rd VILLAGE DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 84100 Collision Date 20170402 Time 1836 Day SUN
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170413
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	A	HNBD		PROC ST	E	-	0000	HONDA	2016	- 3	O		-	M G								
2	PRKD	998	-				PARKED	-	A	0100	SCION	2010	- -	-		-	- -								

Primary Rd VILLAGE DR Distance (ft) 22 Direction S Secondary Rd CARLMONT DR NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 7 Beat 003 Type 0 CalTrans Badge 92760 Collision Date 20171129 Time 0820 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	-	-	9900	-		- 3	N		-	- B								
2	PRKD	998	-				PARKED	S	A	0100	HYUND	2015	- 3	N		-	- -								

Primary Rd VINE ST Distance (ft) 0 Direction Secondary Rd SPRING LN NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 3 Beat 002 Type 0 CalTrans Badge 53200 Collision Date 20171108 Time 1825 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20171221
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	73	F	W	HNBD		RAN OFF RD	E	A	0100	TOYOT	2014	- 3	N		-	M G	DRVR	MINOR	73	F	1	0	M	G

Primary Rd WAKEFIELD DR Distance (ft) 42 Direction N Secondary Rd WAKEFIELD CT NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 9 Beat 003 Type 0 CalTrans Badge 53200 Collision Date 20171113 Time 0733 Day MON
Primary Collision Factor OTHER EQPMNT Violation 26708A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20180122
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	O	HNBD		PROC ST	S	A	0100	HONDA	2012	- 3	E		K	L G	PASS		59	M	9	3	M	B

Primary Rd WESSEX WY Distance (ft) 230 Direction E Secondary Rd HILLER ST NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 69800 Collision Date 20170216 Time 2305 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170217
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	M	H	HBD-UI		BACKING	W	A	0100	AUDI	2001	- 3	A	22106	-	M G								
2	PRKD	998	-				PARKED	W	D	2200	TOYOT	2007	- 3	N		-	- -								

Primary Rd YORKSHIRE WY Distance (ft) 33 Direction N Secondary Rd MARINE VIEW AV NCIC 4102 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Belmont County San Mateo Population 4 Rpt Dist 1 Beat 001 Type 0 CalTrans Badge 89900 Collision Date 20170128 Time 2319 Day SAT
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170207
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	M	W	HBD-UI		LFT TURN	N	A	0100	INFIN	2002	- 3	A	22350	-	M H	PASS		27	M	2	0	M	G
2	PRKD	998	-				PARKED	N	A	0100	BMW	1990	- 3	N		-	- -								

L – Improvement Outputs

Queues
2: Sixth Ave & Ralston Ave

Existing Plus Project (Mitigated)
Timing Plan: AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	62	831	421	22	878	149	150	52	16	168
v/c Ratio	0.49	0.39	0.44	0.23	0.43	0.68	0.67	0.17	0.09	0.71
Control Delay	68.0	17.9	15.0	39.4	7.6	74.2	73.7	1.2	56.2	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	17.9	15.0	39.4	7.6	74.2	73.7	1.2	56.2	49.7
Queue Length 50th (ft)	55	242	178	16	74	142	143	0	14	84
Queue Length 95th (ft)	m70	m324	m251	m38	85	191	192	0	30	111
Internal Link Dist (ft)		847			519		540			467
Turn Bay Length (ft)	70		45	80		80		25	65	
Base Capacity (vph)	139	2158	966	122	2040	326	331	389	349	384
Starvation Cap Reductn	0	0	0	0	235	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.39	0.44	0.18	0.49	0.46	0.45	0.13	0.05	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: Sixth Ave & Ralston Ave

Existing Plus Project (Mitigated)
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	806	408	18	715	14	215	30	43	12	36	87
Future Volume (vph)	20	806	408	18	715	14	215	30	43	12	36	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	12	12	12	1
Total Lost time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.96	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1512	1770	3521		1681	1705	1515	1770	1641	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3539	1512	1770	3521		1681	1705	1515	1770	1641	
Peak-hour factor, PHF	0.97	0.97	0.97	0.83	0.83	0.83	0.82	0.82	0.82	0.73	0.73	0.73
Growth Factor (vph)	300%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	62	831	421	22	861	17	262	37	52	16	49	119
RTOR Reduction (vph)	0	0	46	0	1	0	0	0	45	0	68	0
Lane Group Flow (vph)	62	831	375	22	877	0	149	150	7	16	100	0
Confl. Peds. (#/hr)	30		7	7		30	5		19	19		5
Confl. Bikes (#/hr)			4			5						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Actuated Green, G (s)	9.1	86.3	86.3	5.5	82.7		18.9	18.9	18.9	14.7	14.7	
Effective Green, g (s)	9.1	86.3	86.3	5.5	82.7		18.9	18.9	18.9	14.7	14.7	
Actuated g/C Ratio	0.06	0.60	0.60	0.04	0.57		0.13	0.13	0.13	0.10	0.10	
Clearance Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	111	2120	906	67	2022		220	223	198	180	167	
v/s Ratio Prot	c0.04	0.23		0.01	c0.25		c0.09	0.09		0.01	c0.06	
v/s Ratio Perm			0.25						0.00			
v/c Ratio	0.56	0.39	0.41	0.33	0.43		0.68	0.67	0.03	0.09	0.60	
Uniform Delay, d1	65.5	15.1	15.4	67.5	17.4		59.6	59.6	54.6	58.6	61.8	
Progression Factor	0.97	1.03	1.06	0.54	0.35		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.1	0.3	0.7	2.5	0.6		8.7	8.4	0.1	0.3	6.6	
Delay (s)	66.4	15.9	17.0	38.8	6.7		68.4	68.0	54.7	58.9	68.4	
Level of Service	E	B	B	D	A		E	E	D	E	E	
Approach Delay (s)		18.7			7.5			66.2			67.6	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	11	1285	1162	136
v/c Ratio	0.14	0.87	0.43	0.53
Control Delay	54.2	17.1	3.2	60.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	54.2	17.1	3.2	60.6
Queue Length 50th (ft)	10	456	10	109
Queue Length 95th (ft)	m12	694	119	183
Internal Link Dist (ft)		426	847	462
Turn Bay Length (ft)	110			
Base Capacity (vph)	122	1478	2677	255
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.87	0.43	0.53

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	1259	996	26	89	36
Future Volume (vph)	11	1259	996	26	89	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.96	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1770	1863	3514		1729	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1770	1863	3514		1729	
Peak-hour factor, PHF	0.98	0.98	0.88	0.88	0.92	0.92
Adj. Flow (vph)	11	1285	1132	30	97	39
RTOR Reduction (vph)	0	0	1	0	10	0
Lane Group Flow (vph)	11	1285	1161	0	126	0
Confl. Peds. (#/hr)	23			23	2	
Confl. Bikes (#/hr)				5		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	3.0	114.3	107.3		20.4	
Effective Green, g (s)	3.0	114.3	107.3		20.4	
Actuated g/C Ratio	0.02	0.79	0.75		0.14	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	36	1478	2618		244	
v/s Ratio Prot	0.01	c0.69	0.33		c0.07	
v/s Ratio Perm						
v/c Ratio	0.31	0.87	0.44		0.52	
Uniform Delay, d1	69.5	9.9	7.0		57.2	
Progression Factor	0.79	1.14	0.41		1.00	
Incremental Delay, d2	2.9	4.5	0.5		7.6	
Delay (s)	58.0	15.8	3.4		64.8	
Level of Service	E	B	A		E	
Approach Delay (s)		16.2	3.4		64.8	
Approach LOS		B	A		E	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1057	278	857	12	318
v/c Ratio	0.86	0.85	0.53	0.11	0.81
Control Delay	23.5	70.2	7.1	62.9	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	70.2	7.1	62.9	22.3
Queue Length 50th (ft)	768	263	251	11	0
Queue Length 95th (ft)	#1197	#428	290	26	22
Internal Link Dist (ft)	1170		492	400	
Turn Bay Length (ft)		190		55	
Base Capacity (vph)	1225	336	1625	197	455
Starvation Cap Reductn	2	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.86	0.83	0.53	0.06	0.70

Intersection Summary

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	992	12	247	763	9	235
Future Volume (vph)	992	12	247	763	9	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	4.7		4.0	4.7	4.6	4.6
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1859		1770	1863	1770	1545
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1859		1770	1863	1770	1545
Peak-hour factor, PHF	0.95	0.95	0.89	0.89	0.74	0.74
Adj. Flow (vph)	1044	13	278	857	12	318
RTOR Reduction (vph)	0	0	0	0	0	298
Lane Group Flow (vph)	1057	0	278	857	12	20
Confl. Peds. (#/hr)		6	6		3	1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	94.9		26.7	125.6	9.1	9.1
Effective Green, g (s)	94.9		26.7	125.6	9.1	9.1
Actuated g/C Ratio	0.66		0.19	0.87	0.06	0.06
Clearance Time (s)	4.7		4.0	4.7	4.6	4.6
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1225		328	1624	111	97
v/s Ratio Prot	c0.57		c0.16	0.46	0.01	
v/s Ratio Perm						c0.01
v/c Ratio	0.86		0.85	0.53	0.11	0.21
Uniform Delay, d1	19.4		56.7	2.2	63.6	64.0
Progression Factor	0.80		0.85	2.26	1.00	1.00
Incremental Delay, d2	6.0		16.9	1.1	0.4	1.1
Delay (s)	21.6		65.3	6.1	64.1	65.1
Level of Service	C		E	A	E	E
Approach Delay (s)	21.6			20.6	65.1	
Approach LOS	C			C	E	

Intersection Summary

HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	77	1082	861	180
v/c Ratio	0.58	0.70	0.65	0.76
Control Delay	81.7	8.8	15.7	60.8
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	81.7	9.0	15.7	60.8
Queue Length 50th (ft)	71	336	671	110
Queue Length 95th (ft)	127	616	592	160
Internal Link Dist (ft)		1347	1170	365
Turn Bay Length (ft)	75			
Base Capacity (vph)	150	1545	1327	310
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	56	0	1
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.73	0.65	0.58

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	71	995	669	63	48	98
Future Volume (vph)	71	995	669	63	48	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	1
Total Lost time (s)	4.0	4.2	4.7		4.6	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.91	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	1863	1833		1666	
Flt Permitted	0.95	1.00	1.00		0.98	
Satd. Flow (perm)	1770	1863	1833		1666	
Peak-hour factor, PHF	0.92	0.92	0.85	0.85	0.81	0.81
Adj. Flow (vph)	77	1082	787	74	59	121
RTOR Reduction (vph)	0	0	2	0	54	0
Lane Group Flow (vph)	77	1082	859	0	126	0
Confl. Peds. (#/hr)	7			7		
Confl. Bikes (#/hr)				4		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	10.8	119.5	104.2		15.7	
Effective Green, g (s)	10.8	119.5	104.2		15.7	
Actuated g/C Ratio	0.08	0.83	0.72		0.11	
Clearance Time (s)	4.0	4.2	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	132	1546	1326		181	
v/s Ratio Prot	0.04	c0.58	0.47		c0.08	
v/s Ratio Perm						
v/c Ratio	0.58	0.70	0.65		0.69	
Uniform Delay, d1	64.4	5.0	10.4		61.8	
Progression Factor	1.00	1.00	1.14		1.00	
Incremental Delay, d2	6.4	2.7	2.1		11.0	
Delay (s)	70.8	7.6	13.9		72.8	
Level of Service	E	A	B		E	
Approach Delay (s)		11.8	13.9		72.8	
Approach LOS		B	B		E	

Intersection Summary				
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.72			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	68.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	229	1197	10	1055	101	350	350	188	489
v/c Ratio	0.81	0.67	0.11	0.85	0.16	0.93	0.92	0.82	1.15
Control Delay	73.5	24.7	60.8	47.0	4.6	81.9	78.9	83.5	116.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	24.7	60.8	47.0	4.6	81.9	78.9	83.5	116.7
Queue Length 50th (ft)	185	344	8	430	0	302	298	157	~292
Queue Length 95th (ft)	274	510	27	#565	31	312	308	#298	#511
Internal Link Dist (ft)		1437		2910			203	148	
Turn Bay Length (ft)	110		115		30	85			
Base Capacity (vph)	329	1800	246	1241	617	383	388	228	424
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.67	0.04	0.85	0.16	0.91	0.90	0.82	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	871	218	9	960	92	395	77	18	118	55	450
Future Volume (vph)	208	871	218	9	960	92	395	77	18	118	55	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97			0.97	1.00
Satd. Flow (prot)	1770	3412		1770	3539	1548	1681	1696			1801	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97			0.97	1.00
Satd. Flow (perm)	1770	3412		1770	3539	1548	1681	1696			1801	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	229	957	240	10	1055	101	564	110	26	128	60	489
RTOR Reduction (vph)	0	14	0	0	0	66	0	2	0	0	0	224
Lane Group Flow (vph)	229	1183	0	10	1055	35	350	348	0	0	188	265
Confl. Peds. (#/hr)			4	4					4	4		
Confl. Bikes (#/hr)						2						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						8
Actuated Green, G (s)	20.7	64.4		1.5	45.2	45.2	28.8	28.8			16.3	16.3
Effective Green, g (s)	20.7	64.4		1.5	45.2	45.2	28.8	28.8			16.3	16.3
Actuated g/C Ratio	0.16	0.50		0.01	0.35	0.35	0.22	0.22			0.13	0.13
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6			4.0	4.0
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	284	1703		20	1240	542	375	378			227	200
v/s Ratio Prot	c0.13	0.35		0.01	c0.30		c0.21	0.21			0.10	
v/s Ratio Perm						0.02						c0.17
v/c Ratio	0.81	0.69		0.50	0.85	0.07	0.93	0.92			0.83	1.33
Uniform Delay, d1	52.2	24.8		63.4	38.8	27.9	49.2	49.0			55.0	56.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	15.3	2.4		18.3	7.5	0.2	29.9	26.8			21.3	177.3
Delay (s)	67.5	27.1		81.7	46.2	28.1	79.0	75.8			76.3	233.7
Level of Service	E	C		F	D	C	E	E			E	F
Approach Delay (s)		33.6			45.0			77.4			190.0	
Approach LOS		C			D			E			F	

Intersection Summary

HCM 2000 Control Delay	71.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1208	0	0	1797	5	297
Future Volume (Veh/h)	1208	0	0	1797	5	297
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.57	0.57
Hourly flow rate (vph)	1299	0	0	2066	9	521
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	614			785		
pX, platoon unblocked			0.72		0.85	0.72
vC, conflicting volume			1299		2332	650
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			638		813	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	33
cM capacity (veh/h)			678		270	781

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	650	650	1033	1033	530
Volume Left	0	0	0	0	9
Volume Right	0	0	0	0	521
cSH	1700	1700	1700	1700	757
Volume to Capacity	0.38	0.38	0.61	0.61	0.70
Queue Length 95th (ft)	0	0	0	0	146
Control Delay (s)	0.0	0.0	0.0	0.0	20.1
Lane LOS					C
Approach Delay (s)	0.0		0.0		20.1
Approach LOS					C

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	75.0%	ICU Level of Service		D
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	15	1088	1268	68
v/c Ratio	0.18	0.74	0.48	0.26
Control Delay	70.3	11.1	7.8	44.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	70.3	11.1	7.8	44.5
Queue Length 50th (ft)	14	430	158	43
Queue Length 95th (ft)	39	587	284	64
Internal Link Dist (ft)		426	847	462
Turn Bay Length (ft)	110			
Base Capacity (vph)	122	1478	2654	257
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	0.74	0.48	0.26

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	1001	1167	63	29	17
Future Volume (vph)	14	1001	1167	63	29	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	0.99		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.95	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1770	1863	3489		1716	
Flt Permitted	0.95	1.00	1.00		0.97	
Satd. Flow (perm)	1770	1863	3489		1716	
Peak-hour factor, PHF	0.92	0.92	0.97	0.97	0.68	0.68
Adj. Flow (vph)	15	1088	1203	65	43	25
RTOR Reduction (vph)	0	0	2	0	15	0
Lane Group Flow (vph)	15	1088	1266	0	53	0
Confl. Peds. (#/hr)	22			22	9	
Confl. Bikes (#/hr)				6		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	3.2	114.3	107.1		20.4	
Effective Green, g (s)	3.2	114.3	107.1		20.4	
Actuated g/C Ratio	0.02	0.79	0.74		0.14	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	39	1478	2594		243	
v/s Ratio Prot	0.01	c0.58	0.36		c0.03	
v/s Ratio Perm						
v/c Ratio	0.38	0.74	0.49		0.22	
Uniform Delay, d1	69.4	7.4	7.4		54.7	
Progression Factor	1.00	1.00	1.02		1.00	
Incremental Delay, d2	6.2	3.3	0.6		2.1	
Delay (s)	75.6	10.7	8.1		56.8	
Level of Service	E	B	A		E	
Approach Delay (s)		11.6	8.1		56.8	
Approach LOS		B	A		E	

Intersection Summary				
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	65.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	896	448	165	843	418	325	152	259
v/c Ratio	0.69	0.74	0.71	0.77	0.69	0.60	0.88	0.48	0.78
Control Delay	57.4	33.7	24.2	75.2	37.9	47.4	69.1	48.5	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	33.7	24.2	75.2	37.9	47.4	69.1	48.5	61.1
Queue Length 50th (ft)	91	384	274	123	302	151	234	104	182
Queue Length 95th (ft)	m134	449	380	#228	395	204	#390	156	250
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	243	1219	628	226	1227	718	382	368	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.74	0.71	0.73	0.69	0.58	0.85	0.41	0.68

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	797	399	153	704	80	385	218	81	128	170	48
Future Volume (vph)	126	797	399	153	704	80	385	218	81	128	170	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1496	1770	3467		3433	1778		1770	1788	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1496	1770	3467		3433	1778		1770	1788	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	142	896	448	165	757	86	418	237	88	152	202	57
RTOR Reduction (vph)	0	0	113	0	6	0	0	11	0	0	9	0
Lane Group Flow (vph)	142	896	335	165	837	0	418	314	0	152	250	0
Confl. Peds. (#/hr)	13		16	16		13	15		4	4		15
Confl. Bikes (#/hr)						2			1			
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	14.0	41.3	41.3	14.5	42.2		24.3	24.3		21.7	21.7	
Effective Green, g (s)	14.0	41.3	41.3	14.5	42.2		24.3	24.3		21.7	21.7	
Actuated g/C Ratio	0.12	0.34	0.34	0.12	0.35		0.20	0.20		0.18	0.18	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	206	1218	514	213	1219		695	360		320	323	
v/s Ratio Prot	0.08	c0.25		c0.09	0.24		0.12	c0.18		0.09	c0.14	
v/s Ratio Perm			0.22									
v/c Ratio	0.69	0.74	0.65	0.77	0.69		0.60	0.87		0.47	0.77	
Uniform Delay, d1	50.9	34.6	33.3	51.2	33.2		43.5	46.3		44.0	46.8	
Progression Factor	0.86	0.85	0.84	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.1	3.1	4.9	16.0	3.2		1.7	20.5		1.5	11.6	
Delay (s)	51.1	32.3	32.8	67.2	36.4		45.2	66.9		45.6	58.4	
Level of Service	D	C	C	E	D		D	E		D	E	
Approach Delay (s)		34.3			41.4			54.6			53.7	
Approach LOS		C			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.2	
Intersection Capacity Utilization	73.1%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1741	23	1198	4	24
v/c Ratio	0.62	0.23	0.40	0.03	0.27
Control Delay	14.7	47.2	8.7	53.0	27.2
Queue Delay	0.4	0.0	0.0	0.0	0.0
Total Delay	15.2	47.2	8.7	53.0	27.2
Queue Length 50th (ft)	603	15	263	3	0
Queue Length 95th (ft)	772	m39	486	8	7
Internal Link Dist (ft)	361		89	321	
Turn Bay Length (ft)		90			
Base Capacity (vph)	2812	109	3025	120	89
Starvation Cap Reductn	514	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.76	0.21	0.40	0.03	0.27

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1611	8	22	1126	2	12
Future Volume (vph)	1611	8	22	1126	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	8	12	12	12	1
Total Lost time (s)	5.4		4.6	5.4	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3536		1770	3539	1805	1003
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3536		1770	3539	1805	1003
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.50	0.50
Adj. Flow (vph)	1732	9	23	1198	4	24
RTOR Reduction (vph)	0	0	0	0	0	22
Lane Group Flow (vph)	1741	0	23	1198	4	2
Confl. Peds. (#/hr)		4	4			
Confl. Bikes (#/hr)		2				
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases						
Actuated Green, G (s)	93.6		4.4	102.6	8.0	8.0
Effective Green, g (s)	93.6		4.4	102.6	8.0	8.0
Actuated g/C Ratio	0.78		0.04	0.85	0.07	0.07
Clearance Time (s)	5.4		4.6	5.4	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2758		64	3025	120	66
v/s Ratio Prot	c0.49		0.01	c0.34	c0.00	0.00
v/s Ratio Perm						
v/c Ratio	0.63		0.36	0.40	0.03	0.02
Uniform Delay, d1	5.7		56.4	1.9	52.4	52.4
Progression Factor	2.40		0.78	4.31	1.00	1.00
Incremental Delay, d2	0.4		3.2	0.4	0.5	0.7
Delay (s)	14.1		47.1	8.6	52.9	53.0
Level of Service	B		D	A	D	D
Approach Delay (s)	14.1			9.3	53.0	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	136	1028	286	799	247	119	905	299	411	1091	83
v/c Ratio	0.16	1.18	0.85	1.12	0.54	0.98	1.03	0.66	1.24	0.84	0.14
Control Delay	43.0	137.7	77.1	123.9	16.7	140.5	89.5	40.9	178.9	48.7	9.7
Queue Delay	0.0	0.0	55.6	2.9	1.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	137.7	132.8	126.8	18.0	140.5	89.5	40.9	178.9	48.7	9.7
Queue Length 50th (ft)	52	~605	285	~473	40	113	~474	177	~477	490	9
Queue Length 95th (ft)	81	#745	#457	#611	128	#246	#610	286	#689	584	46
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	853	874	338	711	459	122	882	454	331	1300	590
Starvation Cap Reductn	0	0	111	233	84	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	1.18	1.26	1.67	0.66	0.98	1.03	0.66	1.24	0.84	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

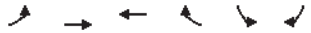
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	936	41	308	744	240	108	824	272	390	1036	79
Future Volume (vph)	129	936	41	308	744	240	108	824	272	390	1036	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3507		1610	3383	1447	1770	3539	1545	1770	3539	1490
Peak-hour factor, PHF	0.95	0.95	0.95	0.97	0.97	0.97	0.91	0.91	0.91	0.95	0.95	0.95
Adj. Flow (vph)	136	985	43	318	767	247	119	905	299	411	1091	83
RTOR Reduction (vph)	0	2	0	0	0	155	0	0	69	0	0	43
Lane Group Flow (vph)	136	1026	0	286	799	92	119	905	230	411	1091	40
Confl. Peds. (#/hr)	45		33	33		45	27		6	6		27
Confl. Bikes (#/hr)			1			1			4			2
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	35.8	35.8		30.3	30.3	30.3	10.0	35.9	35.9	27.0	52.9	52.9
Effective Green, g (s)	35.8	35.8		30.3	30.3	30.3	10.0	35.9	35.9	27.0	52.9	52.9
Actuated g/C Ratio	0.25	0.25		0.21	0.21	0.21	0.07	0.25	0.25	0.19	0.37	0.37
Clearance Time (s)	4.2	4.2		3.7	3.7	3.7	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	853	871		338	711	304	122	882	385	331	1300	547
v/s Ratio Prot	0.04	c0.29		0.18	c0.24		0.07	c0.26		c0.23	0.31	
v/s Ratio Perm						0.06			0.15			0.03
v/c Ratio	0.16	1.18		0.85	1.12	0.30	0.98	1.03	0.60	1.24	0.84	0.07
Uniform Delay, d1	42.3	54.1		54.6	56.9	47.9	66.9	54.0	47.7	58.5	41.7	29.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	91.9		22.2	73.2	2.6	73.2	37.1	6.7	131.8	6.6	0.3
Delay (s)	42.4	146.0		76.8	130.0	50.5	140.1	91.2	54.4	190.3	48.3	29.9
Level of Service	D	F		E	F	D	F	F	D	F	D	C
Approach Delay (s)		133.9			103.9			87.2			84.1	
Approach LOS		F			F			F			F	

Intersection Summary					
HCM 2000 Control Delay	100.5	HCM 2000 Level of Service	F		
HCM 2000 Volume to Capacity ratio	1.13				
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.0		
Intersection Capacity Utilization	109.2%	ICU Level of Service	H		
Analysis Period (min)	15				
c Critical Lane Group					

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	22	1626	1498	97	83
v/c Ratio	0.30	1.08	1.06	0.44	0.32
Control Delay	74.7	49.4	58.7	65.2	18.6
Queue Delay	0.0	9.4	17.8	0.0	0.0
Total Delay	74.7	58.9	76.4	65.2	18.6
Queue Length 50th (ft)	22	~1737	~1586	86	8
Queue Length 95th (ft)	m19	m223	#1783	104	26
Internal Link Dist (ft)		492	471	498	
Turn Bay Length (ft)	165				50
Base Capacity (vph)	73	1509	1418	221	261
Starvation Cap Reductn	0	45	56	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	1.11	1.10	0.44	0.32

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	1577	1251	67	63	54
Future Volume (vph)	21	1577	1251	67	63	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	4.0	4.7	4.7		4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1844		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863	1844		1770	1583
Peak-hour factor, PHF	0.97	0.97	0.88	0.88	0.65	0.65
Adj. Flow (vph)	22	1626	1422	76	97	83
RTOR Reduction (vph)	0	0	1	0	0	64
Lane Group Flow (vph)	22	1626	1497	0	97	19
Confl. Peds. (#/hr)	9			9		
Confl. Bikes (#/hr)				3		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	3.6	116.7	109.1		18.0	18.0
Effective Green, g (s)	3.6	116.7	109.1		18.0	18.0
Actuated g/C Ratio	0.03	0.81	0.76		0.12	0.12
Clearance Time (s)	4.0	4.7	4.7		4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	44	1509	1397		221	197
v/s Ratio Prot	0.01	c0.87	0.81		c0.05	
v/s Ratio Perm						0.01
v/c Ratio	0.50	1.08	1.07		0.44	0.10
Uniform Delay, d1	69.3	13.6	17.5		58.3	55.8
Progression Factor	1.09	0.75	1.00		1.00	1.00
Incremental Delay, d2	0.8	36.3	45.7		6.2	1.0
Delay (s)	76.4	46.5	63.2		64.5	56.8
Level of Service	E	D	E		E	E
Approach Delay (s)		46.9	63.2		61.0	
Approach LOS		D	E		E	

Intersection Summary				
HCM 2000 Control Delay	55.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.02			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	95.7%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1360	357	1098	16	409
v/c Ratio	1.18	1.19	0.72	0.08	0.97
Control Delay	105.9	139.7	5.9	58.7	56.9
Queue Delay	0.0	0.0	4.5	0.0	40.3
Total Delay	105.9	139.7	10.4	58.7	97.2
Queue Length 50th (ft)	~1516	~414	315	14	132
Queue Length 95th (ft)	m#1740	m#389	m314	31	#160
Internal Link Dist (ft)	1170		492	400	
Turn Bay Length (ft)		190		55	
Base Capacity (vph)	1157	301	1535	196	421
Starvation Cap Reductn	1	0	357	0	0
Spillback Cap Reductn	8	0	0	0	81
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.18	1.19	0.93	0.08	1.20

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1277	15	318	977	12	303
Future Volume (vph)	1277	15	318	977	12	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	4.7		4.5	4.7	4.6	4.6
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1859		1770	1863	1770	1545
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1859		1770	1863	1770	1545
Peak-hour factor, PHF	0.95	0.95	0.89	0.89	0.74	0.74
Adj. Flow (vph)	1344	16	357	1098	16	409
RTOR Reduction (vph)	0	0	0	0	0	250
Lane Group Flow (vph)	1360	0	357	1098	16	159
Confl. Peds. (#/hr)		6	6		3	1
Confl. Bikes (#/hr)		3				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	89.7		24.5	118.7	16.0	16.0
Effective Green, g (s)	89.7		24.5	118.7	16.0	16.0
Actuated g/C Ratio	0.62		0.17	0.82	0.11	0.11
Clearance Time (s)	4.7		4.5	4.7	4.6	4.6
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1158		301	1535	196	171
v/s Ratio Prot	c0.73		c0.20	0.59	0.01	
v/s Ratio Perm						c0.10
v/c Ratio	1.17		1.19	0.72	0.08	0.93
Uniform Delay, d1	27.1		59.8	5.4	57.4	63.5
Progression Factor	0.79		1.06	0.98	1.00	1.00
Incremental Delay, d2	82.1		87.0	0.3	0.8	52.7
Delay (s)	103.6		150.6	5.6	58.2	116.2
Level of Service	F		F	A	E	F
Approach Delay (s)	103.6			41.1	114.0	
Approach LOS	F			D	F	

Intersection Summary				
HCM 2000 Control Delay	76.9	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	1.15			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.8	
Intersection Capacity Utilization	110.6%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	99	1392	1102	233
v/c Ratio	0.76	0.93	0.85	0.89
Control Delay	99.3	23.0	15.7	78.6
Queue Delay	0.0	45.5	0.0	3.1
Total Delay	99.3	68.4	15.7	81.7
Queue Length 50th (ft)	93	832	497	166
Queue Length 95th (ft)	#186	#1511	540	#260
Internal Link Dist (ft)		1347	1170	365
Turn Bay Length (ft)	75			
Base Capacity (vph)	135	1504	1297	263
Starvation Cap Reductn	0	0	1	0
Spillback Cap Reductn	0	288	0	8
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.73	1.14	0.85	0.91

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	1281	856	81	62	126
Future Volume (vph)	91	1281	856	81	62	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	1
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.91	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	1863	1832		1667	
Flt Permitted	0.95	1.00	1.00		0.98	
Satd. Flow (perm)	1770	1863	1832		1667	
Peak-hour factor, PHF	0.92	0.92	0.85	0.85	0.81	0.81
Adj. Flow (vph)	99	1392	1007	95	77	156
RTOR Reduction (vph)	0	0	2	0	51	0
Lane Group Flow (vph)	99	1392	1100	0	182	0
Confl. Peds. (#/hr)	7			7		
Confl. Bikes (#/hr)				4		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	10.6	116.3	101.7		18.4	
Effective Green, g (s)	10.6	116.3	101.7		18.4	
Actuated g/C Ratio	0.07	0.81	0.71		0.13	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	130	1504	1293		213	
v/s Ratio Prot	0.06	c0.75	0.60		c0.11	
v/s Ratio Perm						
v/c Ratio	0.76	0.93	0.85		0.86	
Uniform Delay, d1	65.5	10.6	15.6		61.5	
Progression Factor	1.00	1.00	0.64		1.00	
Incremental Delay, d2	22.8	11.2	5.1		33.3	
Delay (s)	88.2	21.7	15.0		94.8	
Level of Service	F	C	B		F	
Approach Delay (s)		26.1	15.0		94.8	
Approach LOS		C	B		F	

Intersection Summary				
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.94			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3	
Intersection Capacity Utilization	86.4%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	113	1129	452	192	869	702	533	236	445
v/c Ratio	0.71	1.05	0.80	1.25	0.81	0.84	1.20	0.63	1.16
Control Delay	77.0	81.1	38.5	198.5	45.4	53.3	147.4	51.8	139.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	81.1	38.5	198.5	45.4	53.3	147.4	51.8	139.1
Queue Length 50th (ft)	86	~500	231	~185	326	267	~490	168	~402
Queue Length 95th (ft)	#163	#623	#377	#335	408	302	#612	216	#484
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	169	1079	563	154	1069	838	445	373	383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.05	0.80	1.25	0.81	0.84	1.20	0.63	1.16

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
7: Alameda De Las Pulgas & Ralston Ave

Cumulative Plus Project
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	1005	402	173	710	72	576	286	151	184	258	89
Future Volume (vph)	101	1005	402	173	710	72	576	286	151	184	258	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1533	1770	3477		3433	1758		1770	1767	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1533	1770	3477		3433	1758		1770	1767	
Peak-hour factor, PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.82	0.82	0.82	0.78	0.78	0.78
Adj. Flow (vph)	113	1129	452	192	789	80	702	349	184	236	331	114
RTOR Reduction (vph)	0	0	96	0	6	0	0	16	0	0	10	0
Lane Group Flow (vph)	113	1129	356	192	863	0	702	517	0	236	435	0
Confl. Peds. (#/hr)	9		5	5		9	29		1	1		29
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	10.8	36.6	36.6	10.5	36.7		29.3	29.3		25.3	25.3	
Effective Green, g (s)	10.8	36.6	36.6	10.5	36.7		29.3	29.3		25.3	25.3	
Actuated g/C Ratio	0.09	0.31	0.31	0.09	0.31		0.24	0.24		0.21	0.21	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.7	4.7	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	159	1079	467	154	1063		838	429		373	372	
v/s Ratio Prot	0.06	c0.32		c0.11	0.25		0.20	c0.29		0.13	c0.25	
v/s Ratio Perm			0.23									
v/c Ratio	0.71	1.05	0.76	1.25	0.81		0.84	1.21		0.63	1.17	
Uniform Delay, d1	53.1	41.7	37.8	54.8	38.5		43.1	45.4		43.1	47.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.9	40.3	11.2	153.7	6.8		7.6	112.6		3.9	101.1	
Delay (s)	67.0	82.0	49.0	208.5	45.2		50.7	158.0		47.0	148.4	
Level of Service	E	F	D	F	D		D	F		D	F	
Approach Delay (s)		72.2			74.8			97.0			113.3	
Approach LOS		E			E			F			F	

Intersection Summary				
HCM 2000 Control Delay	85.3	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.14			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.3	
Intersection Capacity Utilization	89.9%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
8: Cipriani Blvd & Ralston Ave

Cumulative Plus Project
Timing Plan: AM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	295	1540	13	1349	130	451	450	242	630
v/c Ratio	0.92	0.88	0.14	1.14	0.22	1.18	1.16	1.16	1.58
Control Delay	86.1	35.1	61.4	111.8	8.1	147.4	140.7	160.8	296.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.1	35.1	61.4	111.8	8.1	147.4	140.7	160.8	296.9
Queue Length 50th (ft)	244	526	11	~698	8	~474	~467	~238	~562
Queue Length 95th (ft)	#409	#827	33	#837	54	#463	#455	#407	#796
Internal Link Dist (ft)		1437		2910			203	148	
Turn Bay Length (ft)	110		115		30	85			
Base Capacity (vph)	329	1758	246	1187	595	383	388	209	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.88	0.05	1.14	0.22	1.18	1.16	1.16	1.58

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
8: Cipriani Blvd & Ralston Ave

Cumulative Plus Project
Timing Plan: AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	268	1120	281	12	1228	118	509	99	23	152	71	580
Future Volume (vph)	268	1120	281	12	1228	118	509	99	23	152	71	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.95	0.95			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97			0.97	1.00
Satd. Flow (prot)	1770	3412		1770	3539	1548	1681	1696			1801	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97			0.97	1.00
Satd. Flow (perm)	1770	3412		1770	3539	1548	1681	1696			1801	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.70	0.70	0.70	0.92	0.92	0.92
Adj. Flow (vph)	295	1231	309	13	1349	130	727	141	33	165	77	630
RTOR Reduction (vph)	0	14	0	0	0	76	0	2	0	0	0	215
Lane Group Flow (vph)	295	1526	0	13	1349	54	451	448	0	0	242	415
Confl. Peds. (#/hr)			4	4					4	4		
Confl. Bikes (#/hr)						2						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						8
Actuated Green, G (s)	23.3	63.6		3.0	43.3	43.3	29.4	29.4			15.0	15.0
Effective Green, g (s)	23.3	63.6		3.0	43.3	43.3	29.4	29.4			15.0	15.0
Actuated g/C Ratio	0.18	0.49		0.02	0.34	0.34	0.23	0.23			0.12	0.12
Clearance Time (s)	4.0	5.4		4.0	5.4	5.4	4.6	4.6			4.0	4.0
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	319	1682		41	1187	519	383	386			209	184
v/s Ratio Prot	c0.17	0.45		0.01	c0.38		c0.27	0.26			0.13	
v/s Ratio Perm						0.03						c0.26
v/c Ratio	0.92	0.91		0.32	1.14	0.10	1.18	1.16			1.16	2.26
Uniform Delay, d1	52.0	30.0		62.0	42.9	29.5	49.8	49.8			57.0	57.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	31.4	8.7		4.4	72.2	0.4	103.9	97.0			111.4	582.6
Delay (s)	83.4	38.7		66.4	115.0	29.9	153.7	146.8			168.4	639.6
Level of Service	F	D		E	F	C	F	F			F	F
Approach Delay (s)		45.8			107.2			150.2			508.8	
Approach LOS		D			F			F			F	

Intersection Summary				
HCM 2000 Control Delay	161.4	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.25			
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	99.6%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: Ralston MS Exit & Ralston Ave

Cumulative Plus Project
Timing Plan: AM Peak

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1541	0	0	2312	0	383
Future Volume (Veh/h)	1541	0	0	2312	0	383
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.87	0.87	0.57	0.57
Hourly flow rate (vph)	1657	0	0	2657	0	672
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	444			785		
pX, platoon unblocked			0.73		0.34	0.73
vC, conflicting volume			1657		2986	828
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1149		0	7
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	14
cM capacity (veh/h)			438		346	779

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	828	828	1328	1328	672
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	672
cSH	1700	1700	1700	1700	779
Volume to Capacity	0.49	0.49	0.78	0.78	0.86
Queue Length 95th (ft)	0	0	0	0	264
Control Delay (s)	0.0	0.0	0.0	0.0	31.2
Lane LOS					D
Approach Delay (s)	0.0		0.0		31.2
Approach LOS					D

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	73.0%	ICU Level of Service	C	
Analysis Period (min)	15			

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1689	322	2070	351	331
v/c Ratio	1.01	1.04	0.84	0.90	0.64
Control Delay	54.9	92.6	9.6	71.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	92.6	9.7	71.5	20.5
Queue Length 50th (ft)	~740	~268	180	260	76
Queue Length 95th (ft)	#828	m#386	232	313	123
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	1677	309	2470	417	537
Starvation Cap Reductn	0	0	12	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	1.04	0.84	0.84	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1305	164	290	1863	274	258
Future Volume (vph)	1305	164	290	1863	274	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433		1770	3539	1770	1583
Peak-hour factor, PHF	0.87	0.87	0.90	0.90	0.78	0.78
Adj. Flow (vph)	1500	189	322	2070	351	331
RTOR Reduction (vph)	8	0	0	0	0	168
Lane Group Flow (vph)	1681	0	322	2070	351	163
Confl. Peds. (#/hr)		53	53		59	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	58.4		21.0	83.8	26.5	26.5
Effective Green, g (s)	58.4		21.0	83.8	26.5	26.5
Actuated g/C Ratio	0.49		0.18	0.70	0.22	0.22
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	1670		309	2471	390	349
v/s Ratio Prot	c0.49		c0.18	0.58	c0.20	
v/s Ratio Perm						0.10
v/c Ratio	1.01		1.04	0.84	0.90	0.47
Uniform Delay, d1	30.8		49.5	13.2	45.5	40.6
Progression Factor	1.00		0.79	0.51	1.00	1.00
Incremental Delay, d2	23.7		52.9	2.4	23.1	1.0
Delay (s)	54.5		92.1	9.1	68.5	41.6
Level of Service	D		F	A	E	D
Approach Delay (s)	54.5			20.3	55.5	
Approach LOS	D			C	E	

Intersection Summary

HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Queues
1: El Camino Real & Ralston Ave

Cumulative Plus Project
Timing Plan: PM Peak

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	363	954	290	879	562	122	1241	251	349	1092	182
v/c Ratio	0.46	1.20	0.82	1.18	1.07	0.90	1.13	0.48	1.50	0.84	0.31
Control Delay	29.8	131.9	72.3	141.2	85.1	120.1	113.3	32.8	286.4	48.8	15.8
Queue Delay	0.0	0.0	57.0	2.9	13.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	131.9	129.3	144.2	98.9	120.1	113.3	32.8	286.4	48.8	15.9
Queue Length 50th (ft)	161	~567	286	~540	~368	116	~705	141	~452	491	51
Queue Length 95th (ft)	167	#706	#447	#681	#603	#242	#845	228	#654	585	114
Internal Link Dist (ft)		519		206			352			536	
Turn Bay Length (ft)	105					145		85	175		175
Base Capacity (vph)	781	797	355	747	527	135	1103	528	233	1300	585
Starvation Cap Reductn	0	0	124	250	65	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	116	0	0	0	0	0	0	10
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	1.20	1.26	1.77	1.22	0.90	1.13	0.48	1.50	0.84	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM Signalized Intersection Capacity Analysis
1: El Camino Real & Ralston Ave

Cumulative Plus Project
Timing Plan: PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	802	66	299	788	523	116	1179	238	318	994	166
Future Volume (vph)	330	802	66	299	788	523	116	1179	238	318	994	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	1	12	12	12	12	12	12	12	12	12
Total Lost time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Lane Util. Factor	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.90	1.00	1.00	0.98	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3481		1610	3384	1427	1770	3539	1553	1770	3539	1421
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3481		1610	3384	1427	1770	3539	1553	1770	3539	1421
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	363	881	73	322	847	562	122	1241	251	349	1092	182
RTOR Reduction (vph)	0	5	0	0	0	213	0	0	44	0	0	63
Lane Group Flow (vph)	363	949	0	290	879	349	122	1241	207	349	1092	119
Confl. Peds. (#/hr)	51		33	33		51	53		5	5		53
Confl. Bikes (#/hr)			2			4						1
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	32.8	32.8		31.8	31.8	31.8	11.0	44.9	44.9	19.0	52.9	52.9
Effective Green, g (s)	32.8	32.8		31.8	31.8	31.8	11.0	44.9	44.9	19.0	52.9	52.9
Actuated g/C Ratio	0.23	0.23		0.22	0.22	0.22	0.08	0.31	0.31	0.13	0.37	0.37
Clearance Time (s)	4.2	4.2		4.2	4.2	4.2	3.0	4.1	4.1	3.0	4.1	4.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	781	792		355	747	315	135	1103	484	233	1300	522
v/s Ratio Prot	0.11	c0.27		0.18	c0.26		0.07	c0.35		c0.20	0.31	
v/s Ratio Perm						0.24			0.13			0.08
v/c Ratio	0.46	1.20		0.82	1.18	1.11	0.90	1.13	0.43	1.50	0.84	0.23
Uniform Delay, d1	48.0	55.6		53.3	56.1	56.1	66.0	49.5	39.3	62.5	41.7	31.4
Progression Factor	0.58	0.63		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	99.9		18.5	93.2	83.2	49.2	68.4	2.7	245.3	6.7	1.0
Delay (s)	28.3	135.1		71.8	149.3	139.3	115.2	117.9	42.1	307.8	48.3	32.5
Level of Service	C	F		E	F	F	F	F	D	F	D	C
Approach Delay (s)		105.7			133.1			105.9			102.3	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	112.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	110.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	44	1331	1590	75	54
v/c Ratio	0.60	0.88	1.14	0.34	0.22
Control Delay	87.8	8.8	94.4	62.4	15.9
Queue Delay	0.0	0.5	0.1	0.0	0.7
Total Delay	87.8	9.3	94.5	62.4	16.6
Queue Length 50th (ft)	44	82	~1728	65	0
Queue Length 95th (ft)	m50	m169	#2007	99	28
Internal Link Dist (ft)		492	471	498	
Turn Bay Length (ft)	165				50
Base Capacity (vph)	73	1509	1396	221	245
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	28	27	0	69
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.90	1.16	0.34	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	41	1251	1480	62	57	41
Future Volume (vph)	41	1251	1480	62	57	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	12
Total Lost time (s)	4.0	4.7	4.7		4.6	4.6
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1847		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863	1847		1770	1583
Peak-hour factor, PHF	0.94	0.94	0.97	0.97	0.76	0.76
Adj. Flow (vph)	44	1331	1526	64	75	54
RTOR Reduction (vph)	0	0	1	0	0	47
Lane Group Flow (vph)	44	1331	1589	0	75	7
Confl. Peds. (#/hr)	12			12		
Confl. Bikes (#/hr)				4		
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	4.8	116.7	107.9		18.0	18.0
Effective Green, g (s)	4.8	116.7	107.9		18.0	18.0
Actuated g/C Ratio	0.03	0.81	0.75		0.12	0.12
Clearance Time (s)	4.0	4.7	4.7		4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	59	1509	1383		221	197
v/s Ratio Prot	0.02	c0.71	c0.86		c0.04	
v/s Ratio Perm						0.00
v/c Ratio	0.75	0.88	1.15		0.34	0.03
Uniform Delay, d1	69.0	9.1	18.0		57.6	55.4
Progression Factor	1.09	0.49	1.31		1.00	1.00
Incremental Delay, d2	18.9	3.5	74.5		4.1	0.3
Delay (s)	94.1	7.9	98.1		61.7	55.7
Level of Service	F	A	F		E	E
Approach Delay (s)		10.7	98.1		59.2	
Approach LOS		B	F		E	

Intersection Summary

HCM 2000 Control Delay	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1191	225	1466	18	249
v/c Ratio	0.96	0.93	0.94	0.09	0.63
Control Delay	30.6	69.8	11.5	58.8	14.2
Queue Delay	0.1	0.0	14.6	0.0	0.0
Total Delay	30.7	69.8	26.1	58.8	14.2
Queue Length 50th (ft)	993	224	379	15	0
Queue Length 95th (ft)	#1384	m207	m315	34	27
Internal Link Dist (ft)	1170		492	400	
Turn Bay Length (ft)		190		55	
Base Capacity (vph)	1241	245	1552	196	397
Starvation Cap Reductn	1	0	120	0	0
Spillback Cap Reductn	0	0	10	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.96	0.92	1.02	0.09	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1108	24	200	1305	13	184
Future Volume (vph)	1108	24	200	1305	13	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1856		1770	1863	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1856		1770	1863	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.89	0.89	0.74	0.74
Adj. Flow (vph)	1166	25	225	1466	18	249
RTOR Reduction (vph)	1	0	0	0	0	221
Lane Group Flow (vph)	1190	0	225	1466	18	28
Confl. Peds. (#/hr)		3	3			
Confl. Bikes (#/hr)		4				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases						4
Actuated Green, G (s)	96.2		19.8	120.0	16.0	16.0
Effective Green, g (s)	96.2		19.8	120.0	16.0	16.0
Actuated g/C Ratio	0.67		0.14	0.83	0.11	0.11
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1239		243	1552	196	175
v/s Ratio Prot	0.64		0.13	c0.79	0.01	
v/s Ratio Perm						c0.02
v/c Ratio	0.96		0.93	0.94	0.09	0.16
Uniform Delay, d1	22.1		61.4	9.4	57.5	57.9
Progression Factor	0.75		1.03	0.90	1.00	1.00
Incremental Delay, d2	13.2		6.1	1.7	0.9	1.9
Delay (s)	29.7		69.4	10.2	58.4	59.8
Level of Service	C		E	B	E	E
Approach Delay (s)	29.7			18.0	59.7	
Approach LOS	C			B	E	

Intersection Summary

HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	96	1150	1349	124
v/c Ratio	0.98	0.76	1.00	0.55
Control Delay	151.7	10.3	27.3	56.3
Queue Delay	0.0	0.3	2.8	0.0
Total Delay	151.7	10.6	30.1	56.3
Queue Length 50th (ft)	92	424	591	86
Queue Length 95th (ft)	#214	587	m#315	156
Internal Link Dist (ft)		1347	1170	365
Turn Bay Length (ft)	75			
Base Capacity (vph)	98	1522	1351	224
Starvation Cap Reductn	0	0	15	0
Spillback Cap Reductn	0	67	0	1
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.98	0.79	1.01	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	90	1081	1247	75	57	57
Future Volume (vph)	90	1081	1247	75	57	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	1	12	1
Total Lost time (s)	4.0	4.7	4.7		4.6	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.93	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1770	1863	1840		1695	
Flt Permitted	0.95	1.00	1.00		0.98	
Satd. Flow (perm)	1770	1863	1840		1695	
Peak-hour factor, PHF	0.94	0.94	0.98	0.98	0.92	0.92
Adj. Flow (vph)	96	1150	1272	77	62	62
RTOR Reduction (vph)	0	0	2	0	25	0
Lane Group Flow (vph)	96	1150	1347	0	99	0
Confl. Peds. (#/hr)	13			13	2	
Confl. Bikes (#/hr)				3		
Turn Type	Prot	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases						
Actuated Green, G (s)	8.0	117.7	105.7		17.0	
Effective Green, g (s)	8.0	117.7	105.7		17.0	
Actuated g/C Ratio	0.06	0.82	0.73		0.12	
Clearance Time (s)	4.0	4.7	4.7		4.6	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	98	1522	1350		200	
v/s Ratio Prot	c0.05	0.62	c0.73		c0.06	
v/s Ratio Perm						
v/c Ratio	0.98	0.76	1.00		0.50	
Uniform Delay, d1	67.9	6.3	19.0		59.5	
Progression Factor	1.00	1.00	0.62		1.00	
Incremental Delay, d2	83.3	3.5	14.1		8.6	
Delay (s)	151.2	9.8	25.8		68.0	
Level of Service	F	A	C		E	
Approach Delay (s)		20.7	25.8		68.0	
Approach LOS		C	C		E	

Intersection Summary

HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	181	1147	576	212	1085	539	418	196	335
v/c Ratio	0.91	1.05	0.99	0.98	0.96	0.73	1.07	0.55	0.91
Control Delay	77.8	63.4	43.6	110.1	59.2	50.7	108.7	49.2	73.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	63.4	43.6	110.1	59.2	50.7	108.7	49.2	73.6
Queue Length 50th (ft)	132	~521	382	~176	432	202	~350	136	246
Queue Length 95th (ft)	m132	m#512	m390	#333	#582	264	#553	197	#364
Internal Link Dist (ft)		2910			580		904		546
Turn Bay Length (ft)	95		80	195		250		140	
Base Capacity (vph)	199	1097	583	216	1127	735	391	368	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	1.05	0.99	0.98	0.96	0.73	1.07	0.53	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1021	513	197	906	103	496	281	104	165	219	62
Future Volume (vph)	161	1021	513	197	906	103	496	281	104	165	219	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	1	12	12	1	12	12	1
Total Lost time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1496	1770	3466		3433	1778		1770	1788	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1496	1770	3466		3433	1778		1770	1788	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	181	1147	576	212	974	111	539	305	113	196	261	74
RTOR Reduction (vph)	0	0	120	0	7	0	0	11	0	0	9	0
Lane Group Flow (vph)	181	1147	456	212	1078	0	539	407	0	196	326	0
Confl. Peds. (#/hr)	13		16	16		13	15		4	4		15
Confl. Bikes (#/hr)						2			1			
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	13.5	37.2	37.2	14.6	38.7		25.7	25.7		24.3	24.3	
Effective Green, g (s)	13.5	37.2	37.2	14.6	38.7		25.7	25.7		24.3	24.3	
Actuated g/C Ratio	0.11	0.31	0.31	0.12	0.32		0.21	0.21		0.20	0.20	
Clearance Time (s)	3.5	5.4	5.4	3.5	5.0		4.7	4.7		4.6	4.6	
Vehicle Extension (s)	3.0	5.0	5.0	3.0	5.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	199	1097	463	215	1117		735	380		358	362	
v/s Ratio Prot	0.10	c0.32		c0.12	0.31		0.16	c0.23		0.11	c0.18	
v/s Ratio Perm			0.30									
v/c Ratio	0.91	1.05	0.98	0.99	0.96		0.73	1.07		0.55	0.90	
Uniform Delay, d1	52.6	41.4	41.1	52.6	40.0		44.0	47.1		42.9	46.7	
Progression Factor	1.02	0.78	0.73	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.5	30.7	23.1	56.9	19.7		4.1	66.4		2.1	25.0	
Delay (s)	74.2	63.0	53.1	109.5	59.6		48.0	113.5		45.1	71.7	
Level of Service	E	E	D	F	E		D	F		D	E	
Approach Delay (s)		61.1			67.8			76.6			61.8	
Approach LOS		E			E			E			E	

Intersection Summary

HCM 2000 Control Delay	66.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2052	0	0	1533	5	33
Future Volume (Veh/h)	2052	0	0	1533	5	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.83	0.83
Hourly flow rate (vph)	2230	0	0	1666	6	40
Pedestrians					1	
Lane Width (ft)					16.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	447			793		
pX, platoon unblocked			0.14		0.22	0.14
vC, conflicting volume			2231		3064	1116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	73
cM capacity (veh/h)			222		228	149

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1115	1115	833	833	46
Volume Left	0	0	0	0	6
Volume Right	0	0	0	0	40
cSH	1700	1700	1700	1700	156
Volume to Capacity	0.66	0.66	0.49	0.49	0.30
Queue Length 95th (ft)	0	0	0	0	29
Control Delay (s)	0.0	0.0	0.0	0.0	37.5
Lane LOS					E
Approach Delay (s)	0.0		0.0		37.5
Approach LOS					E

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2323	141	1273	120	178
v/c Ratio	1.04	0.61	0.45	0.61	0.53
Control Delay	53.6	50.0	4.0	63.1	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	50.0	4.0	63.1	12.7
Queue Length 50th (ft)	~1024	113	121	90	0
Queue Length 95th (ft)	#1290	m167	96	147	63
Internal Link Dist (ft)	2726		973	553	
Turn Bay Length (ft)		70			120
Base Capacity (vph)	2232	354	2854	443	532
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.04	0.40	0.45	0.27	0.33

Intersection Summary	
~	Volume exceeds capacity, queue is theoretically infinite.
	Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1992	192	140	1260	109	162
Future Volume (vph)	1992	192	140	1260	109	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	1	12	12	12	12
Total Lost time (s)	5.4		4.0	5.0	4.7	4.7
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3486		1770	3539	1756	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3486		1770	3539	1756	1583
Peak-hour factor, PHF	0.94	0.94	0.99	0.99	0.91	0.91
Adj. Flow (vph)	2119	204	141	1273	120	178
RTOR Reduction (vph)	4	0	0	0	0	158
Lane Group Flow (vph)	2319	0	141	1273	120	20
Confl. Peds. (#/hr)		1	1		6	
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	Perm	Perm
Protected Phases	6		5	2		
Permitted Phases					4	4
Actuated Green, G (s)	76.7		15.7	96.8	13.5	13.5
Effective Green, g (s)	76.7		15.7	96.8	13.5	13.5
Actuated g/C Ratio	0.64		0.13	0.81	0.11	0.11
Clearance Time (s)	5.4		4.0	5.0	4.7	4.7
Vehicle Extension (s)	6.0		4.0	6.0	3.0	3.0
Lane Grp Cap (vph)	2228		231	2854	197	178
v/s Ratio Prot	c0.67		c0.08	0.36		
v/s Ratio Perm					c0.07	0.01
v/c Ratio	1.04		0.61	0.45	0.61	0.11
Uniform Delay, d1	21.6		49.3	3.5	50.7	47.9
Progression Factor	1.00		0.85	0.93	1.00	1.00
Incremental Delay, d2	30.7		4.2	0.4	5.3	0.3
Delay (s)	52.4		45.8	3.6	56.0	48.1
Level of Service	D		D	A	E	D
Approach Delay (s)	52.4			7.8	51.3	
Approach LOS	D			A	D	

Intersection Summary				
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1	
Intersection Capacity Utilization	87.4%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

M – Driveway Queuing Outputs

Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	LR
Maximum Queue (ft)	176	191	152	245	687	104	161
Average Queue (ft)	61	82	48	90	100	18	66
95th Queue (ft)	129	162	103	202	375	59	127
Link Distance (ft)	730	730		1435	1435		372
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)			145			105	
Storage Blk Time (%)				2		0	4
Queuing Penalty (veh)				1		0	2

Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	LR
Maximum Queue (ft)	618	617	174	307	323	134	301
Average Queue (ft)	377	384	33	150	150	52	146
95th Queue (ft)	745	746	100	312	316	148	250
Link Distance (ft)	741	741		1435	1435		372
Upstream Blk Time (%)	4	4					
Queuing Penalty (veh)	33	33					
Storage Bay Dist (ft)			145			105	
Storage Blk Time (%)				6		0	25
Queuing Penalty (veh)				2		0	18

Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	LR
Maximum Queue (ft)	258	320	130	166	325	1513	85	96
Average Queue (ft)	97	117	52	73	89	190	32	63
95th Queue (ft)	202	232	125	137	220	808	83	107
Link Distance (ft)	733	733			1437	1437		85
Upstream Blk Time (%)						1	0	11
Queuing Penalty (veh)						10	0	14
Storage Bay Dist (ft)			100	145			105	
Storage Blk Time (%)		8	0	1	2		0	11
Queuing Penalty (veh)		19	2	12	2		0	5

Queuing and Blocking Report
Existing Plus Project
AM Peak

Intersection: 101: Davis Dr & Project Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	141
Average Queue (ft)	10	16
95th Queue (ft)	32	72
Link Distance (ft)	206	176
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

2 Davis Drive
Kimley-Horn
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Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	LR
Maximum Queue (ft)	731	725	130	174	318	313	84	98
Average Queue (ft)	298	309	39	42	159	168	41	91
95th Queue (ft)	587	595	125	112	325	333	100	107
Link Distance (ft)	745	745			1437	1437		85
Upstream Blk Time (%)	0	0					1	35
Queuing Penalty (veh)	1	3					0	109
Storage Bay Dist (ft)			100	145			105	
Storage Blk Time (%)		25	0		7		1	35
Queuing Penalty (veh)		19	0		2		1	34

Queuing and Blocking Report
Existing Plus Project
PM Peak

Intersection: 101: Davis Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	108	181
Average Queue (ft)	44	78
95th Queue (ft)	82	164
Link Distance (ft)	206	176
Upstream Blk Time (%)		2
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

2 Davis Drive
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Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	LR
Maximum Queue (ft)	546	532	80	1444	1511	49	369
Average Queue (ft)	159	188	7	1265	1330	19	316
95th Queue (ft)	383	412	41	1974	2054	56	468
Link Distance (ft)	730	730		1435	1435		372
Upstream Blk Time (%)	1	1		83	84		81
Queuing Penalty (veh)	10	12		968	972		0
Storage Bay Dist (ft)			145			105	
Storage Blk Time (%)				88			89
Queuing Penalty (veh)				65			50

Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	LR
Maximum Queue (ft)	784	781	172	1445	1491	134	384
Average Queue (ft)	690	692	31	457	530	58	226
95th Queue (ft)	906	902	96	1178	1254	159	386
Link Distance (ft)	741	741		1435	1435		372
Upstream Blk Time (%)	28	29		12	12		18
Queuing Penalty (veh)	289	300		78	78		0
Storage Bay Dist (ft)			145			105	
Storage Blk Time (%)				19		0	50
Queuing Penalty (veh)				7		0	47

Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	LR
Maximum Queue (ft)	367	425	130	94	1448	1499	59	89
Average Queue (ft)	213	250	76	9	1238	1287	21	79
95th Queue (ft)	326	389	164	49	2006	2045	50	91
Link Distance (ft)	733	733			1437	1437		80
Upstream Blk Time (%)					82	82	0	89
Queuing Penalty (veh)					958	964	0	150
Storage Bay Dist (ft)			100	145			105	
Storage Blk Time (%)		18	0	0	87		0	89
Queuing Penalty (veh)		54	0	1	90		0	54

Queuing and Blocking Report
Cumulative Plus Project
AM Peak

Intersection: 101: Davis Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	202	194
Average Queue (ft)	117	156
95th Queue (ft)	244	250
Link Distance (ft)	208	182
Upstream Blk Time (%)	42	81
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

2 Davis Drive
Kimley-Horn
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Intersection: 9: Davis Dr & Ralston Ave

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	LR
Maximum Queue (ft)	781	778	130	170	1105	1152	77	114
Average Queue (ft)	712	711	56	37	465	527	22	83
95th Queue (ft)	871	872	159	110	1243	1290	67	100
Link Distance (ft)	745	745			1437	1437		77
Upstream Blk Time (%)	33	34			16	16	0	74
Queuing Penalty (veh)	346	354			105	105	0	279
Storage Bay Dist (ft)			100	145			105	
Storage Blk Time (%)		63	0	0	25		0	74
Queuing Penalty (veh)		61	0	0	10		0	87

Queuing and Blocking Report
Cumulative Plus Project
PM Peak

Intersection: 101: Davis Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	223	214
Average Queue (ft)	128	155
95th Queue (ft)	242	239
Link Distance (ft)	208	183
Upstream Blk Time (%)	20	38
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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N – TDM Program

2 Davis Drive

Transportation Demand Management (TDM) Plan

April 2022

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1. Introduction

1.1. Project Background

The 2 Davis Drive Project is a proposed conversion of an existing 21,000-square foot warehouse building into a 77,525-square foot office building and 16,000-square foot building pad for a future fire station (Project). Table 1 presents the trip generation for the Project[1].

Table 1: Trip Generation

	Daily	AM Peak	PM Peak
Proposed Office	830	99	89

1.2. Existing Transit Service

Table 2 presents the existing transit service for the Project.

Table 2: Existing Transit Service

Route	From	To	Weekdays			Weekends	
			Operating Hours[1]	Headway[2] (minutes)		Operating Hours[1]	Headway[2] (minutes)
				Peak	Mid-day		
SamTrans Services – Davis Drive & Ralston Avenue							
60	Ralston Middle School	Bridget Parkway and Bowsprit Drive	6:50 AM to 8:00 AM & 12:35 PM to 3:20 PM[3]	-	-	No weekend service	-
67	Ralston Middle School	Bridge Parkway and Bowsprit Drive	7:00 AM to 7:50 AM & 12:45 PM to 4:00 PM[3]	-	-	No weekend service	-
68	Ralston Middle School	Wessex Way and Hiller Street	7:30 AM to 8:00 AM & 12:35 PM to 2:25 PM[3]	-	-	No weekend service	-
260	San Carlos Caltrain Station	College of San Mateo	6:20 AM to 6:50 PM	60	60	8:40 AM to 8:00 PM	60
Caltrain – Belmont Station							
Northbound			5:20 AM to 12:05 AM[4]	15-60	30-60	8:10 AM to 12:05 AM[4]	60-120
Southbound			5:35 AM to 12:50 AM[4]	15-60	30-60	9:15 AM to 12:50 AM[4]	30-120

Notes:
[1] Operating Hours rounded to the nearest 5 minutes for weekdays and weekends.
[2] Headways are defined as the time between transit vehicles on the same route. Listed headways are the modes of the headways and rounded to the nearest 5 minutes.
[3]School route that consist of 2-3 buses during morning drop-off and 2-3 buses during afternoon dismissal. These routes have a different schedule on Wednesdays.
[4]Last train leaves the station the following day.
Source: SamTrans (September 2021), Caltrain (August 2021)

[1] *2 Davis Drive Traffic Impact Analysis*, Kimley-Horn, February 2022

1.2.1. SamTrans

SamTrans provides bus services throughout Sam Mateo and southern San Francisco counties. The Project is located approximately 115 feet from existing bus stops at the intersection of Davis Drive and Ralston Avenue.

1.2.2. Caltrain

Caltrain provides transit services between San Jose and San Francisco. In Belmont, the Belmont Caltrain station is located at the intersection of El Camino Real and Ralston Avenue, approximately 2.2 miles from the development.

Based on Caltrain's most recent schedule (effective August 2021), the Belmont station is serviced by 1XX local and limited-stop trains (3XX, 4XX, 5XX) as well as SamTrans routes ECR, 260, 397, and 398. The nearest station with 7XX baby bullets is the Hillsdale station, approximately 3.2 miles from 2 Davis Drive. Baby bullet riders may access 2 Davis Drive by taking SamTrans Route ECR to Belmont station then transfer to Route 260.

1.3. Existing Bicycle Facilities

There are multiple existing bikeway facilities in Belmont. Class I bicycle facilities are multi-use paths, Class II bicycle facilities are defined as bike lanes, Class III bicycle facilities are bike routes, and Class IV bicycle facilities are separated bikeways.

There are no designated Class I multi-use paths located within the Project study, however the Ralston Avenue Bike Trail is located adjacent to State Route 92. The trail begins south of Ralston Avenue at Hallmark Drive and runs south connecting to a Class II bike lane on Cañada Road.

Class II bike lanes are located within the Project study area on Ralston Avenue and on Alameda de las Pulgas. On Ralston Avenue, bike lanes are located on the north side of the roadway between Pullman Avenue and Cipriani Boulevard and on both sides of the roadway between Villa Avenue and South Road. On Alameda de las Pulgas bike lanes are located on both sides of the roadway between Carlmont Drive and Cranfield Avenue.

Class III bike routes are located within the project study area on Cipriani Boulevard, Notre Dame Avenue, Carlmont Drive, and Ralston Avenue. On Cipriani Boulevard, bike routes are located between Prindle Road and Alameda Del Las Pulgas. On Notre Dame Avenue, bike routes begin at Ralston Avenue and terminate at Abor Avenue. On Ralston Avenue, bike routes are located between El Camino Real and South Road.

1.4. Transportation Demand Management (TDM) Requirements

1.4.1. City of Belmont (City)

On November 10, 2020, the City approved the resolution to adopt a Transportation Demand Management Program for the City. The City's TDM program is a point-based system, which would result in achieving the City's goal of 15% below the Countywide baseline. The required number of points based on the project size and land use. Based on Table 1 of the City's *Transportation Demand Management Program and Guidebook*, the TDM program for 2 Davis Drive must achieve at least 18 points.

1.4.2. City/County Association of Governments of San Mato County (C/CAG)

C/CAG's *Transportation Demand Management Policy Implementation Guide* requires development that generate at least 100 average daily trips (ADT) is subjected to C/CAG's TDM policy and must complete a TDM Checklist. The development is expected to generate 830 daily trips and will need to comply with requirements for a Large Non-Residential project, which has a minimum trip reduction requirement of 35% below baseline ADT or 290 daily trips. This would equate to a goal of generating no more than 540 daily trips. 2 Davis Drive is also considered "Transit Proximate" since the development is located between 0.5 to 3 miles from the Belmont Caltrain station.

1.5. Other Considerations

1.5.1. Off-Street Parking

For an office building, a minimum of 1 space for each 250-square feet of net floor area or 90% gross floor area is required[2]. The Project has a net floor area of 64,059 square feet , which equates to 256 spaces. The Project will provide 153 spaces in a surface lot and 62 spaces in the ground floor garage, for a total of 215 stripped parking spaces. The Project will also provide a valet parking service, which will utilize the parking garage and the surface lot next to the fire station building pad. Valet parking will provide parking for an additional 53 vehicles (16 vehicles on the surface lot and 37 vehicles in the parking garage). With stripped parking spaces and valet parking, the Project site can accommodate 268 vehicles.

[2] Belmont Zoning Ordinances 8.4.3

2. Transportation Demand Management (TDM) Program

2.1. Framework

The TDM program will be comprised of three major components: 1) Education, 2) Program Elements, and 3) Monitoring. The Education component is discussed in Section 2.2; the Program Elements component is discussed in Section 2.3; and the Monitoring component is discussed in Section 3.

2.1.1. TDM Liaison

An employee of the building be designated as the official contact for the TDM program. The TDM Liaison will be responsible for implementing the TDM plan, as well as organizing and distributing transportation information material, conduct an annual travel survey to tenants, and coordinating with the City and C/CAG. The City and C/CAG shall be provided with the current name and phone number of the TDM Liaison for the development.

2.2. Education

The Education component focuses on awareness and communication to reduce vehicle trips to the building by employees. The project owner and the TDM Contact will work together on providing the following education components for the building tenants.

2.2.1. Transit Information

The TDM Contact will provide route and schedule information for SamTrans and Caltrain. This information may include updates to the route schedules or information on transit passes or fares.

2.2.2. Information on reducing vehicle trips

The TDM Contact will provide information on methods to reduce drive alone vehicle trips to/from the building. This information may include carpool/vanpool matching services, amenities on site (e.g. bicycle storage or shower/changing rooms) or nearby amenities (e.g. restaurants, gym, retail, or etc. within walking distance), or new TDM elements that may be introduced (e.g. shuttle services, subsidized parking passes, etc.)

2.3. Program Elements

Table 3 summarizes the TDM program shall implement elements that will promote carpool, bicycling, walking, and transit in place of individual vehicle trips to and from the Project. These elements may change or be adjusted to adapt to changing commute trends and to maximize the efficiency and performance of the program.

2.4. Additional TDM Measures

The development expects changes in commute patterns over time and will revise the TDM program to accommodate these changes.

Table 3: Estimated Trip Credits

Measure ID		TDM Measure	Description	Point Value	
City	C/CAG			City	C/CAG
Active-1	9	Design Street to Encourage Bike/Pedestrian Access	Project adding new ADA accessible walking from existing sidewalk to lobby	-	30[D]
Active-2b	-	On-street bicycle racks/lockers	Project will provide 4 short-term bicycle racks	1	-
Active-3	7	Secure Bicycle Storage	Project will project 16 secured bicycle lockers, located in garage	2	30[D]
Active-4	8	Shower, lockers, and Changing Rooms	Shower and changing rooms located on the 2nd floor of the building	2	30[D]
Transit-2	1	Preferential Parking for Carpool/Vanpool	17 preferential carpool/vanpool spaces located on the northern section of the site, near the Lobby entrance	1	30[D]
Transit-3	3B	Commute assistance and ride-matching	Establish and register a carpool/vanpool program with Commute.org	1	30[D]
	4	Carpool or Vanpool Program			30[D]
Transit-4	3C	Shuttle Program	The building owner will work with building tenants, as well as the owners and tenants of other office building along Davis Drive with providing a shuttle service. The shuttle program will provide service to/from Caltrain station in Belmont or other stations (if deemed necessary) during the morning and evening commute periods and downtown during midday.	4[A]	30[D]
Transit-5	3D	Guarantee Ride Home	Encourage building tenants to participate in Commute.org guarantee ride home program	2	30[D]
Transit-6	5	Transit or Ridesharing Passes Subsidies	Offer transit passes or subsidies equivalent to 30% of the value of their monthly fare or $50 monthly.	4[B]	30[D]

Measure ID		TDM Measure	Description	Point Value	
City	C/CAG			City	C/CAG
Transit-7	3A	Certified participation in TMA	Building tenants will register with Commute.org.	1[C]	30[D]
Amenities-1	2	TDM Coordinator/Contact Person	Designated TDM coordinate that will work with City & C/CAG	2	30[D]
Amentiies-2	10	Flex Time, Compress Work Week, Telecommute	Building owner will encourage building tenants to provide alternative work schedules	6	5
-	3E	Orientation, Education, Promotional Program/Materials	TDM coordinator will assist with providing educational information on how to reduce vehicle trips.	-	30[D]
-	6	Pre-Tax Transportation Benefits	Building owner will offer option for tenants to participate in a pre-tax transit program	-	30[D]
-	21	Bike Repair Station	Bike repair station will be located in the indoor bicycle storage room	-	1
			Total	26	36
			Required	18	35
			Surplus (+) / Deficient (-)	8	1

Note:

[A] Currently the shuttle program is anticipated to serve less than four trip-options during the morning and evening commutes.

[B] A monthly subsidy of $50 (4 points) was assumed for estimating points for Transit-6.

[C] Points for Transit-7 varies between 1 and 6 points and is determined by City staff. For planning purposes, a conservative point value of 1 was assumed.

[D] A combined maximum of 30 points can be achieved for implementing required TDM measures for "Transit Proximate" projects.

3. Monitoring and Evaluation

To ensure that the TDM program is working effectively and achieving its goals, regular monitoring of commute patterns and reviewing the TDM program is necessary.

3.1. Annual Travel Survey

The TDM Contact will perform an annual travel survey to assess the current use of alternative transportation options by building tenants. Results of the survey should be used to augment the annual TDM report to the City and to identify adjustments that could be made to sustain or increase the use of transit, carpool, bicycle, and walking.

3.2. Trip Counts

To assess compliance with meeting the City's and C/CAG's requirement, the development shall perform trip counts collected at the project's driveway. To ensure that the set of data is valid to fairly assess compliance with the trip limit, trip counts should be conducted as follows:

- Trip counts will be conducted on an annual basis
- Trip counts will count the number of total daily and peak hour weekday trips entering and exiting at the Project's driveway on Davis Drive
- Trip counts will be collected over 24-hour, for at least three weekdays (Tuesday, Wednesday, or Thursday) during a normal business week (i.e. no Federal or State holidays) with no inclement weather over a two-week period

3.3. TDM Compliance Report

Results of the trip counts will be evaluated and reported by the TDM Contact to the City in a TDM Compliance Report. The Compliance Report shall summarize the following items:

- List of TDM program elements
- Result from annual travel survey
- Results of trip counts
- Average trip counts

3.3.1. Compliance with TDM goals

If the average trip counts are found to be less than the trip limit, then the Project is found to be in compliance and trip counts will be collected on an annual basis.

If the annual report shows compliance for three consecutive years, annual reports may be dealyed for up to three (3) years. A five-year review may be required by the Director or citywide TMA to evaluate the overall effectiveness of all the TDM activities[3].

[3] BZO Section 31.7.8

3.3.2. Non-Compliance with TDM goals

If the average trip counts are found to exceed the trip limit, then the Project is found to not be in compliance with the TDM goals and the following shall occur:

- The project owner shall be given 60 days to develop a plan to modify its TDM program and implement the reviewed TDM program changes.
- After implementing TDM program changes, a supplemental trip count shall be collected within 90 days and a supplemental TDM compliance report shall be submitted to the City.
    - If the supplemental TDM report shows compliance, trip counts will continue to be collected on an annual basis
    - If the supplemental TDM report counts exceed the trip limit, then the City may enforce penalties for non-compliance. These penalties will be agreed upon by the building owner and the City prior to operation of the building.

3.4. Review of TDM Program

The TDM program will be reviewed at least on an annual basis. Adjustments should be made based on information from travel surveys, driveway trip counts, and the TDM Compliance Report to adapt to changing transportation trends and to maximum the efficiency and performance of the program. If necessary, adjustments to the TDM program may include:

- Implementing additional TDM elements
- Modifications to existing TDM elements (i.e. adding additional preferential carpool/vanpool spaces or bicycle storage)

If adjustments are made to the TDM program, the TDM Contact will communicate these adjustments to building tenants.

O – Valet Parking Operation Memo

Architects • Engineers • Parking Planners

WATRY DESIGN, INC.

Memorandum

Date:	9/20/19	WDI No.:	19063.313
Project:	2 Davis Court, Belmont CA		
From:	Davis		
To:	Project Team		
Regarding:	Valet Operation		

The purpose of this memo is to describe the proposed full valet operation for the parking structure at 2 Davis Court and the valet assist operation in the on grade lot.

In the morning upon arrival users would enter off Davis Drive and continue straight in the long queueing area. Then they would self park in any of the available on grade lots until the on grade parking is full. Cones would block the entry to the garage and also the initial right turn if necessary to minimize queueing issues if users turned right there and had to wait for another car parking.

Once self parking is full the valet attendants would begin parking all cars that arrive in the parking structure. It is likely that 2 valet attendants will be required. Any user using EV chargers will always give their keys to the valet and the valets will move cars as they complete charging. This allows for more cars to be charged in a day.

When the on grade parking and parking structure become full a valet would move to the area of the transformer pad across from the future fire station and direct the next 16 cars to enter to park valet assist style, (meaning the user parks their car and the valet takes their keys in case a car that is blocked needs to leave before the valet assist parked car) in the on grade lot adjacent to the future fire station.

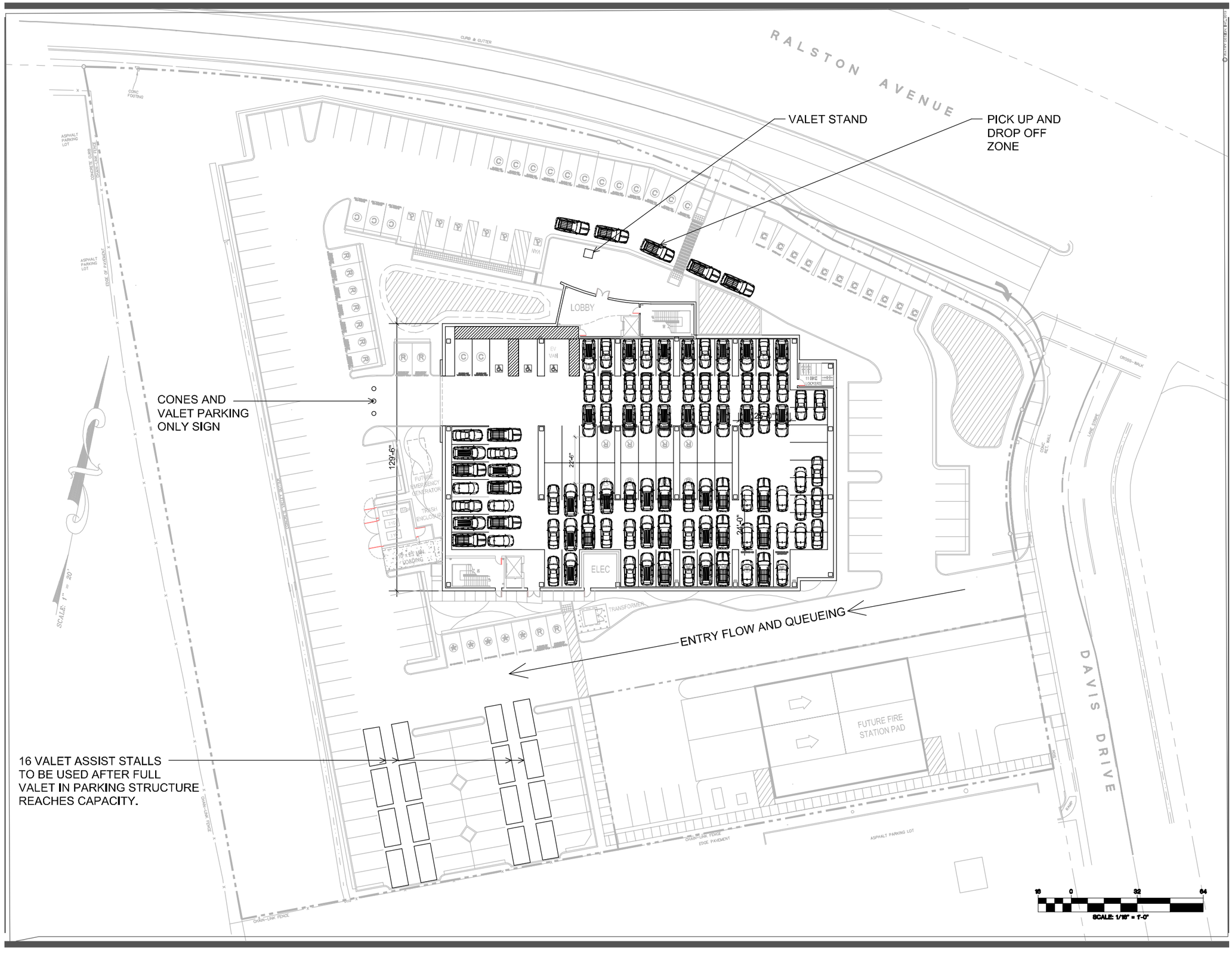
Five full valet drop off car locations are shown on the site plan. These would double as the location a user picks up their car when leaving and it could be expanded to accommodate 2 additional pick up or drop off locations. If a user wanted to park via valet instead of self park that would be available as well.

ADA parkers could elect to use the valet or park in an ADA spot. There must always be ADA parking available, it cannot be handled only by valet because some disabled parkers have custom modifications to allow them to drive that valets may not be familiar with.

Matt Davis
Associate Principal

Matt Davis

P:\Projects\2019\19063 2 Davis Court\Valet Operation Memo 9 20 19.docx



Architects • Engineers • Parking Planners
WATRY DESIGN, INC.
San Jose, California
Irvine, California
Dallas, Texas
watrydesign.com

FULL VALET IN GARAGE LAYOUT

2 DAVIS COURT
BELMONT, CALIFORNIA

CONCEPT DESIGN

JOB NO :	19063
DATE :	09/17/2019
DESIGN :	M.D.
DRAWN :	S.GARCIA
CHK. BY :	M.D.
FILE :	19063A21

SHEET
A2.1

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APPENDIX G

AIR QUALITY AND GHG EMISSIONS DATA

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2 Davis Drive Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	9.40	1000sqft	0.32	9,400.00	0
Research & Development	77.53	1000sqft	1.40	77,525.00	0
Enclosed Parking with Elevator	99.00	Space	0.00	22,355.00	0
Parking Lot	169.00	Space	1.52	67,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project would include a 77,525-square-foot office/research and development (R&D) building, open space, circulation and parking, and infrastructure improvements, and dedication for a fire station.

Construction Phase - Construction of the proposed project is anticipated to begin in Spring 2022 and would occur over an approximately 16-month period.

Trips and VMT - The project would require a total of 365 truck trips for soil export.

Demolition - The project would demolish the existing 21,500-square-foot warehouse building and a surface parking lot.

Grading - A total of 4,950 cubic yards of soil would be excavated and 1,300 cubic yards would be used for fill, and therefore approximately 3,650 cubic yards of cut soil would be exported from the site.

Vehicle Trips - Weekday trip rates for the proposed project and daily trips for the fire station adjusted per Transportation Impact Analysis (March 2021).

Sequestration - Approximately 56 new trees would be planted on the project site.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - The proposed project would incorporate drought-tolerant, non-invasive plants, efficient irrigation, and low-flow fixtures.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	230.00	240.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	5.00	10.00
tblGrading	AcresOfGrading	30.00	3.24
tblGrading	AcresOfGrading	15.00	3.24
tblGrading	MaterialExported	0.00	3,650.00
tblLandUse	LandUseSquareFeet	77,530.00	77,525.00
tblLandUse	LandUseSquareFeet	39,600.00	22,355.00
tblLandUse	LotAcreage	0.22	0.32
tblLandUse	LotAcreage	1.78	1.40
tblLandUse	LotAcreage	0.89	0.00
tblSequestration	NumberOfNewTrees	0.00	56.00
tblTripsAndVMT	HaulingTripNumber	456.00	365.00
tblVehicleTrips	ST_TR	0.00	3.80
tblVehicleTrips	ST_TR	1.90	9.67
tblVehicleTrips	SU_TR	0.00	3.80
tblVehicleTrips	SU_TR	1.11	9.67
tblVehicleTrips	WD_TR	22.59	3.80
tblVehicleTrips	WD_TR	11.26	9.67

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2091	1.9904	1.8087	3.7500e-003	0.2476	0.0930	0.3405	0.1156	0.0868	0.2025	0.0000	333.1026	333.1026	0.0693	8.6900e-003	337.4237
2023	0.5879	1.0094	1.1887	2.3800e-003	0.0435	0.0459	0.0894	0.0118	0.0432	0.0550	0.0000	210.6813	210.6813	0.0384	5.5700e-003	213.3016
Maximum	**0.5879**	**1.9904**	**1.8087**	**3.7500e-003**	**0.2476**	**0.0930**	**0.3405**	**0.1156**	**0.0868**	**0.2025**	**0.0000**	**333.1026**	**333.1026**	**0.0693**	**8.6900e-003**	**337.4237**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1254	2.6753	2.0364	3.7500e-003	0.1404	0.0881	0.2285	0.0599	0.0880	0.1479	0.0000	333.1023	333.1023	0.0693	8.6900e-003	337.4234
2023	0.5572	1.6201	1.2961	2.3800e-003	0.0435	0.0591	0.1026	0.0118	0.0591	0.0709	0.0000	210.6812	210.6812	0.0384	5.5700e-003	213.3014
Maximum	**0.5572**	**2.6753**	**2.0364**	**3.7500e-003**	**0.1404**	**0.0881**	**0.2285**	**0.0599**	**0.0880**	**0.1479**	**0.0000**	**333.1023**	**333.1023**	**0.0693**	**8.6900e-003**	**337.4234**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	14.35	-43.19	-11.18	0.00	36.82	-5.99	22.99	43.71	-13.16	15.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-4-2022	7-3-2022	0.8817	1.0116
2	7-4-2022	10-3-2022	0.6293	0.8593
3	10-4-2022	1-3-2023	0.6346	0.8764
4	1-4-2023	4-3-2023	0.5661	0.8450
5	4-4-2023	7-3-2023	0.4976	0.7613
6	7-4-2023	9-30-2023	0.4670	0.4862
		Highest	0.8817	1.0116

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Energy	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	188.4600	188.4600	0.0146	3.5500e-003	189.8846
Mobile	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554
Waste						0.0000	0.0000		0.0000	0.0000	2.9698	0.0000	2.9698	0.1755	0.0000	7.3575
Water						0.0000	0.0000		0.0000	0.0000	12.6865	20.3907	33.0772	1.3063	0.0312	75.0230
Total	**0.7578**	**0.5114**	**3.4268**	**7.4700e-003**	**0.7151**	**0.0129**	**0.7280**	**0.1910**	**0.0126**	**0.2036**	**15.6562**	**848.6177**	**864.2740**	**1.5388**	**0.0657**	**922.3272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Energy	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	188.4600	188.4600	0.0146	3.5500e-003	189.8846
Mobile	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554
Waste						0.0000	0.0000		0.0000	0.0000	2.9698	0.0000	2.9698	0.1755	0.0000	7.3575
Water						0.0000	0.0000		0.0000	0.0000	10.1492	16.3641	26.5133	1.0451	0.0249	60.0705
Total	**0.7578**	**0.5114**	**3.4268**	**7.4700e-003**	**0.7151**	**0.0129**	**0.7280**	**0.1910**	**0.0126**	**0.2036**	**13.1190**	**844.5911**	**857.7100**	**1.2776**	**0.0595**	**907.3746**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**16.21**	**0.47**	**0.76**	**16.98**	**9.50**	**1.62**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	39.6480
Total	**39.6480**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	5/13/2022	5	30	
2	Site Preparation	Site Preparation	5/16/2022	5/27/2022	5	10	
3	Grading	Grading	5/30/2022	7/8/2022	5	30	
4	Building Construction	Building Construction	7/11/2022	6/9/2023	5	240	
5	Paving	Paving	6/12/2023	7/7/2023	5	20	
6	Architectural Coating	Architectural Coating	7/10/2023	8/4/2023	5	20	

Acres of Grading (Site Preparation Phase): 3.24

Acres of Grading (Grading Phase): 3.24

Acres of Paving: 1.52

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 130,388; Non-Residential Outdoor: 43,463; Striped Parking Area: 5,397 (Architectural Coating – sqft)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	98.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	6	15.00	0.00	365.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0106	0.0000	0.0106	1.6000e-003	0.0000	1.6000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0396	0.3858	0.3089	5.8000e-004		0.0186	0.0186		0.0173	0.0173	0.0000	50.9853	50.9853	0.0143	0.0000	51.3434
Total	**0.0396**	**0.3858**	**0.3089**	**5.8000e-004**	**0.0106**	**0.0186**	**0.0292**	**1.6000e-003**	**0.0173**	**0.0189**	**0.0000**	**50.9853**	**50.9853**	**0.0143**	**0.0000**	**51.3434**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3000e-004	8.4400e-003	1.7900e-003	3.0000e-005	8.3000e-004	8.0000e-005	9.0000e-004	2.3000e-004	7.0000e-005	3.0000e-004	0.0000	3.0715	3.0715	1.0000e-004	4.9000e-004	3.2190
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**8.5000e-004**	**8.8900e-003**	**7.1700e-003**	**5.0000e-005**	**2.6100e-003**	**9.0000e-005**	**2.6900e-003**	**7.0000e-004**	**8.0000e-005**	**7.8000e-004**	**0.0000**	**4.5014**	**4.5014**	**1.4000e-004**	**5.3000e-004**	**4.6624**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.7600e-003	0.0000	4.7600e-003	7.2000e-004	0.0000	7.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.4900	0.3701	5.8000e-004		0.0137	0.0137		0.0137	0.0137	0.0000	50.9853	50.9853	0.0143	0.0000	51.3433
Total	**0.0189**	**0.4900**	**0.3701**	**5.8000e-004**	**4.7600e-003**	**0.0137**	**0.0185**	**7.2000e-004**	**0.0137**	**0.0144**	**0.0000**	**50.9853**	**50.9853**	**0.0143**	**0.0000**	**51.3433**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3000e-004	8.4400e-003	1.7900e-003	3.0000e-005	8.3000e-004	8.0000e-005	9.0000e-004	2.3000e-004	7.0000e-005	3.0000e-004	0.0000	3.0715	3.0715	1.0000e-004	4.9000e-004	3.2190
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**8.5000e-004**	**8.8900e-003**	**7.1700e-003**	**5.0000e-005**	**2.6100e-003**	**9.0000e-005**	**2.6900e-003**	**7.0000e-004**	**8.0000e-005**	**7.8000e-004**	**0.0000**	**4.5014**	**4.5014**	**1.4000e-004**	**5.3000e-004**	**4.6624**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0921	0.0000	0.0921	0.0498	0.0000	0.0498	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0921**	**8.0600e-003**	**0.1001**	**0.0498**	**7.4200e-003**	**0.0573**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	2.1500e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5720	0.5720	2.0000e-005	2.0000e-005	0.5773
Total	**2.5000e-004**	**1.8000e-004**	**2.1500e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5720**	**0.5720**	**2.0000e-005**	**2.0000e-005**	**0.5773**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0414	0.0000	0.0414	0.0224	0.0000	0.0224	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0500e-003	0.1686	0.1148	1.9000e-004		4.7300e-003	4.7300e-003		4.7300e-003	4.7300e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**6.0500e-003**	**0.1686**	**0.1148**	**1.9000e-004**	**0.0414**	**4.7300e-003**	**0.0462**	**0.0224**	**4.7300e-003**	**0.0272**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	2.1500e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5720	0.5720	2.0000e-005	2.0000e-005	0.5773
Total	**2.5000e-004**	**1.8000e-004**	**2.1500e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5720**	**0.5720**	**2.0000e-005**	**2.0000e-005**	**0.5773**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0923	0.0000	0.0923	0.0499	0.0000	0.0499	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3128	0.2291	4.4000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	39.0822	39.0822	0.0126	0.0000	39.3982
Total	**0.0292**	**0.3128**	**0.2291**	**4.4000e-004**	**0.0923**	**0.0141**	**0.1064**	**0.0499**	**0.0130**	**0.0629**	**0.0000**	**39.0822**	**39.0822**	**0.0126**	**0.0000**	**39.3982**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.5000e-004	0.0314	6.6800e-003	1.2000e-004	3.0900e-003	2.8000e-004	3.3700e-003	8.5000e-004	2.7000e-004	1.1200e-003	0.0000	11.4399	11.4399	3.8000e-004	1.8100e-003	11.9893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**1.4700e-003**	**0.0319**	**0.0121**	**1.4000e-004**	**4.8700e-003**	**2.9000e-004**	**5.1600e-003**	**1.3200e-003**	**2.8000e-004**	**1.6000e-003**	**0.0000**	**12.8698**	**12.8698**	**4.2000e-004**	**1.8500e-003**	**13.4326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0415	0.0000	0.0415	0.0224	0.0000	0.0224	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.3942	0.2849	4.4000e-004		0.0116	0.0116		0.0116	0.0116	0.0000	39.0821	39.0821	0.0126	0.0000	39.3981
Total	**0.0151**	**0.3942**	**0.2849**	**4.4000e-004**	**0.0415**	**0.0116**	**0.0531**	**0.0224**	**0.0116**	**0.0340**	**0.0000**	**39.0821**	**39.0821**	**0.0126**	**0.0000**	**39.3981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.5000e-004	0.0314	6.6800e-003	1.2000e-004	3.0900e-003	2.8000e-004	3.3700e-003	8.5000e-004	2.7000e-004	1.1200e-003	0.0000	11.4399	11.4399	3.8000e-004	1.8100e-003	11.9893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**1.4700e-003**	**0.0319**	**0.0121**	**1.4000e-004**	**4.8700e-003**	**2.9000e-004**	**5.1600e-003**	**1.3200e-003**	**2.8000e-004**	**1.6000e-003**	**0.0000**	**12.8698**	**12.8698**	**4.2000e-004**	**1.8500e-003**	**13.4326**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1066	0.9760	1.0227	1.6800e-003		0.0506	0.0506		0.0476	0.0476	0.0000	144.8283	144.8283	0.0347	0.0000	145.6957
Total	**0.1066**	**0.9760**	**1.0227**	**1.6800e-003**		**0.0506**	**0.0506**		**0.0476**	**0.0476**	**0.0000**	**144.8283**	**144.8283**	**0.0347**	**0.0000**	**145.6957**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8800e-003	0.1013	0.0295	3.8000e-004	0.0119	1.0400e-003	0.0129	3.4400e-003	1.0000e-003	4.4400e-003	0.0000	37.3289	37.3289	8.1000e-004	5.5300e-003	38.9986
Worker	0.0113	8.1600e-003	0.0987	2.8000e-004	0.0326	1.8000e-004	0.0328	8.6700e-003	1.6000e-004	8.8300e-003	0.0000	26.2150	26.2150	8.1000e-004	7.6000e-004	26.4607
Total	**0.0152**	**0.1094**	**0.1281**	**6.6000e-004**	**0.0445**	**1.2200e-003**	**0.0457**	**0.0121**	**1.1600e-003**	**0.0133**	**0.0000**	**63.5439**	**63.5439**	**1.6200e-003**	**6.2900e-003**	**65.4593**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0676	1.4722	1.1171	1.6800e-003		0.0565	0.0565		0.0565	0.0565	0.0000	144.8281	144.8281	0.0347	0.0000	145.6955
Total	**0.0676**	**1.4722**	**1.1171**	**1.6800e-003**		**0.0565**	**0.0565**		**0.0565**	**0.0565**	**0.0000**	**144.8281**	**144.8281**	**0.0347**	**0.0000**	**145.6955**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8800e-003	0.1013	0.0295	3.8000e-004	0.0119	1.0400e-003	0.0129	3.4400e-003	1.0000e-003	4.4400e-003	0.0000	37.3289	37.3289	8.1000e-004	5.5300e-003	38.9986
Worker	0.0113	8.1600e-003	0.0987	2.8000e-004	0.0326	1.8000e-004	0.0328	8.6700e-003	1.6000e-004	8.8300e-003	0.0000	26.2150	26.2150	8.1000e-004	7.6000e-004	26.4607
Total	**0.0152**	**0.1094**	**0.1281**	**6.6000e-004**	**0.0445**	**1.2200e-003**	**0.0457**	**0.0121**	**1.1600e-003**	**0.0133**	**0.0000**	**63.5439**	**63.5439**	**1.6200e-003**	**6.2900e-003**	**65.4593**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0904	0.8271	0.9340	1.5500e-003		0.0402	0.0402		0.0379	0.0379	0.0000	133.2877	133.2877	0.0317	0.0000	134.0804
Total	**0.0904**	**0.8271**	**0.9340**	**1.5500e-003**		**0.0402**	**0.0402**		**0.0379**	**0.0379**	**0.0000**	**133.2877**	**133.2877**	**0.0317**	**0.0000**	**134.0804**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7800e-003	0.0741	0.0232	3.4000e-004	0.0109	4.3000e-004	0.0114	3.1600e-003	4.1000e-004	3.5800e-003	0.0000	32.9157	32.9157	6.7000e-004	4.8700e-003	34.3835
Worker	9.7100e-003	6.6500e-003	0.0842	2.5000e-004	0.0300	1.5000e-004	0.0301	7.9800e-003	1.4000e-004	8.1200e-003	0.0000	23.5024	23.5024	6.8000e-004	6.4000e-004	23.7115
Total	**0.0115**	**0.0808**	**0.1074**	**5.9000e-004**	**0.0409**	**5.8000e-004**	**0.0415**	**0.0111**	**5.5000e-004**	**0.0117**	**0.0000**	**56.4181**	**56.4181**	**1.3500e-003**	**5.5100e-003**	**58.0950**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0622	1.3544	1.0277	1.5500e-003		0.0520	0.0520		0.0520	0.0520	0.0000	133.2876	133.2876	0.0317	0.0000	134.0803
Total	**0.0622**	**1.3544**	**1.0277**	**1.5500e-003**		**0.0520**	**0.0520**		**0.0520**	**0.0520**	**0.0000**	**133.2876**	**133.2876**	**0.0317**	**0.0000**	**134.0803**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7800e-003	0.0741	0.0232	3.4000e-004	0.0109	4.3000e-004	0.0114	3.1600e-003	4.1000e-004	3.5800e-003	0.0000	32.9157	32.9157	6.7000e-004	4.8700e-003	34.3835
Worker	9.7100e-003	6.6500e-003	0.0842	2.5000e-004	0.0300	1.5000e-004	0.0301	7.9800e-003	1.4000e-004	8.1200e-003	0.0000	23.5024	23.5024	6.8000e-004	6.4000e-004	23.7115
Total	**0.0115**	**0.0808**	**0.1074**	**5.9000e-004**	**0.0409**	**5.8000e-004**	**0.0415**	**0.0111**	**5.5000e-004**	**0.0117**	**0.0000**	**56.4181**	**56.4181**	**1.3500e-003**	**5.5100e-003**	**58.0950**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1800e-003	0.0879	0.1219	1.9000e-004		4.3600e-003	4.3600e-003		4.0300e-003	4.0300e-003	0.0000	16.3786	16.3786	5.1500e-003	0.0000	16.5072
Paving	1.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0112**	**0.0879**	**0.1219**	**1.9000e-004**		**4.3600e-003**	**4.3600e-003**		**4.0300e-003**	**4.0300e-003**	**0.0000**	**16.3786**	**16.3786**	**5.1500e-003**	**0.0000**	**16.5072**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.5000e-004	4.4400e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2386	1.2386	4.0000e-005	3.0000e-005	1.2496
Total	**5.1000e-004**	**3.5000e-004**	**4.4400e-003**	**1.0000e-005**	**1.5800e-003**	**1.0000e-005**	**1.5900e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.2386**	**1.2386**	**4.0000e-005**	**3.0000e-005**	**1.2496**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.5200e-003	0.1609	0.1353	1.9000e-004		5.6000e-003	5.6000e-003		5.6000e-003	5.6000e-003	0.0000	16.3786	16.3786	5.1500e-003	0.0000	16.5072
Paving	1.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.5100e-003**	**0.1609**	**0.1353**	**1.9000e-004**		**5.6000e-003**	**5.6000e-003**		**5.6000e-003**	**5.6000e-003**	**0.0000**	**16.3786**	**16.3786**	**5.1500e-003**	**0.0000**	**16.5072**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.5000e-004	4.4400e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2386	1.2386	4.0000e-005	3.0000e-005	1.2496
Total	**5.1000e-004**	**3.5000e-004**	**4.4400e-003**	**1.0000e-005**	**1.5800e-003**	**1.0000e-005**	**1.5900e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.2386**	**1.2386**	**4.0000e-005**	**3.0000e-005**	**1.2496**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.4739**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	**3.3000e-004**	**2.3000e-004**	**2.8800e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**0.0000**	**0.8051**	**0.8051**	**2.0000e-005**	**2.0000e-005**	**0.8123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1400e-003	0.0235	0.0183	3.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.4732**	**0.0235**	**0.0183**	**3.0000e-005**		**9.5000e-004**	**9.5000e-004**		**9.5000e-004**	**9.5000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	**3.3000e-004**	**2.3000e-004**	**2.8800e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**0.0000**	**0.8051**	**0.8051**	**2.0000e-005**	**2.0000e-005**	**0.8123**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554
Unmitigated	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government Office Building	35.72	35.72	35.72	61,256	61,256
Parking Lot	0.00	0.00	0.00		
Research & Development	749.72	749.72	749.72	1,878,972	1,878,972
Total	785.44	785.44	785.44	1,940,227	1,940,227

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Government Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Parking Lot	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Research & Development	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	77.2072	77.2072	0.0125	1.5100e-003	77.9706
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	77.2072	77.2072	0.0125	1.5100e-003	77.9706
NaturalGas Mitigated	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	111.2528	111.2528	2.1300e-003	2.0400e-003	111.9140
NaturalGas Unmitigated	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	111.2528	111.2528	2.1300e-003	2.0400e-003	111.9140

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	180010	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6060	9.6060	1.8000e-004	1.8000e-004	9.6631
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.90479e+006	0.0103	0.0934	0.0784	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6468	101.6468	1.9500e-003	1.8600e-003	102.2508
Total		**0.0112**	**0.1022**	**0.0858**	**6.1000e-004**		**7.7700e-003**	**7.7700e-003**		**7.7700e-003**	**7.7700e-003**	**0.0000**	**111.2528**	**111.2528**	**2.1300e-003**	**2.0400e-003**	**111.9139**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	180010	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6060	9.6060	1.8000e-004	1.8000e-004	9.6631
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.90479e+006	0.0103	0.0934	0.0784	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6468	101.6468	1.9500e-003	1.8600e-003	102.2508
Total		**0.0112**	**0.1022**	**0.0858**	**6.1000e-004**		**7.7700e-003**	**7.7700e-003**		**7.7700e-003**	**7.7700e-003**	**0.0000**	**111.2528**	**111.2528**	**2.1300e-003**	**2.0400e-003**	**111.9139**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	121611	11.2519	1.8200e-003	2.2000e-004	11.3632
Government Office Building	113176	10.4715	1.6900e-003	2.1000e-004	10.5750
Parking Lot	23660	2.1891	3.5000e-004	4.0000e-005	2.2108
Research & Development	576011	53.2947	8.6200e-003	1.0500e-003	53.8217
Total		**77.2072**	**0.0125**	**1.5200e-003**	**77.9706**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	121611	11.2519	1.8200e-003	2.2000e-004	11.3632
Government Office Building	113176	10.4715	1.6900e-003	2.1000e-004	10.5750
Parking Lot	23660	2.1891	3.5000e-004	4.0000e-005	2.2108
Research & Development	576011	53.2947	8.6200e-003	1.0500e-003	53.8217
Total		**77.2072**	**0.0125**	**1.5200e-003**	**77.9706**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Unmitigated	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0472					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-004	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Total	**0.3928**	**3.0000e-005**	**3.2600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.3400e-003**	**6.3400e-003**	**2.0000e-005**	**0.0000**	**6.7600e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0472					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-004	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Total	**0.3928**	**3.0000e-005**	**3.2600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.3400e-003**	**6.3400e-003**	**2.0000e-005**	**0.0000**	**6.7600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	26.5133	1.0451	0.0249	60.0705
Unmitigated	33.0772	1.3063	0.0312	75.0230

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	1.8674 / 1.14454	1.8980	0.0611	1.4600e-003	3.8603
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	38.121 / 0	31.1792	1.2453	0.0297	71.1627
Total		**33.0772**	**1.3063**	**0.0312**	**75.0230**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	1.49392 / 1.07472	1.5699	0.0489	1.1700e-003	3.1403
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	30.4968 / 0	24.9434	0.9962	0.0238	56.9302
Total		**26.5133**	**1.0451**	**0.0249**	**60.0705**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.9698	0.1755	0.0000	7.3575
Unmitigated	2.9698	0.1755	0.0000	7.3575

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	8.74	1.7741	0.1049	0.0000	4.3954
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	5.89	1.1956	0.0707	0.0000	2.9621
Total		**2.9698**	**0.1755**	**0.0000**	**7.3575**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	8.74	1.7741	0.1049	0.0000	4.3954
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	5.89	1.1956	0.0707	0.0000	2.9621
Total		**2.9698**	**0.1755**	**0.0000**	**7.3575**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	39.6480	0.0000	0.0000	39.6480

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	56	39.6480	0.0000	0.0000	39.6480
Total		**39.6480**	**0.0000**	**0.0000**	**39.6480**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2 Davis Drive Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	9.40	1000sqft	0.32	9,400.00	0
Research & Development	77.53	1000sqft	1.40	77,525.00	0
Enclosed Parking with Elevator	99.00	Space	0.00	22,355.00	0
Parking Lot	169.00	Space	1.52	67,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project would include a 77,525-square-foot office/research and development (R&D) building, open space, circulation and parking, and infrastructure improvements, and dedication for a fire station.

Construction Phase - Construction of the proposed project is anticipated to begin in Spring 2022 and would occur over an approximately 16-month period.

Trips and VMT - The project would require a total of 365 truck trips for soil export.

Demolition - The project would demolish the existing 21,500-square-foot warehouse building and a surface parking lot.

Grading - A total of 4,950 cubic yards of soil would be excavated and 1,300 cubic yards would be used for fill, and therefore approximately 3,650 cubic yards of cut soil would be exported from the site.

Vehicle Trips - Weekday trip rates for the proposed project and daily trips for the fire station adjusted per Transportation Impact Analysis (March 2021).

Sequestration - Approximately 56 new trees would be planted on the project site.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - The proposed project would incorporate drought-tolerant, non-invasive plants, efficient irrigation, and low-flow fixtures.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	230.00	240.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	5.00	10.00
tblGrading	AcresOfGrading	30.00	3.24
tblGrading	AcresOfGrading	15.00	3.24
tblGrading	MaterialExported	0.00	3,650.00
tblLandUse	LandUseSquareFeet	77,530.00	77,525.00
tblLandUse	LandUseSquareFeet	39,600.00	22,355.00
tblLandUse	LotAcreage	0.22	0.32
tblLandUse	LotAcreage	1.78	1.40
tblLandUse	LotAcreage	0.89	0.00
tblSequestration	NumberOfNewTrees	0.00	56.00
tblTripsAndVMT	HaulingTripNumber	456.00	365.00
tblVehicleTrips	ST_TR	0.00	3.80
tblVehicleTrips	ST_TR	1.90	9.67
tblVehicleTrips	SU_TR	0.00	3.80
tblVehicleTrips	SU_TR	1.11	9.67
tblVehicleTrips	WD_TR	22.59	3.80
tblVehicleTrips	WD_TR	11.26	9.67

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2225	33.1151	21.1007	0.0420	18.5577	1.6134	20.1711	10.0070	1.4843	11.4913	0.0000	4,084.6787	4,084.6787	1.1958	0.1359	4,122.7380
2023	47.4292	15.7313	18.2190	0.0375	0.7386	0.7100	1.4485	0.2004	0.6681	0.8685	0.0000	3,666.8845	3,666.8845	0.6329	0.1046	3,713.8894
Maximum	**47.4292**	**33.1151**	**21.1007**	**0.0420**	**18.5577**	**1.6134**	**20.1711**	**10.0070**	**1.4843**	**11.4913**	**0.0000**	**4,084.6787**	**4,084.6787**	**1.1958**	**0.1359**	**4,122.7380**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.3354	33.7530	25.1805	0.0420	8.4323	0.9469	9.3793	4.5247	0.9469	5.4716	0.0000	4,084.6787	4,084.6787	1.1958	0.1359	4,122.7380
2023	47.3515	24.9008	19.8487	0.0375	0.7386	0.9138	1.6524	0.2004	0.9132	1.1136	0.0000	3,666.8845	3,666.8845	0.6329	0.1046	3,713.8894
Maximum	**47.3515**	**33.7530**	**25.1805**	**0.0420**	**8.4323**	**0.9469**	**9.3793**	**4.5247**	**0.9469**	**5.4716**	**0.0000**	**4,084.6787**	**4,084.6787**	**1.1958**	**0.1359**	**4,122.7380**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.88**	**-20.08**	**-14.52**	**0.00**	**52.47**	**19.91**	**48.97**	**53.71**	**13.58**	**46.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Energy	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672
Mobile	2.1542	2.0654	18.3666	0.0398	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		4,085.7230	4,085.7230	0.2400	0.1780	4,144.7526
Total	**4.3699**	**2.6257**	**18.8732**	**0.0431**	**4.0835**	**0.0708**	**4.1543**	**1.0875**	**0.0689**	**1.1565**		**4,757.7747**	**4,757.7747**	**0.2531**	**0.1903**	**4,820.8026**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Energy	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672
Mobile	2.1542	2.0654	18.3666	0.0398	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		4,085.7230	4,085.7230	0.2400	0.1780	4,144.7526
Total	**4.3699**	**2.6257**	**18.8732**	**0.0431**	**4.0835**	**0.0708**	**4.1543**	**1.0875**	**0.0689**	**1.1565**		**4,757.7747**	**4,757.7747**	**0.2531**	**0.1903**	**4,820.8026**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	5/13/2022	5	30	
2	Site Preparation	Site Preparation	5/16/2022	5/27/2022	5	10	
3	Grading	Grading	5/30/2022	7/8/2022	5	30	
4	Building Construction	Building Construction	7/11/2022	6/9/2023	5	240	
5	Paving	Paving	6/12/2023	7/7/2023	5	20	
6	Architectural Coating	Architectural Coating	7/10/2023	8/4/2023	5	20	

Acres of Grading (Site Preparation Phase): 3.24

Acres of Grading (Grading Phase): 3.24

Acres of Paving: 1.52

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 130,388; Non-Residential Outdoor: 43,463; Striped Parking Area: 5,397 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	98.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	365.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7055	0.0000	0.7055	0.1068	0.0000	0.1068			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.7055**	**1.2427**	**1.9481**	**0.1068**	**1.1553**	**1.2621**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0154	0.5423	0.1189	2.0700e-003	0.0571	5.0400e-003	0.0622	0.0157	4.8200e-003	0.0205		225.6881	225.6881	7.4400e-003	0.0358	236.5263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.0590**	**0.5686**	**0.5066**	**3.1700e-003**	**0.1804**	**5.6800e-003**	**0.1860**	**0.0483**	**5.4100e-003**	**0.0538**		**337.8976**	**337.8976**	**0.0105**	**0.0386**	**349.6460**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3175	0.0000	0.3175	0.0481	0.0000	0.0481			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**1.2617**	**32.6638**	**24.6739**	**0.0388**	**0.3175**	**0.9135**	**1.2310**	**0.0481**	**0.9135**	**0.9616**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0154	0.5423	0.1189	2.0700e-003	0.0571	5.0400e-003	0.0622	0.0157	4.8200e-003	0.0205		225.6881	225.6881	7.4400e-003	0.0358	236.5263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.0590**	**0.5686**	**0.5066**	**3.1700e-003**	**0.1804**	**5.6800e-003**	**0.1860**	**0.0483**	**5.4100e-003**	**0.0538**		**337.8976**	**337.8976**	**0.0105**	**0.0386**	**349.6460**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4099	0.0000	18.4099	9.9678	0.0000	9.9678			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.4099**	**1.6126**	**20.0224**	**9.9678**	**1.4836**	**11.4514**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0524	0.0316	0.4653	1.3200e-003	0.1479	7.7000e-004	0.1486	0.0392	7.1000e-004	0.0399		134.6513	134.6513	3.6700e-003	3.3600e-003	135.7437
Total	**0.0524**	**0.0316**	**0.4653**	**1.3200e-003**	**0.1479**	**7.7000e-004**	**0.1486**	**0.0392**	**7.1000e-004**	**0.0399**		**134.6513**	**134.6513**	**3.6700e-003**	**3.3600e-003**	**135.7437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2844	0.0000	8.2844	4.4855	0.0000	4.4855			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**8.2844**	**0.9462**	**9.2306**	**4.4855**	**0.9462**	**5.4317**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0524	0.0316	0.4653	1.3200e-003	0.1479	7.7000e-004	0.1486	0.0392	7.1000e-004	0.0399		134.6513	134.6513	3.6700e-003	3.3600e-003	135.7437
Total	**0.0524**	**0.0316**	**0.4653**	**1.3200e-003**	**0.1479**	**7.7000e-004**	**0.1486**	**0.0392**	**7.1000e-004**	**0.0399**		**134.6513**	**134.6513**	**3.6700e-003**	**3.3600e-003**	**135.7437**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1504	0.0000	6.1504	3.3247	0.0000	3.3247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.1504**	**0.9409**	**7.0912**	**3.3247**	**0.8656**	**4.1903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0573	2.0198	0.4427	7.7200e-003	0.2128	0.0188	0.2316	0.0583	0.0180	0.0763		840.5731	840.5731	0.0277	0.1331	880.9397
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.1009**	**2.0462**	**0.8305**	**8.8200e-003**	**0.3360**	**0.0194**	**0.3554**	**0.0910**	**0.0186**	**0.1096**		**952.7826**	**952.7826**	**0.0308**	**0.1359**	**994.0594**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7677	0.0000	2.7677	1.4961	0.0000	1.4961			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9906	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.0093**	**26.2791**	**18.9906**	**0.0297**	**2.7677**	**0.7725**	**3.5402**	**1.4961**	**0.7725**	**2.2686**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0573	2.0198	0.4427	7.7200e-003	0.2128	0.0188	0.2316	0.0583	0.0180	0.0763		840.5731	840.5731	0.0277	0.1331	880.9397
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.1009**	**2.0462**	**0.8305**	**8.8200e-003**	**0.3360**	**0.0194**	**0.3554**	**0.0910**	**0.0186**	**0.1096**		**952.7826**	**952.7826**	**0.0308**	**0.1359**	**994.0594**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0626	1.5644	0.4647	6.1400e-003	0.1964	0.0167	0.2131	0.0565	0.0159	0.0725		658.2590	658.2590	0.0143	0.0975	687.6832
Worker	0.1920	0.1158	1.7062	4.8500e-003	0.5422	2.8300e-003	0.5450	0.1438	2.6100e-003	0.1464		493.7216	493.7216	0.0135	0.0123	497.7267
Total	**0.2546**	**1.6802**	**2.1709**	**0.0110**	**0.7386**	**0.0195**	**0.7581**	**0.2004**	**0.0186**	**0.2189**		**1,151.9805**	**1,151.9805**	**0.0278**	**0.1099**	**1,185.4099**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0626	1.5644	0.4647	6.1400e-003	0.1964	0.0167	0.2131	0.0565	0.0159	0.0725		658.2590	658.2590	0.0143	0.0975	687.6832
Worker	0.1920	0.1158	1.7062	4.8500e-003	0.5422	2.8300e-003	0.5450	0.1438	2.6100e-003	0.1464		493.7216	493.7216	0.0135	0.0123	497.7267
Total	**0.2546**	**1.6802**	**2.1709**	**0.0110**	**0.7386**	**0.0195**	**0.7581**	**0.2004**	**0.0186**	**0.2189**		**1,151.9805**	**1,151.9805**	**0.0278**	**0.1099**	**1,185.4099**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0316	1.2438	0.3972	5.8800e-003	0.1964	7.5300e-003	0.2039	0.0565	7.2000e-003	0.0638		630.6370	630.6370	0.0129	0.0932	658.7416
Worker	0.1785	0.1026	1.5778	4.7000e-003	0.5422	2.6900e-003	0.5449	0.1438	2.4800e-003	0.1463		481.0377	481.0377	0.0121	0.0114	484.7418
Total	**0.2101**	**1.3464**	**1.9750**	**0.0106**	**0.7386**	**0.0102**	**0.7488**	**0.2004**	**9.6800e-003**	**0.2100**		**1,111.6746**	**1,111.6746**	**0.0250**	**0.1046**	**1,143.4833**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0316	1.2438	0.3972	5.8800e-003	0.1964	7.5300e-003	0.2039	0.0565	7.2000e-003	0.0638		630.6370	630.6370	0.0129	0.0932	658.7416
Worker	0.1785	0.1026	1.5778	4.7000e-003	0.5422	2.6900e-003	0.5449	0.1438	2.4800e-003	0.1463		481.0377	481.0377	0.0121	0.0114	484.7418
Total	**0.2101**	**1.3464**	**1.9750**	**0.0106**	**0.7386**	**0.0102**	**0.7488**	**0.2004**	**9.6800e-003**	**0.2100**		**1,111.6746**	**1,111.6746**	**0.0250**	**0.1046**	**1,143.4833**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1172**	**8.7903**	**12.1905**	**0.0189**		**0.4357**	**0.4357**		**0.4025**	**0.4025**		**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0541	0.0311	0.4781	1.4200e-003	0.1643	8.1000e-004	0.1651	0.0436	7.5000e-004	0.0443		145.7690	145.7690	3.6800e-003	3.4600e-003	146.8915
Total	**0.0541**	**0.0311**	**0.4781**	**1.4200e-003**	**0.1643**	**8.1000e-004**	**0.1651**	**0.0436**	**7.5000e-004**	**0.0443**		**145.7690**	**145.7690**	**3.6800e-003**	**3.4600e-003**	**146.8915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7524	16.0849	13.5323	0.0189		0.5601	0.5601		0.5601	0.5601	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9515**	**16.0849**	**13.5323**	**0.0189**		**0.5601**	**0.5601**		**0.5601**	**0.5601**	**0.0000**	**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0541	0.0311	0.4781	1.4200e-003	0.1643	8.1000e-004	0.1651	0.0436	7.5000e-004	0.0443		145.7690	145.7690	3.6800e-003	3.4600e-003	146.8915
Total	**0.0541**	**0.0311**	**0.4781**	**1.4200e-003**	**0.1643**	**8.1000e-004**	**0.1651**	**0.0436**	**7.5000e-004**	**0.0443**		**145.7690**	**145.7690**	**3.6800e-003**	**3.4600e-003**	**146.8915**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	47.2024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**47.3940**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	**0.0352**	**0.0202**	**0.3108**	**9.3000e-004**	**0.1068**	**5.3000e-004**	**0.1073**	**0.0283**	**4.9000e-004**	**0.0288**		**94.7498**	**94.7498**	**2.3900e-003**	**2.2500e-003**	**95.4794**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	47.2024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**47.3163**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
Total	**0.0352**	**0.0202**	**0.3108**	**9.3000e-004**	**0.1068**	**5.3000e-004**	**0.1073**	**0.0283**	**4.9000e-004**	**0.0288**		**94.7498**	**94.7498**	**2.3900e-003**	**2.2500e-003**	**95.4794**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1542	2.0654	18.3666	0.0398	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		4,085.7230	4,085.7230	0.2400	0.1780	4,144.7526
Unmitigated	2.1542	2.0654	18.3666	0.0398	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		4,085.7230	4,085.7230	0.2400	0.1780	4,144.7526

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government Office Building	35.72	35.72	35.72	61,256	61,256
Parking Lot	0.00	0.00	0.00		
Research & Development	749.72	749.72	749.72	1,878,972	1,878,972
Total	785.44	785.44	785.44	1,940,227	1,940,227

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Government Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Parking Lot	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Research & Development	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672
NaturalGas Unmitigated	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	493.178	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0210	58.0210	1.1100e-003	1.0600e-003	58.3657
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	5218.6	0.0563	0.5116	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389		613.9530	613.9530	0.0118	0.0113	617.6014
Total		**0.0616**	**0.5600**	**0.4704**	**3.3600e-003**		**0.0426**	**0.0426**		**0.0426**	**0.0426**		**671.9740**	**671.9740**	**0.0129**	**0.0123**	**675.9672**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0.493178	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0210	58.0210	1.1100e-003	1.0600e-003	58.3657
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	5.2186	0.0563	0.5116	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389		613.9530	613.9530	0.0118	0.0113	617.6014
Total		**0.0616**	**0.5600**	**0.4704**	**3.3600e-003**		**0.0426**	**0.0426**		**0.0426**	**0.0426**		**671.9740**	**671.9740**	**0.0129**	**0.0123**	**675.9672**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Unmitigated	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3600e-003	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Total	**2.1541**	**3.3000e-004**	**0.0362**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0777**	**0.0777**	**2.0000e-004**		**0.0828**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3600e-003	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Total	**2.1541**	**3.3000e-004**	**0.0362**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0777**	**0.0777**	**2.0000e-004**		**0.0828**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2 Davis Drive Project

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	9.40	1000sqft	0.32	9,400.00	0
Research & Development	77.53	1000sqft	1.40	77,525.00	0
Enclosed Parking with Elevator	99.00	Space	0.00	22,355.00	0
Parking Lot	169.00	Space	1.52	67,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project would include a 77,525-square-foot office/research and development (R&D) building, open space, circulation and parking, and infrastructure improvements, and dedication for a fire station.

Construction Phase - Construction of the proposed project is anticipated to begin in Spring 2022 and would occur over an approximately 16-month period.

Trips and VMT - The project would require a total of 365 truck trips for soil export.

Demolition - The project would demolish the existing 21,500-square-foot warehouse building and a surface parking lot.

Grading - A total of 4,950 cubic yards of soil would be excavated and 1,300 cubic yards would be used for fill, and therefore approximately 3,650 cubic yards of cut soil would be exported from the site.

Vehicle Trips - Weekday trip rates for the proposed project and daily trips for the fire station adjusted per Transportation Impact Analysis (March 2021).

Sequestration - Approximately 56 new trees would be planted on the project site.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and use of Tier 2 construction equipment.

Water Mitigation - The proposed project would incorporate drought-tolerant, non-invasive plants, efficient irrigation, and low-flow fixtures.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	230.00	240.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	5.00	10.00
tblGrading	AcresOfGrading	30.00	3.24
tblGrading	AcresOfGrading	15.00	3.24
tblGrading	MaterialExported	0.00	3,650.00
tblLandUse	LandUseSquareFeet	77,530.00	77,525.00
tblLandUse	LandUseSquareFeet	39,600.00	22,355.00
tblLandUse	LotAcreage	0.22	0.32
tblLandUse	LotAcreage	1.78	1.40
tblLandUse	LotAcreage	0.89	0.00
tblSequestration	NumberOfNewTrees	0.00	56.00
tblTripsAndVMT	HaulingTripNumber	456.00	365.00
tblVehicleTrips	ST_TR	0.00	3.80
tblVehicleTrips	ST_TR	1.90	9.67
tblVehicleTrips	SU_TR	0.00	3.80
tblVehicleTrips	SU_TR	1.11	9.67
tblVehicleTrips	WD_TR	22.59	3.80
tblVehicleTrips	WD_TR	11.26	9.67

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2236	33.1225	21.0847	0.0419	18.5577	1.6134	20.1711	10.0070	1.4843	11.4913	0.0000	4,076.7785	4,076.7785	1.1963	0.1364	4,114.9779
2023	47.4301	15.8276	18.1659	0.0372	0.7386	0.7100	1.4486	0.2004	0.6681	0.8685	0.0000	3,633.6897	3,633.6897	0.6345	0.1066	3,681.3185
Maximum	**47.4301**	**33.1225**	**21.0847**	**0.0419**	**18.5577**	**1.6134**	**20.1711**	**10.0070**	**1.4843**	**11.4913**	**0.0000**	**4,076.7785**	**4,076.7785**	**1.1963**	**0.1364**	**4,114.9779**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.3389	33.7604	25.1645	0.0419	8.4323	0.9469	9.3793	4.5247	0.9469	5.4716	0.0000	4,076.7785	4,076.7785	1.1963	0.1364	4,114.9779
2023	47.3524	24.9971	19.7957	0.0372	0.7386	0.9138	1.6524	0.2004	0.9133	1.1136	0.0000	3,633.6897	3,633.6897	0.6345	0.1066	3,681.3185
Maximum	**47.3524**	**33.7604**	**25.1645**	**0.0419**	**8.4323**	**0.9469**	**9.3793**	**4.5247**	**0.9469**	**5.4716**	**0.0000**	**4,076.7785**	**4,076.7785**	**1.1963**	**0.1364**	**4,114.9779**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**3.87**	**-20.04**	**-14.55**	**0.00**	**52.47**	**19.91**	**48.97**	**53.71**	**13.58**	**46.72**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Energy	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672
Mobile	1.9517	2.3815	19.5319	0.0375	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		3,856.4144	3,856.4144	0.2719	0.1954	3,921.4362
Total	**4.1673**	**2.9418**	**20.0385**	**0.0409**	**4.0835**	**0.0709**	**4.1543**	**1.0875**	**0.0689**	**1.1565**		**4,528.4660**	**4,528.4660**	**0.2850**	**0.2077**	**4,597.4861**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Energy	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672
Mobile	1.9517	2.3815	19.5319	0.0375	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		3,856.4144	3,856.4144	0.2719	0.1954	3,921.4362
Total	**4.1673**	**2.9418**	**20.0385**	**0.0409**	**4.0835**	**0.0709**	**4.1543**	**1.0875**	**0.0689**	**1.1565**		**4,528.4660**	**4,528.4660**	**0.2850**	**0.2077**	**4,597.4861**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	5/13/2022	5	30	
2	Site Preparation	Site Preparation	5/16/2022	5/27/2022	5	10	
3	Grading	Grading	5/30/2022	7/8/2022	5	30	
4	Building Construction	Building Construction	7/11/2022	6/9/2023	5	240	
5	Paving	Paving	6/12/2023	7/7/2023	5	20	
6	Architectural Coating	Architectural Coating	7/10/2023	8/4/2023	5	20	

Acres of Grading (Site Preparation Phase): 3.24

Acres of Grading (Grading Phase): 3.24

Acres of Paving: 1.52

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 130,388; Non-Residential Outdoor: 43,463; Striped Parking Area: 5,397 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	98.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	365.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7055	0.0000	0.7055	0.1068	0.0000	0.1068			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**	**0.7055**	**1.2427**	**1.9481**	**0.1068**	**1.1553**	**1.2621**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0150	0.5722	0.1208	2.0700e-003	0.0571	5.0500e-003	0.0622	0.0157	4.8300e-003	0.0205		225.7615	225.7615	7.4200e-003	0.0358	236.6032
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.0596**	**0.6047**	**0.4906**	**3.0900e-003**	**0.1804**	**5.6900e-003**	**0.1861**	**0.0483**	**5.4200e-003**	**0.0538**		**329.9973**	**329.9973**	**0.0109**	**0.0390**	**341.8859**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3175	0.0000	0.3175	0.0481	0.0000	0.0481			0.0000			0.0000
Off-Road	1.2617	32.6638	24.6739	0.0388		0.9135	0.9135		0.9135	0.9135	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**1.2617**	**32.6638**	**24.6739**	**0.0388**	**0.3175**	**0.9135**	**1.2310**	**0.0481**	**0.9135**	**0.9616**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0150	0.5722	0.1208	2.0700e-003	0.0571	5.0500e-003	0.0622	0.0157	4.8300e-003	0.0205		225.7615	225.7615	7.4200e-003	0.0358	236.6032
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.0596**	**0.6047**	**0.4906**	**3.0900e-003**	**0.1804**	**5.6900e-003**	**0.1861**	**0.0483**	**5.4200e-003**	**0.0538**		**329.9973**	**329.9973**	**0.0109**	**0.0390**	**341.8859**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.4099	0.0000	18.4099	9.9678	0.0000	9.9678			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.4099**	**1.6126**	**20.0224**	**9.9678**	**1.4836**	**11.4514**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0390	0.4438	1.2300e-003	0.1479	7.7000e-004	0.1486	0.0392	7.1000e-004	0.0399		125.0830	125.0830	4.1600e-003	3.8700e-003	126.3392
Total	**0.0535**	**0.0390**	**0.4438**	**1.2300e-003**	**0.1479**	**7.7000e-004**	**0.1486**	**0.0392**	**7.1000e-004**	**0.0399**		**125.0830**	**125.0830**	**4.1600e-003**	**3.8700e-003**	**126.3392**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.2844	0.0000	8.2844	4.4855	0.0000	4.4855			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**8.2844**	**0.9462**	**9.2306**	**4.4855**	**0.9462**	**5.4317**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0535	0.0390	0.4438	1.2300e-003	0.1479	7.7000e-004	0.1486	0.0392	7.1000e-004	0.0399		125.0830	125.0830	4.1600e-003	3.8700e-003	126.3392
Total	**0.0535**	**0.0390**	**0.4438**	**1.2300e-003**	**0.1479**	**7.7000e-004**	**0.1486**	**0.0392**	**7.1000e-004**	**0.0399**		**125.0830**	**125.0830**	**4.1600e-003**	**3.8700e-003**	**126.3392**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1504	0.0000	6.1504	3.3247	0.0000	3.3247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.1504**	**0.9409**	**7.0912**	**3.3247**	**0.8656**	**4.1903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0560	2.1312	0.4498	7.7200e-003	0.2128	0.0188	0.2316	0.0583	0.0180	0.0763		840.8464	840.8464	0.0277	0.1332	881.2263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.1006**	**2.1637**	**0.8197**	**8.7400e-003**	**0.3360**	**0.0195**	**0.3555**	**0.0910**	**0.0186**	**0.1096**		**945.0822**	**945.0822**	**0.0311**	**0.1364**	**986.5090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7677	0.0000	2.7677	1.4961	0.0000	1.4961			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9906	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.0093**	**26.2791**	**18.9906**	**0.0297**	**2.7677**	**0.7725**	**3.5402**	**1.4961**	**0.7725**	**2.2686**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0560	2.1312	0.4498	7.7200e-003	0.2128	0.0188	0.2316	0.0583	0.0180	0.0763		840.8464	840.8464	0.0277	0.1332	881.2263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.1006**	**2.1637**	**0.8197**	**8.7400e-003**	**0.3360**	**0.0195**	**0.3555**	**0.0910**	**0.0186**	**0.1096**		**945.0822**	**945.0822**	**0.0311**	**0.1364**	**986.5090**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0619	1.6499	0.4809	6.1400e-003	0.1964	0.0167	0.2131	0.0565	0.0160	0.0725		658.5256	658.5256	0.0143	0.0977	687.9923
Worker	0.1961	0.1429	1.6274	4.5100e-003	0.5422	2.8300e-003	0.5450	0.1438	2.6100e-003	0.1464		458.6376	458.6376	0.0152	0.0142	463.2438
Total	**0.2580**	**1.7928**	**2.1083**	**0.0107**	**0.7386**	**0.0195**	**0.7581**	**0.2004**	**0.0186**	**0.2189**		**1,117.1631**	**1,117.1631**	**0.0295**	**0.1119**	**1,151.2361**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0619	1.6499	0.4809	6.1400e-003	0.1964	0.0167	0.2131	0.0565	0.0160	0.0725		658.5256	658.5256	0.0143	0.0977	687.9923
Worker	0.1961	0.1429	1.6274	4.5100e-003	0.5422	2.8300e-003	0.5450	0.1438	2.6100e-003	0.1464		458.6376	458.6376	0.0152	0.0142	463.2438
Total	**0.2580**	**1.7928**	**2.1083**	**0.0107**	**0.7386**	**0.0195**	**0.7581**	**0.2004**	**0.0186**	**0.2189**		**1,117.1631**	**1,117.1631**	**0.0295**	**0.1119**	**1,151.2361**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0305	1.3162	0.4108	5.8900e-003	0.1964	7.5600e-003	0.2040	0.0565	7.2300e-003	0.0638		631.5390	631.5390	0.0128	0.0935	659.7123
Worker	0.1831	0.1265	1.5111	4.3700e-003	0.5422	2.6900e-003	0.5449	0.1438	2.4800e-003	0.1463		446.9408	446.9408	0.0138	0.0131	451.2002
Total	**0.2136**	**1.4427**	**1.9219**	**0.0103**	**0.7386**	**0.0103**	**0.7488**	**0.2004**	**9.7100e-003**	**0.2101**		**1,078.4798**	**1,078.4798**	**0.0266**	**0.1066**	**1,110.9125**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0305	1.3162	0.4108	5.8900e-003	0.1964	7.5600e-003	0.2040	0.0565	7.2300e-003	0.0638		631.5390	631.5390	0.0128	0.0935	659.7123
Worker	0.1831	0.1265	1.5111	4.3700e-003	0.5422	2.6900e-003	0.5449	0.1438	2.4800e-003	0.1463		446.9408	446.9408	0.0138	0.0131	451.2002
Total	**0.2136**	**1.4427**	**1.9219**	**0.0103**	**0.7386**	**0.0103**	**0.7488**	**0.2004**	**9.7100e-003**	**0.2101**		**1,078.4798**	**1,078.4798**	**0.0266**	**0.1066**	**1,110.9125**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1172**	**8.7903**	**12.1905**	**0.0189**		**0.4357**	**0.4357**		**0.4025**	**0.4025**		**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0555	0.0383	0.4579	1.3200e-003	0.1643	8.1000e-004	0.1651	0.0436	7.5000e-004	0.0443		135.4366	135.4366	4.1800e-003	3.9800e-003	136.7273
Total	**0.0555**	**0.0383**	**0.4579**	**1.3200e-003**	**0.1643**	**8.1000e-004**	**0.1651**	**0.0436**	**7.5000e-004**	**0.0443**		**135.4366**	**135.4366**	**4.1800e-003**	**3.9800e-003**	**136.7273**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7524	16.0849	13.5323	0.0189		0.5601	0.5601		0.5601	0.5601	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9515**	**16.0849**	**13.5323**	**0.0189**		**0.5601**	**0.5601**		**0.5601**	**0.5601**	**0.0000**	**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0555	0.0383	0.4579	1.3200e-003	0.1643	8.1000e-004	0.1651	0.0436	7.5000e-004	0.0443		135.4366	135.4366	4.1800e-003	3.9800e-003	136.7273
Total	**0.0555**	**0.0383**	**0.4579**	**1.3200e-003**	**0.1643**	**8.1000e-004**	**0.1651**	**0.0436**	**7.5000e-004**	**0.0443**		**135.4366**	**135.4366**	**4.1800e-003**	**3.9800e-003**	**136.7273**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	47.2024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**47.3940**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	**0.0361**	**0.0249**	**0.2976**	**8.6000e-004**	**0.1068**	**5.3000e-004**	**0.1073**	**0.0283**	**4.9000e-004**	**0.0288**		**88.0338**	**88.0338**	**2.7200e-003**	**2.5900e-003**	**88.8728**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	47.2024					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**47.3163**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
Total	**0.0361**	**0.0249**	**0.2976**	**8.6000e-004**	**0.1068**	**5.3000e-004**	**0.1073**	**0.0283**	**4.9000e-004**	**0.0288**		**88.0338**	**88.0338**	**2.7200e-003**	**2.5900e-003**	**88.8728**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9517	2.3815	19.5319	0.0375	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		3,856.4144	3,856.4144	0.2719	0.1954	3,921.4362
Unmitigated	1.9517	2.3815	19.5319	0.0375	4.0835	0.0282	4.1116	1.0875	0.0262	1.1138		3,856.4144	3,856.4144	0.2719	0.1954	3,921.4362

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government Office Building	35.72	35.72	35.72	61,256	61,256
Parking Lot	0.00	0.00	0.00		
Research & Development	749.72	749.72	749.72	1,878,972	1,878,972
Total	785.44	785.44	785.44	1,940,227	1,940,227

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Government Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Parking Lot	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Research & Development	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672
NaturalGas Unmitigated	0.0616	0.5600	0.4704	3.3600e-003		0.0426	0.0426		0.0426	0.0426		671.9740	671.9740	0.0129	0.0123	675.9672

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	493.178	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0210	58.0210	1.1100e-003	1.0600e-003	58.3657
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	5218.6	0.0563	0.5116	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389		613.9530	613.9530	0.0118	0.0113	617.6014
Total		**0.0616**	**0.5600**	**0.4704**	**3.3600e-003**		**0.0426**	**0.0426**		**0.0426**	**0.0426**		**671.9740**	**671.9740**	**0.0129**	**0.0123**	**675.9672**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	0.493178	5.3200e-003	0.0484	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003		58.0210	58.0210	1.1100e-003	1.0600e-003	58.3657
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	5.2186	0.0563	0.5116	0.4298	3.0700e-003		0.0389	0.0389		0.0389	0.0389		613.9530	613.9530	0.0118	0.0113	617.6014
Total		**0.0616**	**0.5600**	**0.4704**	**3.3600e-003**		**0.0426**	**0.0426**		**0.0426**	**0.0426**		**671.9740**	**671.9740**	**0.0129**	**0.0123**	**675.9672**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Unmitigated	2.1541	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3600e-003	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Total	**2.1541**	**3.3000e-004**	**0.0362**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0777**	**0.0777**	**2.0000e-004**		**0.0828**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.3600e-003	3.3000e-004	0.0362	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0777	0.0777	2.0000e-004		0.0828
Total	**2.1541**	**3.3000e-004**	**0.0362**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0777**	**0.0777**	**2.0000e-004**		**0.0828**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2 Davis Drive Project - Mitigated

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	9.40	1000sqft	0.32	9,400.00	0
Research & Development	77.53	1000sqft	1.40	77,525.00	0
Enclosed Parking with Elevator	99.00	Space	0.00	22,355.00	0
Parking Lot	169.00	Space	1.52	67,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project would include a 77,525-square-foot office/research and development (R&D) building, open space, circulation and parking, and infrastructure improvements, and dedication for a fire station.

Construction Phase - Construction of the proposed project is anticipated to begin in Spring 2022 and would occur over an approximately 16-month period.

Trips and VMT - The project would require a total of 365 truck trips for soil export.

Demolition - The project would demolish the existing 21,500-square-foot warehouse building and a surface parking lot.

Grading - A total of 4,950 cubic yards of soil would be excavated and 1,300 cubic yards would be used for fill, and therefore approximately 3,650 cubic yards of cut soil would be exported from the site.

Vehicle Trips - Weekday trip rates for the proposed project and daily trips for the fire station adjusted per Transportation Impact Analysis (March 2021).

Sequestration - Approximately 56 new trees would be planted on the project site.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and Tier 2 construction equipment with level 3 diesel particulate filters mitigation.

Water Mitigation - The proposed project would incorporate drought-tolerant, non-invasive plants, efficient irrigation, and low-flow fixtures.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	8.00	30.00
tblConstructionPhase	NumDays	230.00	240.00
tblConstructionPhase	NumDays	18.00	20.00
tblConstructionPhase	NumDays	18.00	20.00
tblGrading	AcresOfGrading	30.00	3.24
tblGrading	AcresOfGrading	15.00	3.24
tblGrading	MaterialExported	0.00	3,650.00
tblLandUse	LandUseSquareFeet	77,530.00	77,525.00
tblLandUse	LandUseSquareFeet	39,600.00	22,355.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.22	0.32
tblLandUse	LotAcreage	1.78	1.40
tblLandUse	LotAcreage	0.89	0.00
tblSequestration	NumberOfNewTrees	0.00	56.00
tblTripsAndVMT	HaulingTripNumber	456.00	365.00
tblVehicleTrips	ST_TR	0.00	3.80
tblVehicleTrips	ST_TR	1.90	9.67
tblVehicleTrips	SU_TR	0.00	3.80
tblVehicleTrips	SU_TR	1.11	9.67
tblVehicleTrips	WD_TR	22.59	3.80
tblVehicleTrips	WD_TR	11.26	9.67

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2091	1.9904	1.8087	3.7500e-003	0.2476	0.0930	0.3405	0.1156	0.0868	0.2025	0.0000	333.1026	333.1026	0.0693	8.6900e-003	337.4237
2023	0.5879	1.0094	1.1887	2.3800e-003	0.0435	0.0459	0.0894	0.0118	0.0432	0.0550	0.0000	210.6813	210.6813	0.0384	5.5700e-003	213.3016
Maximum	**0.5879**	**1.9904**	**1.8087**	**3.7500e-003**	**0.2476**	**0.0930**	**0.3405**	**0.1156**	**0.0868**	**0.2025**	**0.0000**	**333.1026**	**333.1026**	**0.0693**	**8.6900e-003**	**337.4237**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1254	2.6753	2.0364	3.7500e-003	0.1404	0.0146	0.1549	0.0599	0.0145	0.0744	0.0000	333.1023	333.1023	0.0693	8.6900e-003	337.4234
2023	0.5572	1.6201	1.2961	2.3800e-003	0.0435	9.3800e-003	0.0529	0.0118	9.3500e-003	0.0212	0.0000	210.6812	210.6812	0.0384	5.5700e-003	213.3014
Maximum	**0.5572**	**2.6753**	**2.0364**	**3.7500e-003**	**0.1404**	**0.0146**	**0.1549**	**0.0599**	**0.0145**	**0.0744**	**0.0000**	**333.1023**	**333.1023**	**0.0693**	**8.6900e-003**	**337.4234**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	14.35	-43.19	-11.18	0.00	36.82	82.75	51.66	43.71	81.65	62.87	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-4-2022	7-3-2022	0.8817	1.0116
2	7-4-2022	10-3-2022	0.6293	0.8593
3	10-4-2022	1-3-2023	0.6346	0.8764
4	1-4-2023	4-3-2023	0.5661	0.8450
5	4-4-2023	7-3-2023	0.4976	0.7613
6	7-4-2023	9-30-2023	0.4670	0.4862
		Highest	0.8817	1.0116

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Energy	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	188.4600	188.4600	0.0146	3.5500e-003	189.8846
Mobile	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554
Waste						0.0000	0.0000		0.0000	0.0000	2.9698	0.0000	2.9698	0.1755	0.0000	7.3575
Water						0.0000	0.0000		0.0000	0.0000	12.6865	20.3907	33.0772	1.3063	0.0312	75.0230
Total	**0.7578**	**0.5114**	**3.4268**	**7.4700e-003**	**0.7151**	**0.0129**	**0.7280**	**0.1910**	**0.0126**	**0.2036**	**15.6562**	**848.6177**	**864.2740**	**1.5388**	**0.0657**	**922.3272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Energy	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	188.4600	188.4600	0.0146	3.5500e-003	189.8846
Mobile	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554
Waste						0.0000	0.0000		0.0000	0.0000	2.9698	0.0000	2.9698	0.1755	0.0000	7.3575
Water						0.0000	0.0000		0.0000	0.0000	10.1492	16.3641	26.5133	1.0451	0.0249	60.0705
Total	**0.7578**	**0.5114**	**3.4268**	**7.4700e-003**	**0.7151**	**0.0129**	**0.7280**	**0.1910**	**0.0126**	**0.2036**	**13.1190**	**844.5911**	**857.7100**	**1.2776**	**0.0595**	**907.3746**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**16.21**	**0.47**	**0.76**	**16.98**	**9.50**	**1.62**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	39.6480
Total	**39.6480**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/4/2022	5/13/2022	5	30	
2	Site Preparation	Site Preparation	5/16/2022	5/27/2022	5	10	
3	Grading	Grading	5/30/2022	7/8/2022	5	30	
4	Building Construction	Building Construction	7/11/2022	6/9/2023	5	240	
5	Paving	Paving	6/12/2023	7/7/2023	5	20	
6	Architectural Coating	Architectural Coating	7/10/2023	8/4/2023	5	20	

Acres of Grading (Site Preparation Phase): 3.24

Acres of Grading (Grading Phase): 3.24

Acres of Paving: 1.52

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 130,388; Non-Residential Outdoor: 43,463; Striped Parking Area: 5,397 (Architectural Coating – sqft)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	98.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	6	15.00	0.00	365.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	29.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0106	0.0000	0.0106	1.6000e-003	0.0000	1.6000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0396	0.3858	0.3089	5.8000e-004		0.0186	0.0186		0.0173	0.0173	0.0000	50.9853	50.9853	0.0143	0.0000	51.3434
Total	**0.0396**	**0.3858**	**0.3089**	**5.8000e-004**	**0.0106**	**0.0186**	**0.0292**	**1.6000e-003**	**0.0173**	**0.0189**	**0.0000**	**50.9853**	**50.9853**	**0.0143**	**0.0000**	**51.3434**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3000e-004	8.4400e-003	1.7900e-003	3.0000e-005	8.3000e-004	8.0000e-005	9.0000e-004	2.3000e-004	7.0000e-005	3.0000e-004	0.0000	3.0715	3.0715	1.0000e-004	4.9000e-004	3.2190
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**8.5000e-004**	**8.8900e-003**	**7.1700e-003**	**5.0000e-005**	**2.6100e-003**	**9.0000e-005**	**2.6900e-003**	**7.0000e-004**	**8.0000e-005**	**7.8000e-004**	**0.0000**	**4.5014**	**4.5014**	**1.4000e-004**	**5.3000e-004**	**4.6624**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.7600e-003	0.0000	4.7600e-003	7.2000e-004	0.0000	7.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0189	0.4900	0.3701	5.8000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	50.9853	50.9853	0.0143	0.0000	51.3433
Total	**0.0189**	**0.4900**	**0.3701**	**5.8000e-004**	**4.7600e-003**	**2.0600e-003**	**6.8200e-003**	**7.2000e-004**	**2.0600e-003**	**2.7800e-003**	**0.0000**	**50.9853**	**50.9853**	**0.0143**	**0.0000**	**51.3433**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3000e-004	8.4400e-003	1.7900e-003	3.0000e-005	8.3000e-004	8.0000e-005	9.0000e-004	2.3000e-004	7.0000e-005	3.0000e-004	0.0000	3.0715	3.0715	1.0000e-004	4.9000e-004	3.2190
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**8.5000e-004**	**8.8900e-003**	**7.1700e-003**	**5.0000e-005**	**2.6100e-003**	**9.0000e-005**	**2.6900e-003**	**7.0000e-004**	**8.0000e-005**	**7.8000e-004**	**0.0000**	**4.5014**	**4.5014**	**1.4000e-004**	**5.3000e-004**	**4.6624**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0921	0.0000	0.0921	0.0498	0.0000	0.0498	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0921**	**8.0600e-003**	**0.1001**	**0.0498**	**7.4200e-003**	**0.0573**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	2.1500e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5720	0.5720	2.0000e-005	2.0000e-005	0.5773
Total	**2.5000e-004**	**1.8000e-004**	**2.1500e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5720**	**0.5720**	**2.0000e-005**	**2.0000e-005**	**0.5773**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0414	0.0000	0.0414	0.0224	0.0000	0.0224	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0500e-003	0.1686	0.1148	1.9000e-004		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**6.0500e-003**	**0.1686**	**0.1148**	**1.9000e-004**	**0.0414**	**7.1000e-004**	**0.0421**	**0.0224**	**7.1000e-004**	**0.0231**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	2.1500e-003	1.0000e-005	7.1000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5720	0.5720	2.0000e-005	2.0000e-005	0.5773
Total	**2.5000e-004**	**1.8000e-004**	**2.1500e-003**	**1.0000e-005**	**7.1000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5720**	**0.5720**	**2.0000e-005**	**2.0000e-005**	**0.5773**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0923	0.0000	0.0923	0.0499	0.0000	0.0499	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3128	0.2291	4.4000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	39.0822	39.0822	0.0126	0.0000	39.3982
Total	**0.0292**	**0.3128**	**0.2291**	**4.4000e-004**	**0.0923**	**0.0141**	**0.1064**	**0.0499**	**0.0130**	**0.0629**	**0.0000**	**39.0822**	**39.0822**	**0.0126**	**0.0000**	**39.3982**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.5000e-004	0.0314	6.6800e-003	1.2000e-004	3.0900e-003	2.8000e-004	3.3700e-003	8.5000e-004	2.7000e-004	1.1200e-003	0.0000	11.4399	11.4399	3.8000e-004	1.8100e-003	11.9893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**1.4700e-003**	**0.0319**	**0.0121**	**1.4000e-004**	**4.8700e-003**	**2.9000e-004**	**5.1600e-003**	**1.3200e-003**	**2.8000e-004**	**1.6000e-003**	**0.0000**	**12.8698**	**12.8698**	**4.2000e-004**	**1.8500e-003**	**13.4326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0415	0.0000	0.0415	0.0224	0.0000	0.0224	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.3942	0.2849	4.4000e-004		1.7400e-003	1.7400e-003		1.7400e-003	1.7400e-003	0.0000	39.0821	39.0821	0.0126	0.0000	39.3981
Total	**0.0151**	**0.3942**	**0.2849**	**4.4000e-004**	**0.0415**	**1.7400e-003**	**0.0433**	**0.0224**	**1.7400e-003**	**0.0242**	**0.0000**	**39.0821**	**39.0821**	**0.0126**	**0.0000**	**39.3981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.5000e-004	0.0314	6.6800e-003	1.2000e-004	3.0900e-003	2.8000e-004	3.3700e-003	8.5000e-004	2.7000e-004	1.1200e-003	0.0000	11.4399	11.4399	3.8000e-004	1.8100e-003	11.9893
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	4.5000e-004	5.3800e-003	2.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.4299	1.4299	4.0000e-005	4.0000e-005	1.4433
Total	**1.4700e-003**	**0.0319**	**0.0121**	**1.4000e-004**	**4.8700e-003**	**2.9000e-004**	**5.1600e-003**	**1.3200e-003**	**2.8000e-004**	**1.6000e-003**	**0.0000**	**12.8698**	**12.8698**	**4.2000e-004**	**1.8500e-003**	**13.4326**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1066	0.9760	1.0227	1.6800e-003		0.0506	0.0506		0.0476	0.0476	0.0000	144.8283	144.8283	0.0347	0.0000	145.6957
Total	**0.1066**	**0.9760**	**1.0227**	**1.6800e-003**		**0.0506**	**0.0506**		**0.0476**	**0.0476**	**0.0000**	**144.8283**	**144.8283**	**0.0347**	**0.0000**	**145.6957**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8800e-003	0.1013	0.0295	3.8000e-004	0.0119	1.0400e-003	0.0129	3.4400e-003	1.0000e-003	4.4400e-003	0.0000	37.3289	37.3289	8.1000e-004	5.5300e-003	38.9986
Worker	0.0113	8.1600e-003	0.0987	2.8000e-004	0.0326	1.8000e-004	0.0328	8.6700e-003	1.6000e-004	8.8300e-003	0.0000	26.2150	26.2150	8.1000e-004	7.6000e-004	26.4607
Total	**0.0152**	**0.1094**	**0.1281**	**6.6000e-004**	**0.0445**	**1.2200e-003**	**0.0457**	**0.0121**	**1.1600e-003**	**0.0133**	**0.0000**	**63.5439**	**63.5439**	**1.6200e-003**	**6.2900e-003**	**65.4593**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0676	1.4722	1.1171	1.6800e-003		8.4700e-003	8.4700e-003		8.4700e-003	8.4700e-003	0.0000	144.8281	144.8281	0.0347	0.0000	145.6955
Total	**0.0676**	**1.4722**	**1.1171**	**1.6800e-003**		**8.4700e-003**	**8.4700e-003**		**8.4700e-003**	**8.4700e-003**	**0.0000**	**144.8281**	**144.8281**	**0.0347**	**0.0000**	**145.6955**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8800e-003	0.1013	0.0295	3.8000e-004	0.0119	1.0400e-003	0.0129	3.4400e-003	1.0000e-003	4.4400e-003	0.0000	37.3289	37.3289	8.1000e-004	5.5300e-003	38.9986
Worker	0.0113	8.1600e-003	0.0987	2.8000e-004	0.0326	1.8000e-004	0.0328	8.6700e-003	1.6000e-004	8.8300e-003	0.0000	26.2150	26.2150	8.1000e-004	7.6000e-004	26.4607
Total	**0.0152**	**0.1094**	**0.1281**	**6.6000e-004**	**0.0445**	**1.2200e-003**	**0.0457**	**0.0121**	**1.1600e-003**	**0.0133**	**0.0000**	**63.5439**	**63.5439**	**1.6200e-003**	**6.2900e-003**	**65.4593**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0904	0.8271	0.9340	1.5500e-003		0.0402	0.0402		0.0379	0.0379	0.0000	133.2877	133.2877	0.0317	0.0000	134.0804
Total	**0.0904**	**0.8271**	**0.9340**	**1.5500e-003**		**0.0402**	**0.0402**		**0.0379**	**0.0379**	**0.0000**	**133.2877**	**133.2877**	**0.0317**	**0.0000**	**134.0804**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7800e-003	0.0741	0.0232	3.4000e-004	0.0109	4.3000e-004	0.0114	3.1600e-003	4.1000e-004	3.5800e-003	0.0000	32.9157	32.9157	6.7000e-004	4.8700e-003	34.3835
Worker	9.7100e-003	6.6500e-003	0.0842	2.5000e-004	0.0300	1.5000e-004	0.0301	7.9800e-003	1.4000e-004	8.1200e-003	0.0000	23.5024	23.5024	6.8000e-004	6.4000e-004	23.7115
Total	**0.0115**	**0.0808**	**0.1074**	**5.9000e-004**	**0.0409**	**5.8000e-004**	**0.0415**	**0.0111**	**5.5000e-004**	**0.0117**	**0.0000**	**56.4181**	**56.4181**	**1.3500e-003**	**5.5100e-003**	**58.0950**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0622	1.3544	1.0277	1.5500e-003		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	133.2876	133.2876	0.0317	0.0000	134.0803
Total	**0.0622**	**1.3544**	**1.0277**	**1.5500e-003**		**7.7900e-003**	**7.7900e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**133.2876**	**133.2876**	**0.0317**	**0.0000**	**134.0803**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7800e-003	0.0741	0.0232	3.4000e-004	0.0109	4.3000e-004	0.0114	3.1600e-003	4.1000e-004	3.5800e-003	0.0000	32.9157	32.9157	6.7000e-004	4.8700e-003	34.3835
Worker	9.7100e-003	6.6500e-003	0.0842	2.5000e-004	0.0300	1.5000e-004	0.0301	7.9800e-003	1.4000e-004	8.1200e-003	0.0000	23.5024	23.5024	6.8000e-004	6.4000e-004	23.7115
Total	**0.0115**	**0.0808**	**0.1074**	**5.9000e-004**	**0.0409**	**5.8000e-004**	**0.0415**	**0.0111**	**5.5000e-004**	**0.0117**	**0.0000**	**56.4181**	**56.4181**	**1.3500e-003**	**5.5100e-003**	**58.0950**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1800e-003	0.0879	0.1219	1.9000e-004		4.3600e-003	4.3600e-003		4.0300e-003	4.0300e-003	0.0000	16.3786	16.3786	5.1500e-003	0.0000	16.5072
Paving	1.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0112**	**0.0879**	**0.1219**	**1.9000e-004**		**4.3600e-003**	**4.3600e-003**		**4.0300e-003**	**4.0300e-003**	**0.0000**	**16.3786**	**16.3786**	**5.1500e-003**	**0.0000**	**16.5072**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.5000e-004	4.4400e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2386	1.2386	4.0000e-005	3.0000e-005	1.2496
Total	**5.1000e-004**	**3.5000e-004**	**4.4400e-003**	**1.0000e-005**	**1.5800e-003**	**1.0000e-005**	**1.5900e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.2386**	**1.2386**	**4.0000e-005**	**3.0000e-005**	**1.2496**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.5200e-003	0.1609	0.1353	1.9000e-004		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	16.3786	16.3786	5.1500e-003	0.0000	16.5072
Paving	1.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.5100e-003**	**0.1609**	**0.1353**	**1.9000e-004**		**8.4000e-004**	**8.4000e-004**		**8.4000e-004**	**8.4000e-004**	**0.0000**	**16.3786**	**16.3786**	**5.1500e-003**	**0.0000**	**16.5072**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	3.5000e-004	4.4400e-003	1.0000e-005	1.5800e-003	1.0000e-005	1.5900e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.2386	1.2386	4.0000e-005	3.0000e-005	1.2496
Total	**5.1000e-004**	**3.5000e-004**	**4.4400e-003**	**1.0000e-005**	**1.5800e-003**	**1.0000e-005**	**1.5900e-003**	**4.2000e-004**	**1.0000e-005**	**4.3000e-004**	**0.0000**	**1.2386**	**1.2386**	**4.0000e-005**	**3.0000e-005**	**1.2496**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.4739**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	**3.3000e-004**	**2.3000e-004**	**2.8800e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**0.0000**	**0.8051**	**0.8051**	**2.0000e-005**	**2.0000e-005**	**0.8123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4720					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1400e-003	0.0235	0.0183	3.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.4732**	**0.0235**	**0.0183**	**3.0000e-005**		**1.4000e-004**	**1.4000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.3000e-004	2.8800e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	0.0000	2.8000e-004	0.0000	0.8051	0.8051	2.0000e-005	2.0000e-005	0.8123
Total	**3.3000e-004**	**2.3000e-004**	**2.8800e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**0.0000**	**0.8051**	**0.8051**	**2.0000e-005**	**2.0000e-005**	**0.8123**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554
Unmitigated	0.3538	0.4092	3.3377	6.8600e-003	0.7151	5.1200e-003	0.7202	0.1910	4.7700e-003	0.1958	0.0000	639.7607	639.7607	0.0424	0.0310	650.0554

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Government Office Building	35.72	35.72	35.72	61,256	61,256
Parking Lot	0.00	0.00	0.00		
Research & Development	749.72	749.72	749.72	1,878,972	1,878,972
Total	785.44	785.44	785.44	1,940,227	1,940,227

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Government Office Building	9.50	7.30	7.30	33.00	62.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Government Office Building	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Parking Lot	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928
Research & Development	0.552821	0.058334	0.189005	0.121481	0.023262	0.005577	0.010166	0.007476	0.001000	0.000579	0.026545	0.000826	0.002928

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	77.2072	77.2072	0.0125	1.5100e-003	77.9706
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	77.2072	77.2072	0.0125	1.5100e-003	77.9706
NaturalGas Mitigated	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	111.2528	111.2528	2.1300e-003	2.0400e-003	111.9140
NaturalGas Unmitigated	0.0112	0.1022	0.0858	6.1000e-004		7.7700e-003	7.7700e-003		7.7700e-003	7.7700e-003	0.0000	111.2528	111.2528	2.1300e-003	2.0400e-003	111.9140

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	180010	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6060	9.6060	1.8000e-004	1.8000e-004	9.6631
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.90479e+006	0.0103	0.0934	0.0784	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6468	101.6468	1.9500e-003	1.8600e-003	102.2508
Total		**0.0112**	**0.1022**	**0.0858**	**6.1000e-004**		**7.7700e-003**	**7.7700e-003**		**7.7700e-003**	**7.7700e-003**	**0.0000**	**111.2528**	**111.2528**	**2.1300e-003**	**2.0400e-003**	**111.9139**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government Office Building	180010	9.7000e-004	8.8200e-003	7.4100e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	9.6060	9.6060	1.8000e-004	1.8000e-004	9.6631
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.90479e+006	0.0103	0.0934	0.0784	5.6000e-004		7.1000e-003	7.1000e-003		7.1000e-003	7.1000e-003	0.0000	101.6468	101.6468	1.9500e-003	1.8600e-003	102.2508
Total		**0.0112**	**0.1022**	**0.0858**	**6.1000e-004**		**7.7700e-003**	**7.7700e-003**		**7.7700e-003**	**7.7700e-003**	**0.0000**	**111.2528**	**111.2528**	**2.1300e-003**	**2.0400e-003**	**111.9139**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	121611	11.2519	1.8200e-003	2.2000e-004	11.3632
Government Office Building	113176	10.4715	1.6900e-003	2.1000e-004	10.5750
Parking Lot	23660	2.1891	3.5000e-004	4.0000e-005	2.2108
Research & Development	576011	53.2947	8.6200e-003	1.0500e-003	53.8217
Total		**77.2072**	**0.0125**	**1.5200e-003**	**77.9706**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	121611	11.2519	1.8200e-003	2.2000e-004	11.3632
Government Office Building	113176	10.4715	1.6900e-003	2.1000e-004	10.5750
Parking Lot	23660	2.1891	3.5000e-004	4.0000e-005	2.2108
Research & Development	576011	53.2947	8.6200e-003	1.0500e-003	53.8217
Total		**77.2072**	**0.0125**	**1.5200e-003**	**77.9706**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Unmitigated	0.3928	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0472					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-004	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Total	**0.3928**	**3.0000e-005**	**3.2600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.3400e-003**	**6.3400e-003**	**2.0000e-005**	**0.0000**	**6.7600e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0472					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3453					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-004	3.0000e-005	3.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.3400e-003	6.3400e-003	2.0000e-005	0.0000	6.7600e-003
Total	**0.3928**	**3.0000e-005**	**3.2600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.3400e-003**	**6.3400e-003**	**2.0000e-005**	**0.0000**	**6.7600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	26.5133	1.0451	0.0249	60.0705
Unmitigated	33.0772	1.3063	0.0312	75.0230

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	1.8674 / 1.14454	1.8980	0.0611	1.4600e-003	3.8603
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	38.121 / 0	31.1792	1.2453	0.0297	71.1627
Total		**33.0772**	**1.3063**	**0.0312**	**75.0230**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Government Office Building	1.49392 / 1.07472	1.5699	0.0489	1.1700e-003	3.1403
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	30.4968 / 0	24.9434	0.9962	0.0238	56.9302
Total		**26.5133**	**1.0451**	**0.0249**	**60.0705**

8.0 Waste Detail

8.1 Mitigation Measures Waste

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.9698	0.1755	0.0000	7.3575
Unmitigated	2.9698	0.1755	0.0000	7.3575

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	8.74	1.7741	0.1049	0.0000	4.3954
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	5.89	1.1956	0.0707	0.0000	2.9621
Total		**2.9698**	**0.1755**	**0.0000**	**7.3575**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Government Office Building	8.74	1.7741	0.1049	0.0000	4.3954
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	5.89	1.1956	0.0707	0.0000	2.9621
Total		**2.9698**	**0.1755**	**0.0000**	**7.3575**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	39.6480	0.0000	0.0000	39.6480

11.2 Net New Trees

Species Class

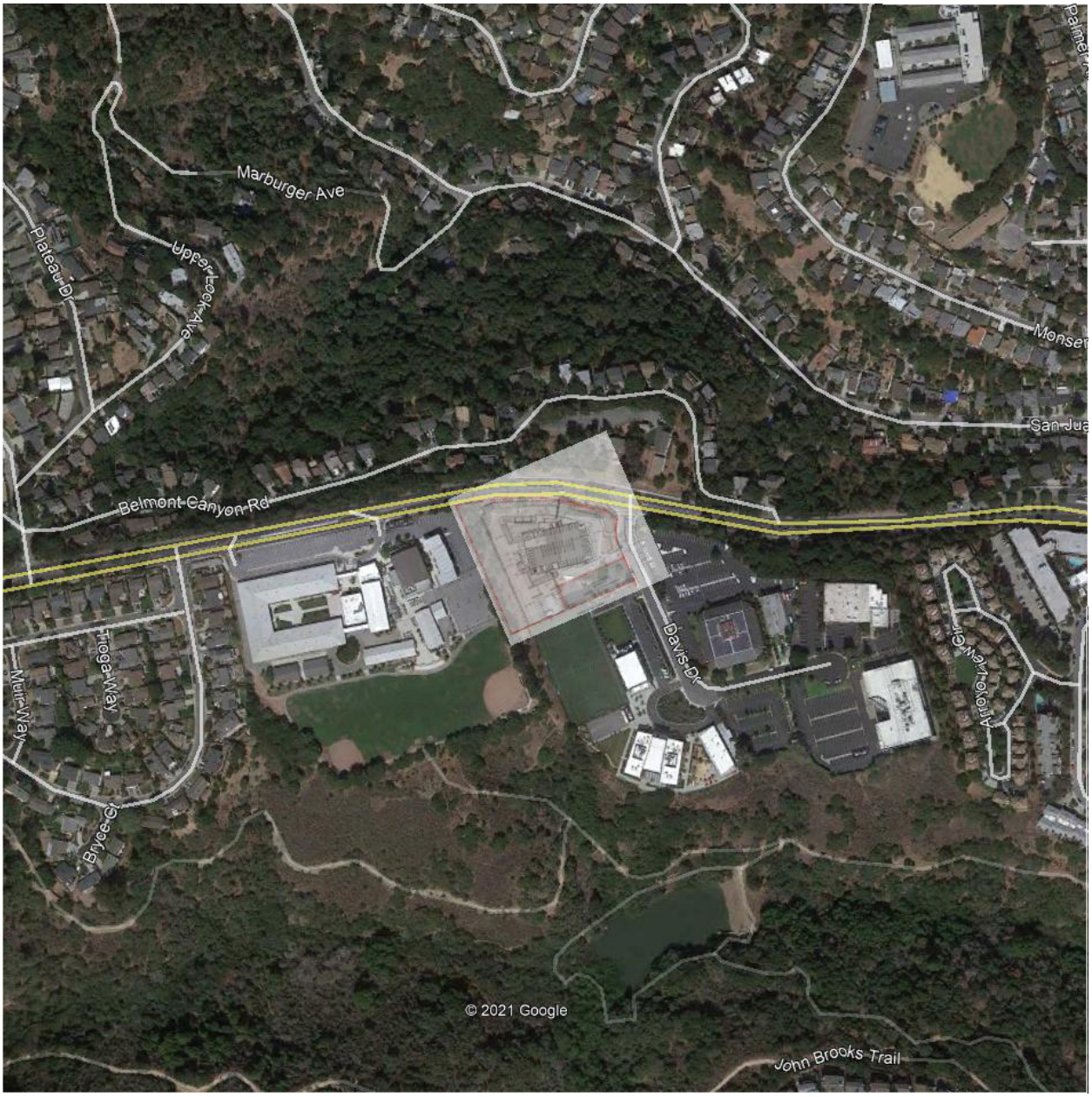
	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	56	39.6480	0.0000	0.0000	39.6480
Total		**39.6480**	**0.0000**	**0.0000**	**39.6480**

APPENDIX H

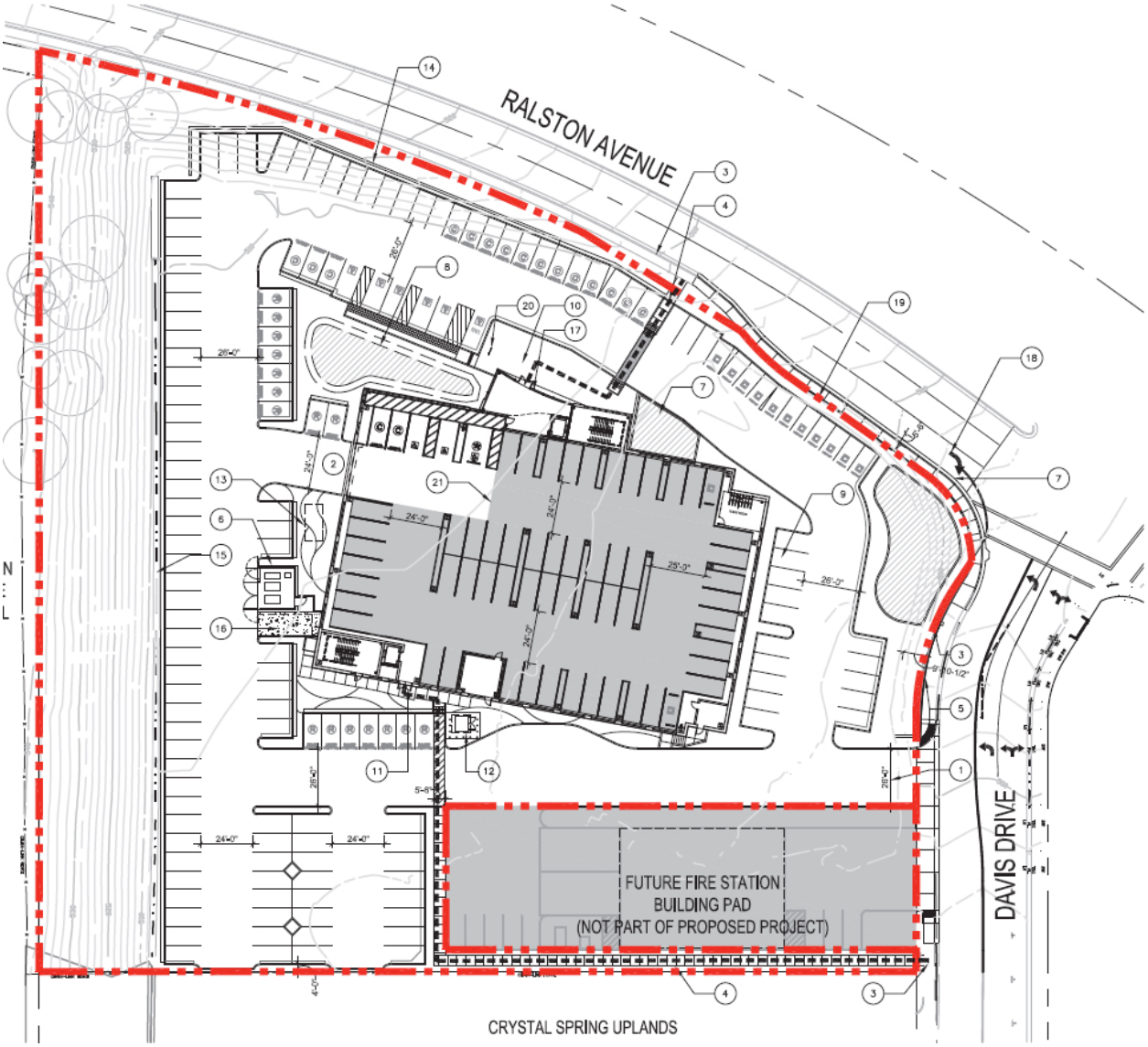
HEALTH RISK ASSESSMENT DATA

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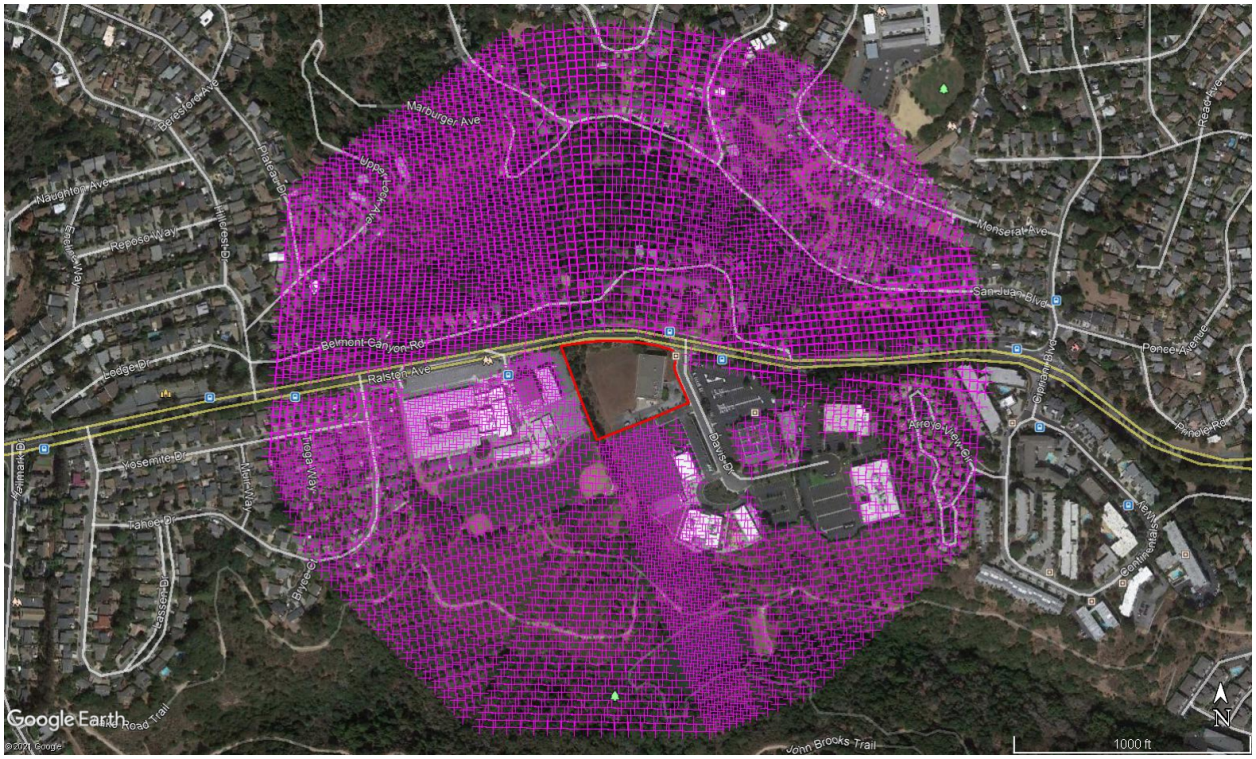
Project Area



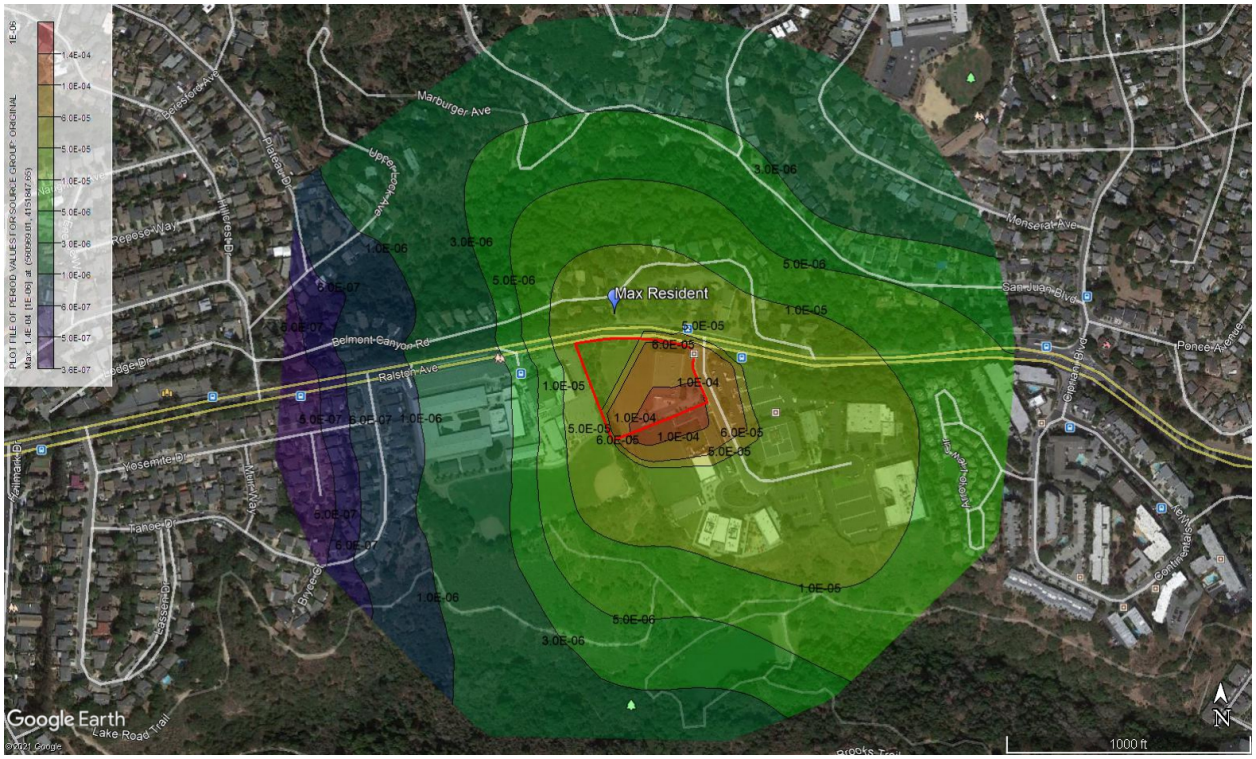
Project Location



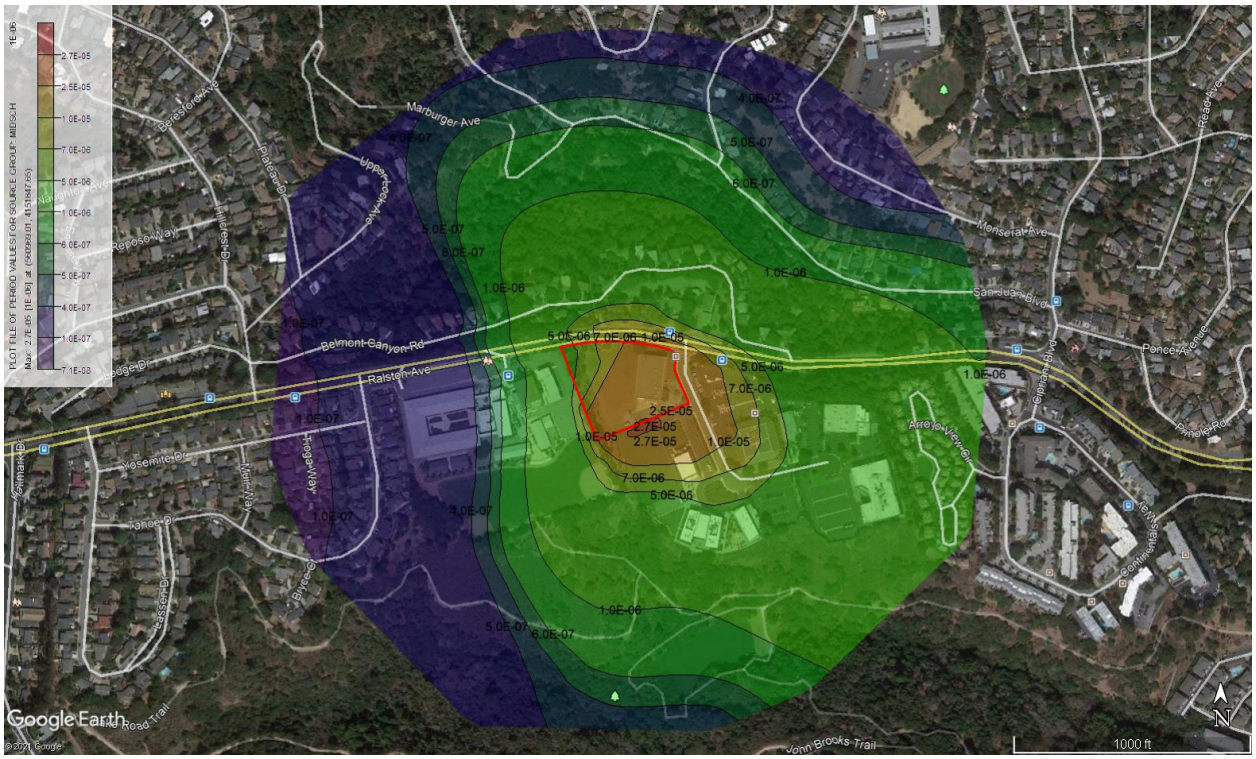
Receptor Grid



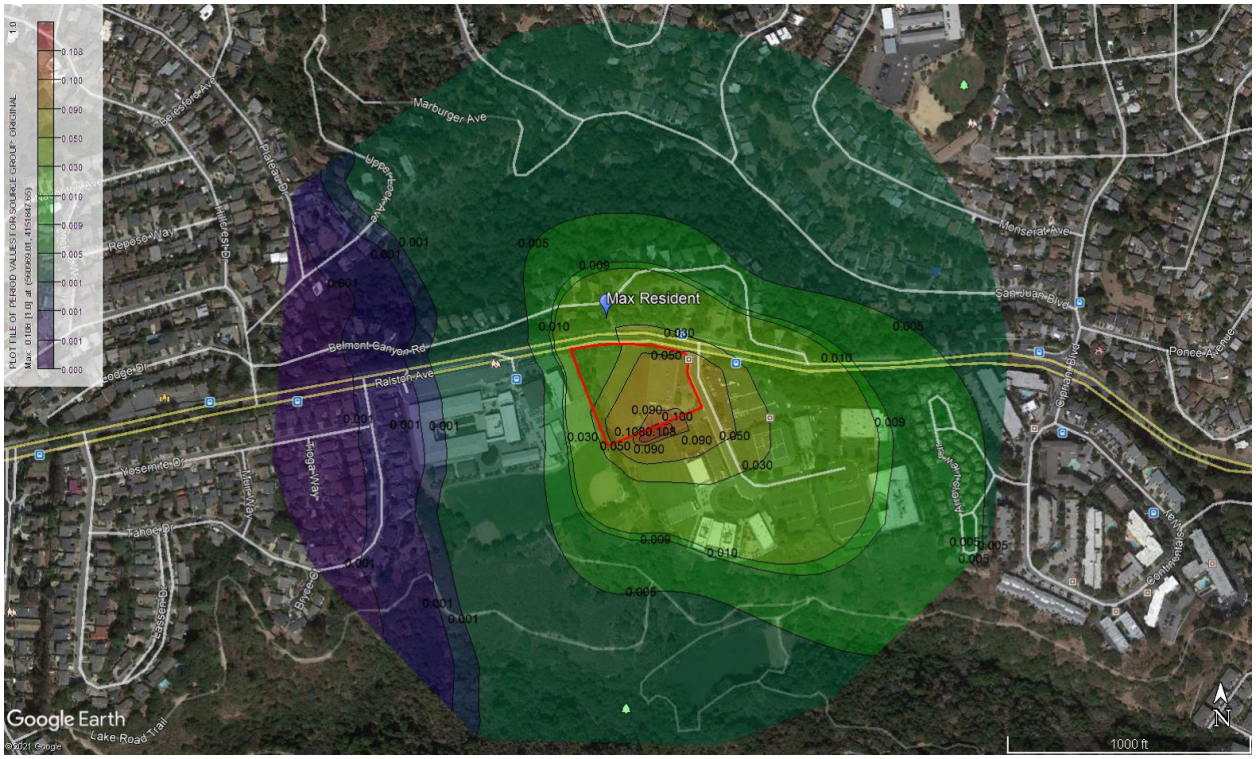
Unmitigated Residential Receptor Cancer Risk



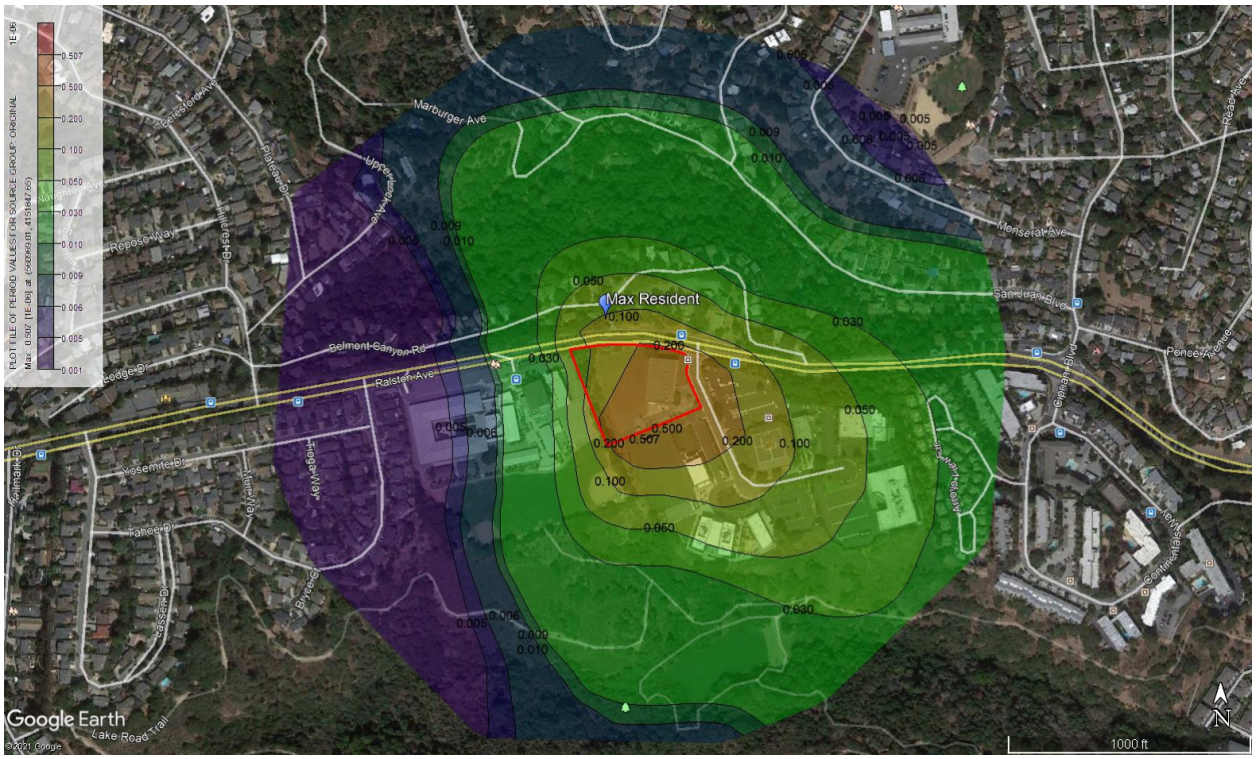
Unmitigated School Receptor Cancer Risk



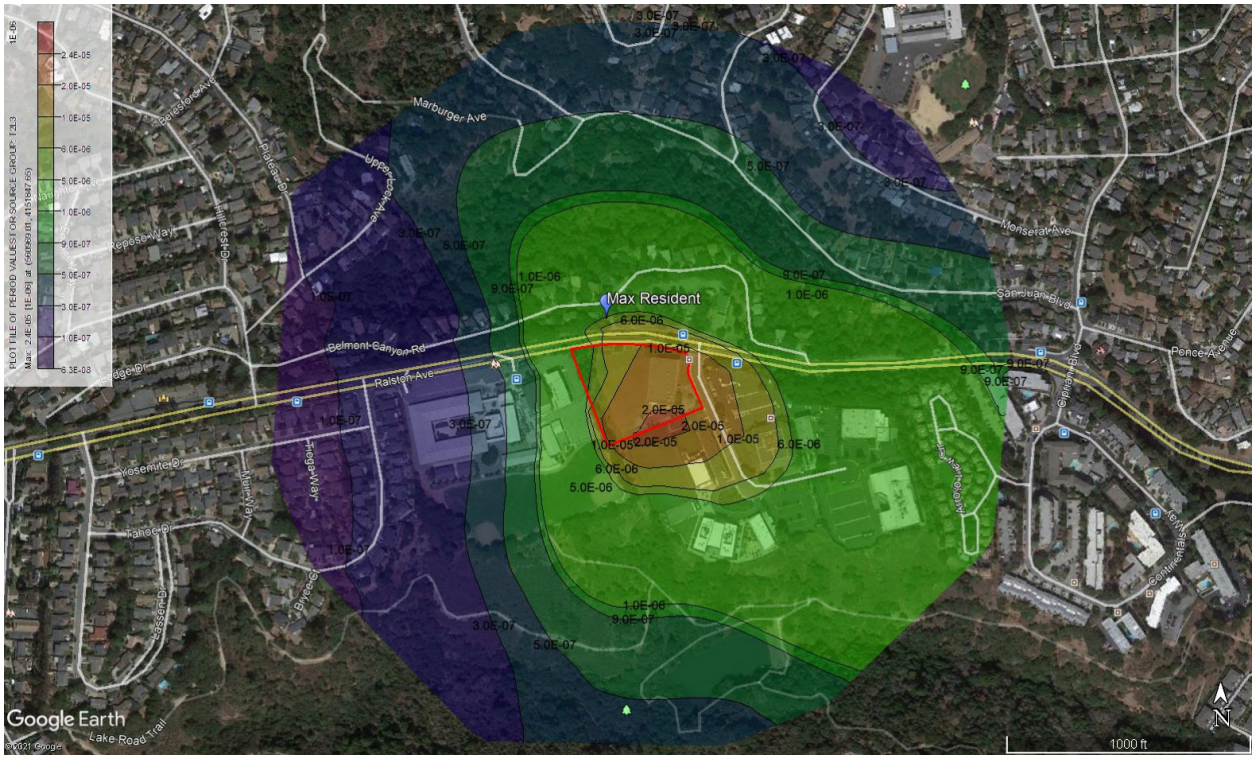
Unmitigated Chronic Hazard Index



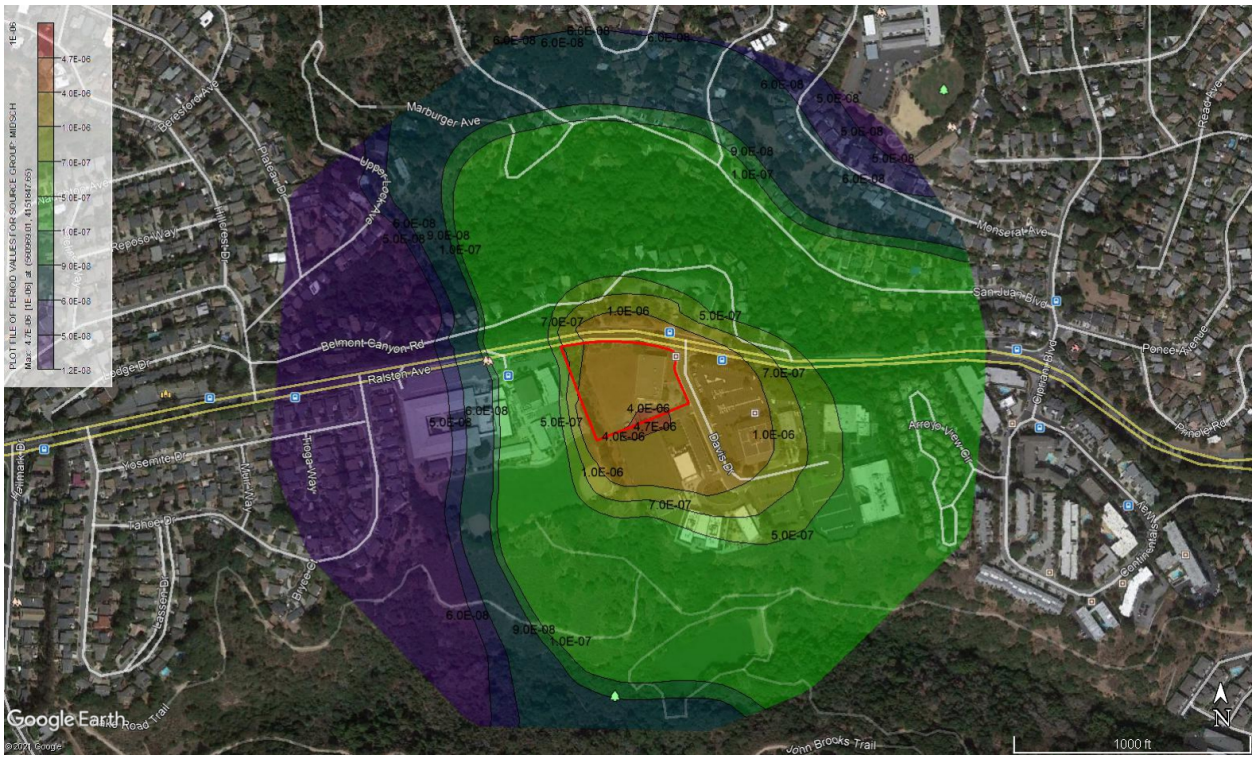
Unmitigated $PM_{2.5}$ Concentration



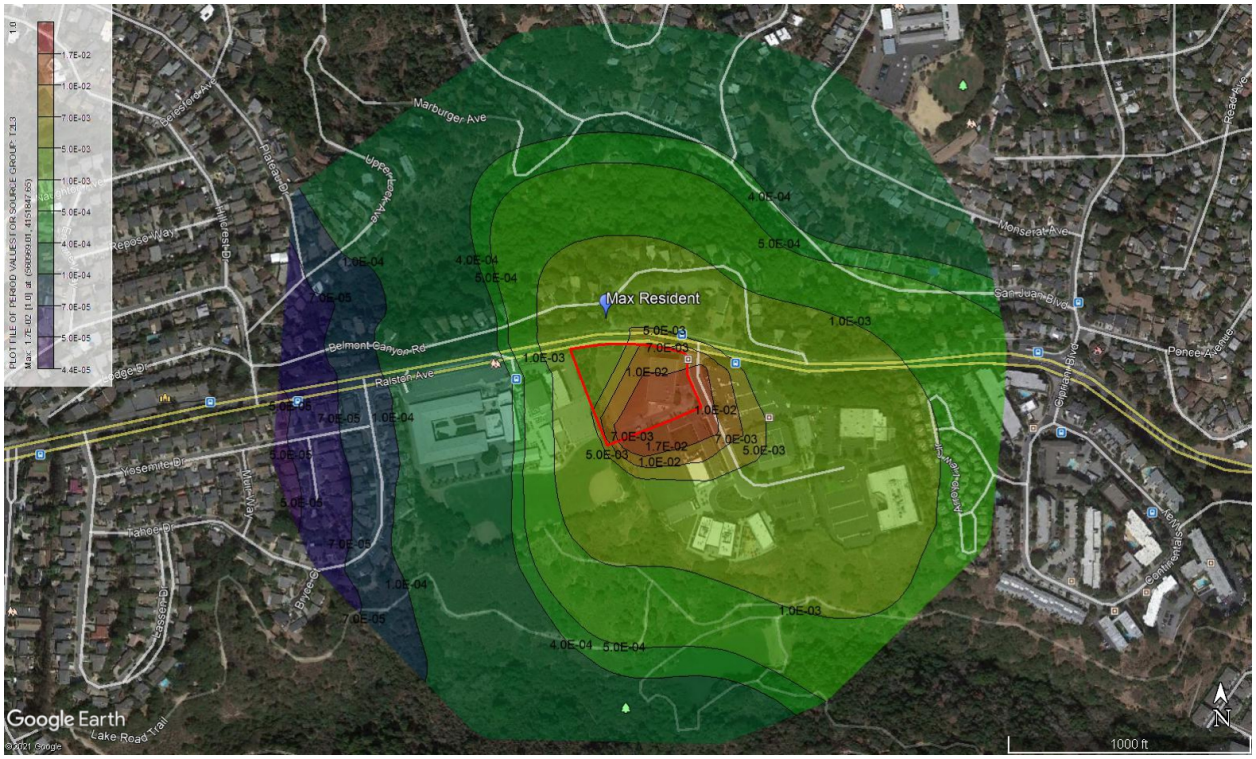
Mitigated Residential Receptor Cancer Risk



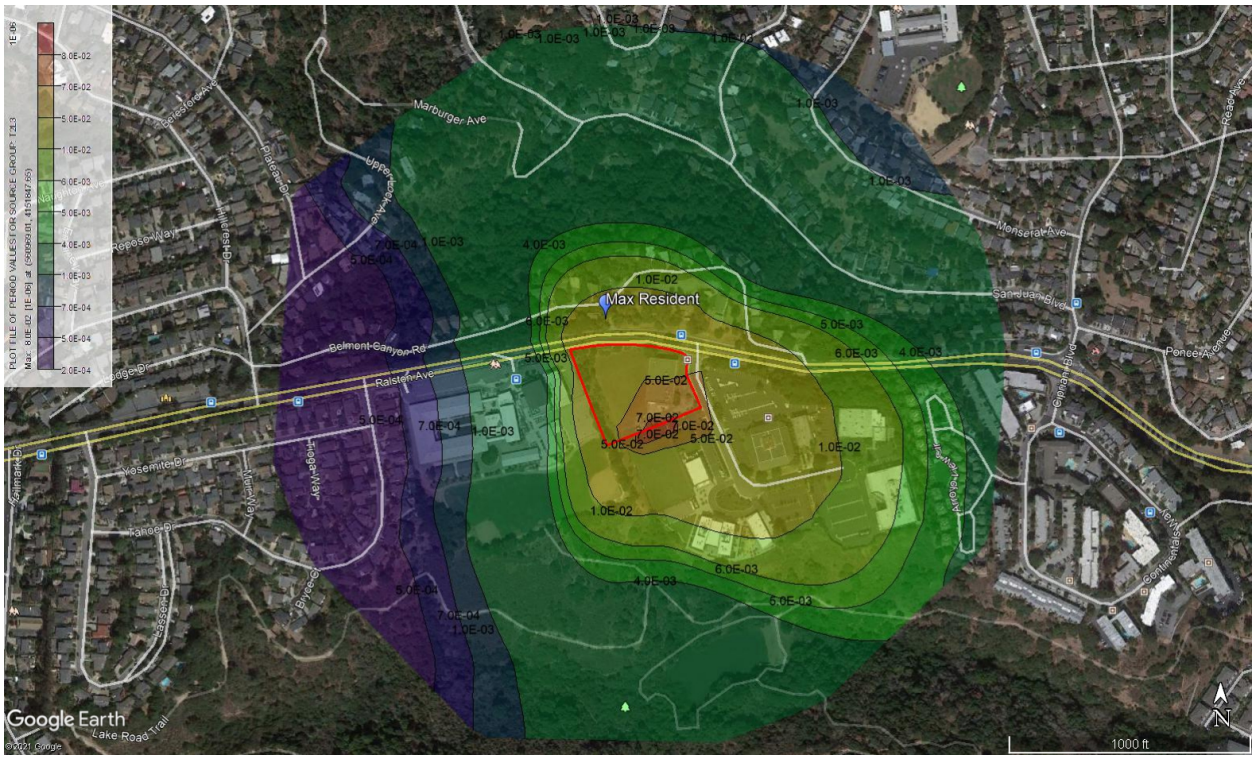
Mitigated School Receptor Cancer Risk



Mitigated Chronic Hazard Index



Mitigated $PM_{2.5}$ Concentration



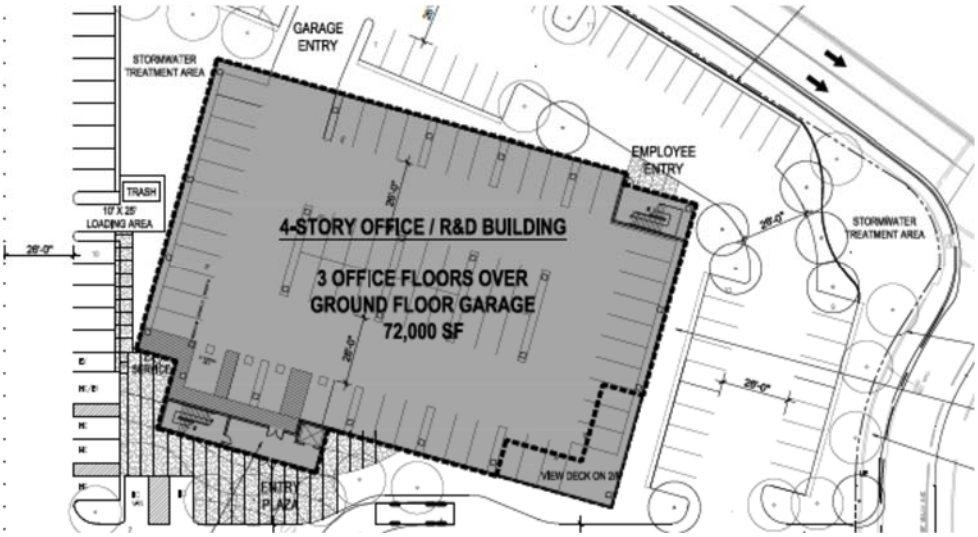
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APPENDIX I

NOISE TECHNICAL REPORT

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2 Davis Drive, Belmont, CA
Noise Technical Report



Prepared for:

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November 6, 2018

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Noise Technical Report

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ATTACHMENT

Noise Appendix

Introduction

This report analyzes the noise impacts from the 2 Davis Drive Project in the City of Belmont, California (the "proposed project") and is prepared in a format to answer the noise issues identified in the Initial Study Environmental Checklist Form in Appendix G of the CEQA Guidelines. This report provides an overview of existing noise levels measured at the project site, local noise regulatory framework, and an analysis of potential noise impacts that would result from implementation of the proposed project. Noise from the construction and operation of the proposed project is evaluated.

Project Overview

The proposed project involves the construction and operation of a 72,000 square foot building and 216-space parking lot intended for general commercial office and technology research & development (R&D). The 3.2-acre project site is at 2 Davis Drive, Belmont, California. A 21,924 square foot warehouse building and associated parking lot currently exist on the project site. The proposed project would include the demolition of the existing warehouse building. Demolition and construction activities are estimated to begin in August 2019 and construction of the proposed project is estimated to be complete in November 2020.

Checklist

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting:

Noise Descriptors

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the "loudness" of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A–weighted sound level over a given time period (Leq)[1]; average day–night 24-hour average sound level (Ldn)[2] with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL)[3], also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

Noise Attenuation

Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a "line" source), would typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, which also depends on ground absorption (CalTrans, 1998). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, will increase the attenuation that occurs by distance alone.

Regulatory Framework

Federal and State

There are no federal or state noise standards that regulate noise or vibration related to the construction or operation of the proposed project.

---

[1]The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time–varying sound energy in the measurement period.

[2]Ldn is the day–night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

[3]CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10–decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

Local

City of Belmont General Plan

On November 14, 2017, the City of Belmont adopted the 2035 General Plan. The Noise Element of the 2035 General Plan includes a community noise exposure matrix, which establishes criteria the City uses to evaluate land use compatibility based on noise emanating from all sources. The City's community noise exposure matrix is adapted from the State Office of Planning and Research Noise Element Guidelines. **Table 1** presents the City's community noise exposure matrix.

TABLE 1
COMMUNITY NOISE EXPOSURE MATRIX

Land Use Category	Noise Levels (L_{dn} or CNEL, dB)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential – Low Density Single Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 -- 85
Residential – Multifamily	50 – 65	60 – 70	70 – 75	75 -- 85
Transient Lodging – Motels, Hotels	50 – 65	60 – 70	70 – 80	80 -- 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 65	60 – 70	70 – 80	80 -- 85
Auditoriums, Concert Halls, Amphitheaters	--	50 – 70	65 -- 85	--
Sports Arena, Outdoor Spectator Sports	--	50 – 75	70 -- 85	--
Playgrounds, Neighborhood Parks	50 – 70	--	67.5 – 75	72.5 -- 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 75	--	70 – 80	80 -- 85
Office Buildings, Businesses Commercial and Professional	50 – 75	67.5 – 77.5	75 – 85	--
Industrial, Manufacturing, Utilities, Agriculture	50 -- 75	70 – 80	75 – 85	--

Notes:
1. Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.
2. Conditionally Acceptable: New construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will usually suffice.
3. Normally Unacceptable: New construction should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. Clearly Unacceptable: New construction should generally not be undertaken.

Source: City of Belmont General Plan Noise Element, 2017

Table 2 below indicates acceptable limits of noise for sensitive land uses for both exterior and interior environments from transportation sources.

TABLE 2
TRANSPORTATION (NON-AIRCRAFT) NOISE SOURCES

Noise-Sensitive Land Use[2]	Outdoor Activity Areas[1] L_{dn}/CNEL, dB	Interior Spaces	
		L_{dn}/CNEL, dB	Leq, dB
Single-family Residential	60	45	--
Multi-family Residential	65	45	--
Transient Lodging	65	45	--
Hospitals, Nursing Homes	65	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	65	--	45
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45

Notes:
1. Outdoor activity areas generally include backyards of single-family residences and outdoor patios, decks, or common recreation areas of multi-family residences. Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.
2. As determined for a typical worst-case hour during periods of use.

Source: City of Belmont General Plan Noise Element, 2017

Table 3 provides standards for noise from stationary, non-transportation noise sources such as, but not limited to, industrial facilities, automotive servicing, car washes, equipment yards, entertainment venues, hotels, and shopping centers. These standards apply to the noise sources themselves; noise caused by motor vehicles traveling to and from the site is exempt from this standard. These standards would apply to mechanical equipment associated with the proposed building.

TABLE 3
STATIONARY NOISE SOURCES[1]

Noise Descriptor	Daytime[2]	Nighttime[3]
Hourly Equivalent Sound Level (Leq), dBA	50	45
Maximum Sound Level (Lmax), dBA	70	65

Notes:
1. Sound level measurements shall be made at a point on the receiving property nearest where the sound source at issue generates the highest sound level.
2. Daytime is the period from 8:00 a.m. to sunset, Monday through Friday; and from 10:00 a.m. to sunset, Saturday, Sunday and Holidays.
3. Nighttime is the period outside the hours of "daytime" above.

Source: City of Belmont General Plan Noise Element, 2017

City of Belmont Municipal Code

The City of Belmont Municipal Code Chapter 15 Article VIII contains regulations to protect its residents from excessive noise. The Code sets the following operational sound level limits that shall not be exceeded:

1. *Residential*: For all sources of sound measured from any residential property:
    a. Nighttime hours: 55 dB
    b. Daytime hours: 65 dB
2. *Multi-family*: For all sources of sound measured within a multifamily residential structure transmitting through a common interior partition (wall, floor, or ceiling) from one (1) dwelling unit to another:
    a. Nighttime hours: 35 dB
    b. Daytime hours: 45 dB
3. *Non-residential*: For all sources of sound measured from any non-residential property:
    a. Nighttime hours: 55 dB
    b. Daytime hours: 65 dB
4. *Corrections for character of sound*: In the event the alleged offensive noise contains a steady, audible tone, such as a whine, screech, beating, pulsating, throbbing or hum the standards for Residential and Multi-family properties shall be reduced by five (5) dB.
5. Any and all excessively annoying, loud or unusual noises or vibrations not exceeding the sound level limits in this subsection shall nonetheless be considered a noise disturbance if such noise or noises:
    a. Offend the peace and quiet of persons of ordinary or reasonable sensibilities, or
    b. Interfere with the comfortable enjoyment of life or property.

Noise from construction activities noise are subject to the following regulations by the Code:

1. Except as provided in number 2 below, all construction and related activities which require a city permit, including the use of powered equipment in connection with such activities, are allowed only during the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday except Holidays, and 10:00 a.m. to 5:00 p.m. on Saturdays. All gasoline-powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.
2. The Building Official may allow construction and related activity outside the days and hours provided in number 1 above when:
    a. Necessary for emergency repairs or to protect life or property from imminent threat of harm;
    b. The construction site is more than 300 feet from a dwelling unit; or,
    c. Noise from the allowed construction activity is in the Building Official's opinion comparable to the noise from non-construction activity in the immediate area.
    d. Expanded construction hours provides quantifiable benefit to the public and noise will not unduly interfere with the comfortable enjoyment of life or property.
3. An exception granted under number 2 above, including the scope of allowed activity shall be noted on the building permit.
4. The Building Official may limit, condition, modify or eliminate an exception as necessary to limit noise disturbance.

Significance Thresholds

For checklist items the following thresholds are evaluated. Temporary construction noise impacts would be significant if construction conflicts with the construction regulations in the City of Belmont Municipal Code. Operational noise impacts would be significant if they result in exceedance of noise standards contained in the City of Belmont Noise Element for transportation or stationary noise sources, or if they result in exceedance of noise standards contained in the City of Belmont Municipal Code. Operational changes at the project site that would increase ambient noise levels 5 dB or more (Ldn, CNEL, or hourly Leq) would also result in a significant permanent noise impact[4].

Existing Noise Sources and Levels

To quantify existing ambient noise levels, RCH group conducted a long-term (72-hour) and several short-term (10-minute) noise measurements at the project site. Noise measurements were made using Metrosonics db308 Sound Level Meters calibrated before and after the measurements. To measure existing 24-hour noise levels at the project site, the noise meter was placed near the northwest corner of the current building, attached to a large tree 60 feet from the centerline of Ralston Avenue (Site 1). This location would record noise levels predominantly from the traffic on Ralston Avenue, which is the primary noise generator at this project site. Additional short-term measurements were conducted at the site to measure noise from the adjacent school athletic fields (Site 2), and traffic from Davis Drive (Sites 3 and 4).

The noise measurements are summarized in **Table 4** below. The Noise Appendix includes 24-hour noise plots, additional sound level raw data, and a figure show the noise measurement locations. The main source of noise in the project vicinity during the noise measurements was traffic noise from Ralston Avenue. Additional noise sources included playground children noise from Ralston Middle School and Crystal Springs Uplands School, cars traveling on Davis Drive and overhead aircraft.

Existing Sensitive Receptors

Noise sensitive receptors (land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise) typically include residential dwellings, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. The nearest sensitive receptors to the project site are Ralston Middle School and Crystal Springs Upland School, which are adjacent to the project site. There are also a few single-family homes within 200 feet of the northern property line of the project site, but they are on the opposite side of Ralston Avenue.

[4] The Federal Interagency Committee on Noise (FICON) developed noise guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. An increase of 5 dB or greater would typically be considered to result in increased levels of annoyance where existing noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB or greater (FICON, 2000).

TABLE 4
EXISTING NOISE LEVELS IN THE PROJECT AREA

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: 60 Feet South of Ralston Avenue Centerline	Oct 14, 12:00 a.m. through Oct 16, 11:59 p.m., 2018 Sunday - Tuesday 72-hour measurement	Hourly Leq's ranged from 48-72 CNELs: 69, 69, 69	Unattended noise measurements do not specifically identify noise sources
Site 1: 60 Feet South of Ralston Avenue Centerline	Thursday Oct 11, 2018 12:39 p.m. to 12:49 p.m.	5-minute Leq's: 66, 65	All traffic noise. Almost all cars and light trucks (72, 71, 69, 64, 66, 61, 60, 71, 70, 66 dB). Stoplight at Davis/Ralston intersection affects speed and congestion. Times of no cars, between signal cycles. One plane overhead.
Site 2: Southwest corner of project site/existing parking lot.	Thursday Oct 11, 2018 12:18 p.m. to 12:28 p.m.	5-minute Leq's: 53, 54	Children on schoolyard to west. Many kids, constant noise ~53 dB. Minimal traffic noise from Ralston Avenue (less than the school noise). Overhead plane ~60 dB. Traffic up to 55 dB, usually less. Existing building's door open on site but no noise.
Site 2: Southwest corner of project site/existing parking lot.	Wednesday Oct 17, 2018 11:51 a.m. to 12:01 p.m.	5-minute Leq's: 50, 48	Playground activities (basketball) and recess on field to south. Traffic on Ralston Avenue (48, 45, 53, 47, 48, 49, 53, 46 dB). Traffic on Ralston plus kids cheering ~56 dB. Two planes overhead.
Site 3: Southeast corner of project site/ existing park lot	Thursday Oct 11, 2018 12:53 p.m. to 1:03 p.m.	5-minute Leq's: 52, 54	Noise if from traffic on Ralston Avenue, on minor noise on Davis Drive. Person said hello to Noise Monitor at 12:56 p.m. during measurement. Traffic on Ralston (53, 55, 51, 52, 56, 56 dB).
Site 4: In parking lot next to existing building entry.	Wednesday Oct 17, 2018 11:38 a.m. to 11:48 a.m.	5-minute Leq's: 52, 54	Overhead plane <53 dB. Vehicles on Ralston Avenue (53, 52, 50, 49, 55, 52, 53 dB). Vehicles on Davis Drive (62, 51, 51, 53, 54, 53, 62, 55 dB). UPS truck on Davis Drive ~62 dB. Four overhead planes.

Source: RCH Group, 2018

Discussion:

a)

Land Use Compatibility

As discussed previously, Ralston Avenue is the primary noise generator at the project site. As shown in **Table 4**, the existing noise level 60 feet from the centerline of Ralston Avenue (Site 1) is 69 dB CNEL. The new general office/R&D building constructed by the proposed project would be approximately 90 feet from the centerline of Ralston Avenue, where the noise level would be 67 dB CNEL. The City of Belmont General Plan community noise exposure matrix (see **Table 1**) indicates office buildings exposed to 50 – 75 dB CNEL are normally acceptable. Therefore, the project's proposed office use is compatible with existing noise levels at the project site and the proposed project would comply with the City's community noise exposure matrix.

Transportation Noise Sources

The City of Belmont General Plan transportation (non-aircraft) noise sources standards include a 45 dB Leq interior noise standard for office buildings (see **Table 2**), as determined for a typical worst-case hour during periods of use. The worst-case noise level during typical working hours (assumed to be 7:00 a.m. to 7:00 p.m.) measured 60 feet from the centerline of Ralston Avenue (Site 1) was 70 dB Leq (1-hour Leq). As stated previously, the new general office/R&D building constructed by the proposed project would be approximately 90 feet from the centerline of Ralston Avenue, where the highest noise level is estimated to be 68 dB Leq. Commercial and residential building facades typically provide a minimum exterior-to-interior noise reduction of 25 dB with windows closed (Caltrans, 2002a). Therefore, the worst-case interior noise level during typical working hours in the proposed building would be approximately 43 dB Leq. Therefore, the proposed project would comply with the City's transportation noise level standard (45 dB Leq interior noise standard) for office buildings.

Stationary Noise Sources

The proposed project would comply the City of Belmont General Plan stationary noise source standards (see **Table 3**). Typical stationary noise sources on commercial buildings, such as HVAC, would generate noise levels on adjacent properties far below the stationary noise sources standards (45 Leq, dBA at night).

Construction

The proposed project would be required to comply with City of Belmont's construction noise ordinance unless granted an exception by the City's Buildings Official. Unless granted an exception by the City's Building Official, all construction and related activities which require a city permit, including the use of powered equipment in connection with such activities, are allowed only during the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday except Holidays, and 10:00 a.m. to 5:00 p.m. on Saturdays. All gasoline-powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.

The proposed project would comply with noise standards established in the City of Belmont General Plan and City of Belmont Municipal Code (Noise Ordinance). Therefore, the proposed project would result in a **less-than-significant impact**.

b) The proposed project would not involve the use of construction equipment or processes that would result in potentially significant levels of ground vibration (i.e. pile drivers or blasting). In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures (Caltrans, 2013). The proposed project would demolish the existing building on site using conventional demolition techniques with excavators, bulldozers, and other typical construction equipment and the proposed project would not require pile driving or blasting (G. Ma, Personal Communication, November 2, 2018). Demolition activities would be approximately 250 feet or farther away from the nearest structure (Crystal Springs Uplands School) and excavation/grading activities would be approximately 150 feet or farther away from the nearest structure (Ralston Middle School). Vibrational effects from demolition/construction activities are only a concern within 25 feet of existing structures (Caltrans, 2002b). Based on the construction equipment to be used and the distance from demolition/construction activities to the nearest structures, vibration from the proposed project would not be a concern. Therefore, the proposed project would result in a **less-than-significant impact**.

c) Noise levels after construction of the new general office/R&D building is complete and the proposed project is operational would be similar to existing noise levels at the project site, as a warehouse building and parking lot already exists at the project site. The primary source of operational noise from the proposed project would be new vehicle trips from proposed project employees. The Average Daily Traffic (ADT) on Ralston Avenue in the project vicinity was 24,118 in 2011 (DKS Associates, 2011). The proposed project would generate 726 new trips per day, which would equate to a three percent increase in traffic on Ralston Avenue.[5] Therefore, project-generated traffic noise would increase noise levels by less than 1 dB along Ralston Avenue. Therefore, the proposed project would result in a **less-than-significant impact**.

d) Construction activities would include demolition of the existing building on the project site and construction of the project. Demolition activities and construction of the project would occur for approximately 14 months. Construction and demolition activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., backhoes, excavators, front loaders, etc.) and other construction equipment (e.g., compactors, pavers, concrete mixers, trucks, etc.).

The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction. The maximum noise levels for various types of construction equipment that could be used during proposed project construction are provided in **Table 5**. Maximum noise levels generated by construction equipment used for the proposed project would range from 62 to 77 dB Lmax at a distance of 150 feet (the distance from the western project site boundary to the nearest classroom at Ralston Middle School). Recreational areas (basketball courts, baseball field, and soccer field) belonging to Ralston Middle School and Crystal Springs Uplands School are closer than 150 feet, but these areas generate noise levels (when students are present) that would mask construction noise levels from adjacent properties.

[5] Trip Generation Table provided by Elizabeth Chau of Kimley-Horn on October 25, 2018.

TABLE 5
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT (Lmax)

Construction Equipment	Noise Level (dB, Lmax at 150 feet)
Dump Truck	64
Air Compressor	66
Backhoe	66
Dozer	70
Compactor (ground)	71
Crane	69
Excavator	69
Flat Bed Truck	62
Paver	65
Grader	73
Compressor (Air)	66
Generator	69
Roller	68
Vibratory Concrete Mixer	68
Concrete Mixer Truck	67
Jackhammer	77
Front End Loader	67

Source: *Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide*, 2006.

Note: Lmax = maximum sound level

Proposed project construction would result in a temporary increase in ambient noise levels in the project vicinity. The closest sensitive receptors to the project site (Classroom at Ralston Middle School) are approximately 150 feet from the closest location where construction would occur on the project site (the project site western boundary) and are separated by a hill that would attenuate (lessen) construction noise. At a distance of 150 feet, maximum noise levels from construction equipment would be 62 to 77 dB (without accounting for noise attenuation from the hill) at the nearest classroom to the west (Ralston Middle School). Construction noise levels would be less than this estimate most of the time and would fluctuate throughout the day because equipment would not be in use along the western boundary of the project site for an extended period of time, as the majority of construction would occur in the middle of the project site during building construction.

Project construction would comply with construction noise regulations in the City of Belmont Municipal Code. Unless granted an exception by the City's Building Official, all construction and related activities which require a city permit, including the use of powered equipment in connection with such activities, are allowed only during the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday except Holidays, and 10:00 a.m. to 5:00 p.m. on Saturdays. Furthermore, the City of Belmont requires all gasoline-powered construction equipment to be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.

The implementation of **Mitigation Measure NOISE-1** would reduce temporary construction noise impacts to **less than significant**.

Mitigation Measure NOISE-1: to reduce noise impacts due to construction at nearby sensitive receptors to the maximum extent feasible, the applicant shall employ the following mitigation measures:

1. All construction equipment shall be properly maintained in good working order.
2. Prior to construction activities, designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The Construction Noise Coordinator shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. The telephone number for the Construction Noise Coordinator shall be conspicuously posted at the construction site.
3. Prior to construction activities, notify Ralston Middle School and Crystal Springs Upland School of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator.

e) The project site is located within Influence Area "A" associated with San Carlos Airport and San Francisco International Airport (C/CAG 2012 and 2015); however, the proposed project is not located within any airport-related noise compatibility zone. Therefore, the proposed project would result in a **less-than significant impact**.

f) There are no private airstrips located within the project vicinity. Therefore, the proposed project would have **no impact**.

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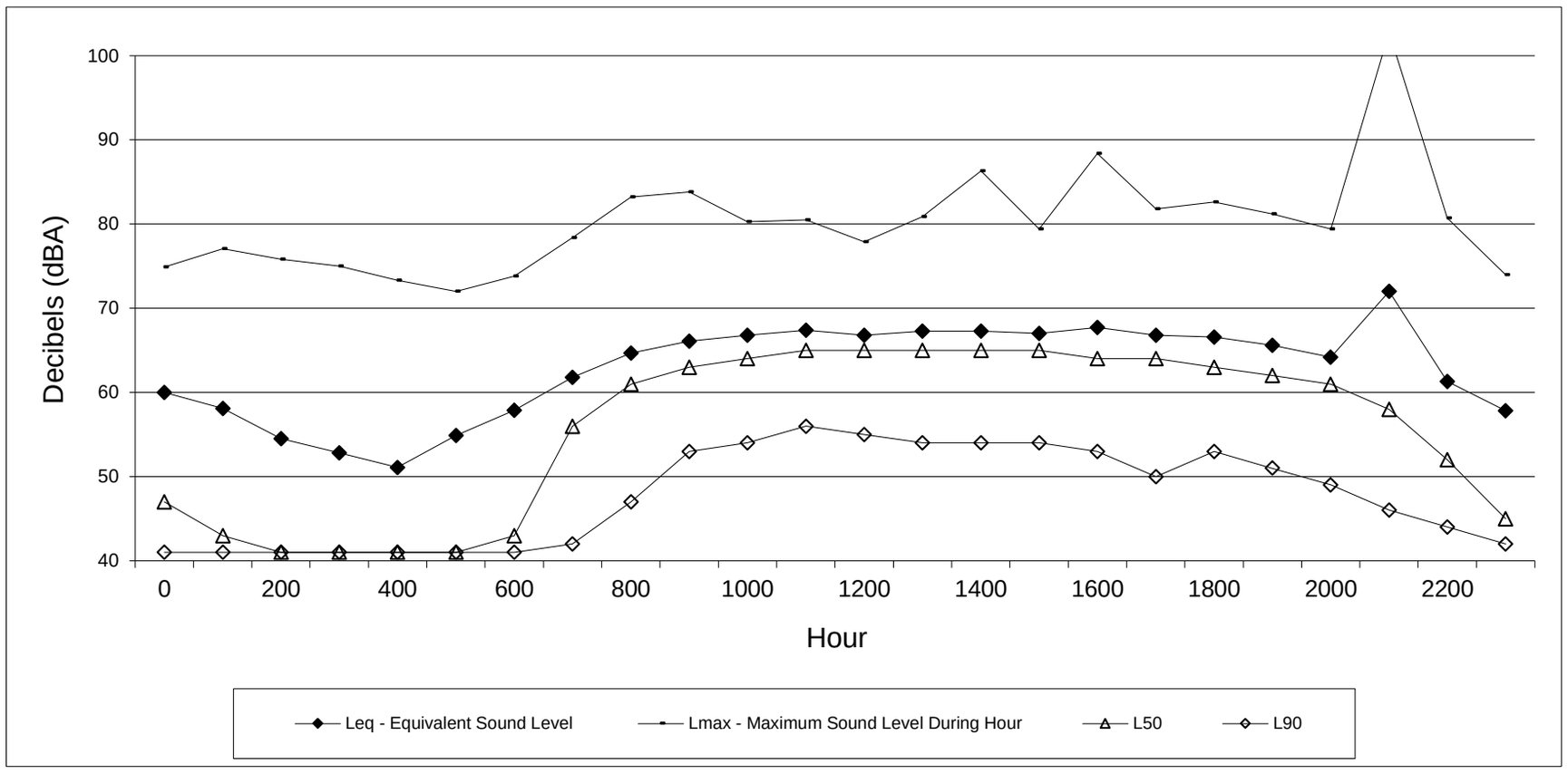
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2 Davis Drive, Belmont, CA

Noise Appendix

Long Term Noise Measurement Graphs

Noise Measurement Location Figure

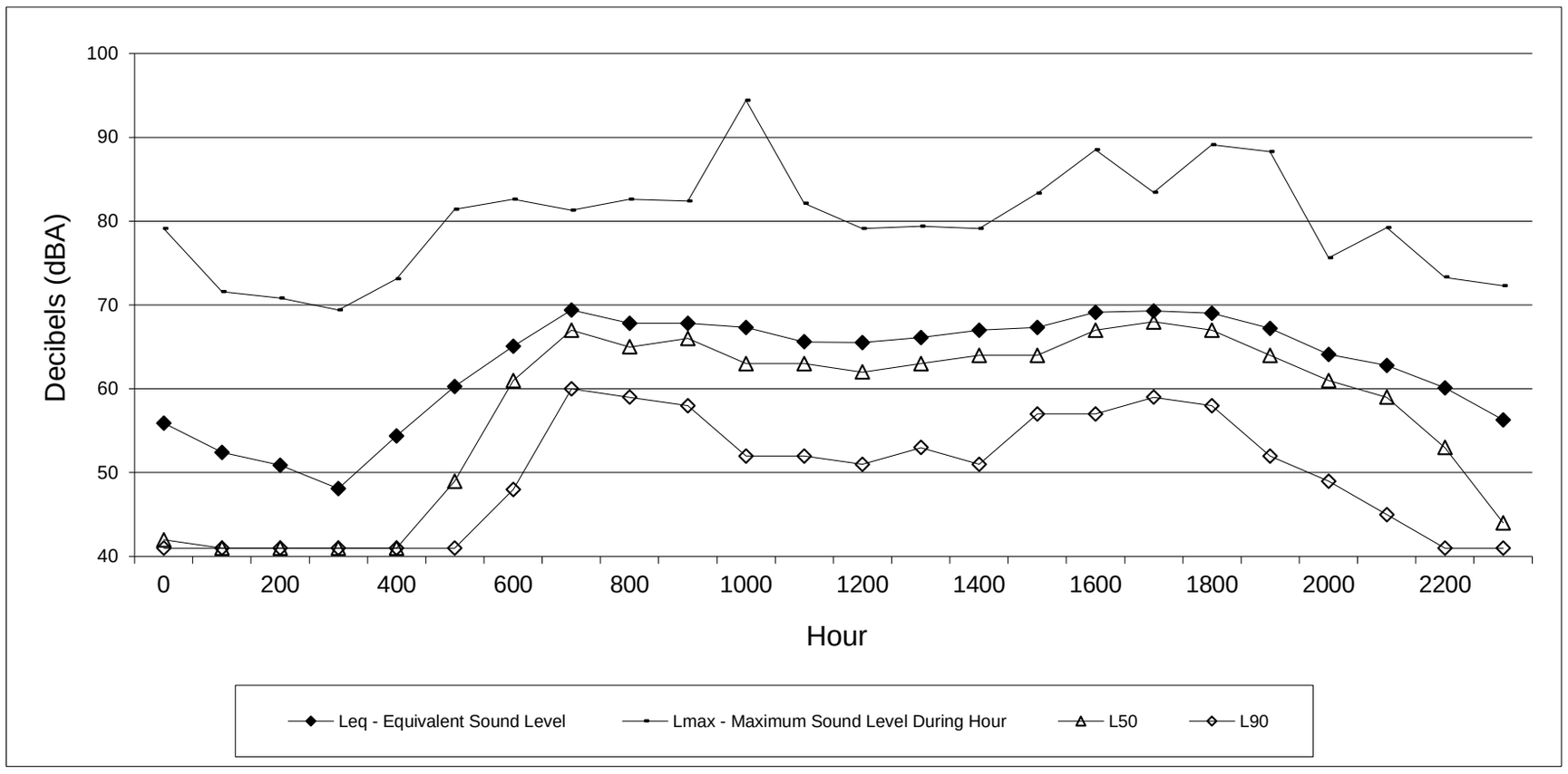


2 Davis Drive, Belmont, CA Project

Site 1: 60 Ft South of Ralston Avenue Centerline
Sunday October 14, 2018

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L50	L90
0	60	75	47	41
100	58	77	43	41
200	55	76	41	41
300	53	75	41	41
400	51	73	41	41
500	55	72	41	41
600	58	74	43	41
700	62	78	56	42
800	65	83	61	47
900	66	84	63	53
1000	67	80	64	54
1100	67	81	65	56
1200	67	78	65	55
1300	67	81	65	54
1400	67	86	65	54
1500	67	79	65	54
1600	68	88	64	53
1700	67	82	64	50
1800	67	83	63	53
1900	66	81	62	51
2000	64	79	61	49
2100	72	103	58	46
2200	61	81	52	44
2300	58	74	45	42

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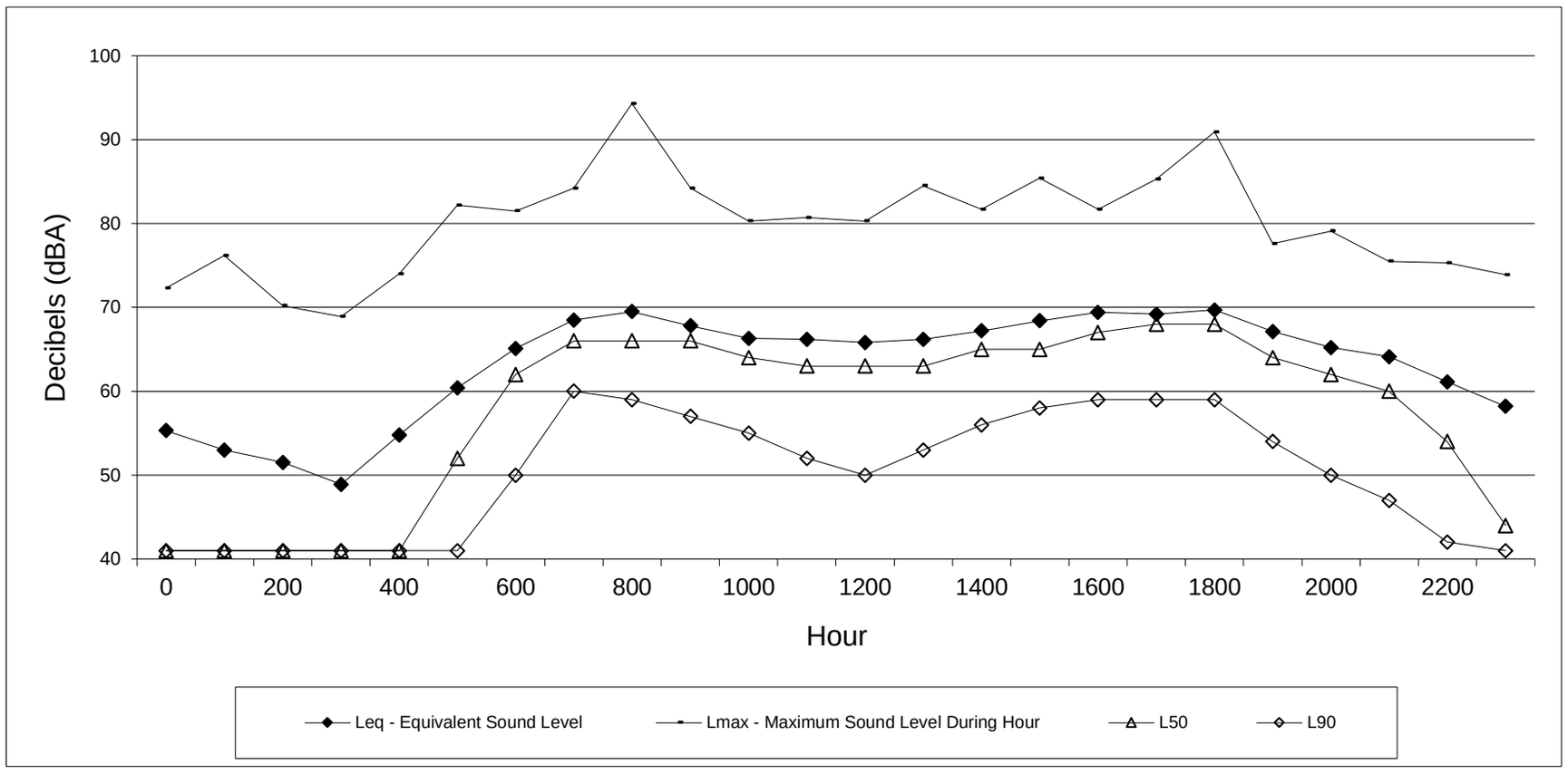


2 Davis Drive, Belmont, CA Project

Site 1: 60 Ft South of Ralston Avenue Centerline
Monday October 15, 2018

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L50	L90
0	56	79	42	41
100	52	72	41	41
200	51	71	41	41
300	48	69	41	41
400	54	73	41	41
500	60	81	49	41
600	65	83	61	48
700	69	81	67	60
800	68	83	65	59
900	68	82	66	58
1000	67	94	63	52
1100	66	82	63	52
1200	66	79	62	51
1300	66	79	63	53
1400	67	79	64	51
1500	67	83	64	57
1600	69	89	67	57
1700	69	83	68	59
1800	69	89	67	58
1900	67	88	64	52
2000	64	76	61	49
2100	63	79	59	45
2200	60	73	53	41
2300	56	72	44	41

CNEL: 69



2 Davis Drive, Belmont, CA Project

Site 1: 60 Ft South of Ralston Avenue Centerline
Tuesday October 16, 2018

Hour	Leq - Equivalent Sound Level	Lmax - Maximum Sound Level During Hour	L50	L90
0	55	72	41	41
100	53	76	41	41
200	52	70	41	41
300	49	69	41	41
400	55	74	41	41
500	60	82	52	41
600	65	82	62	50
700	69	84	66	60
800	70	94	66	59
900	68	84	66	57
1000	66	80	64	55
1100	66	81	63	52
1200	66	80	63	50
1300	66	85	63	53
1400	67	82	65	56
1500	68	85	65	58
1600	69	82	67	59
1700	69	85	68	59
1800	70	91	68	59
1900	67	78	64	54
2000	65	79	62	50
2100	64	76	60	47
2200	61	75	54	42
2300	58	74	44	41

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Figure 1. Noise Measurement Locations



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