

## CEQA Transportation Analysis – Draft Report

# 25500 Clawiter Road Industrial Project

Hayward, California

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## EXECUTIVE SUMMARY

This report presents the findings, conclusions, and transportation impact analysis conducted by Kittelson & Associates for the proposed 25500 Clawiter Road Industrial Project (Project) located in Hayward, California. The Project is located at 25500 Clawiter Road, on the east side of Clawiter Road north of State Route 92 (SR-92), in the city of Hayward. The site has existing structures but is currently vacant. The Project consists of two industrial/warehouse buildings with a total area of 387,271 square feet.

## SUMMARY OF FINDINGS

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

At this time, the future tenants are unknown. For the purpose of this analysis, to represent a worst-case scenario, it is assumed that the Project would be used as an eCommerce site. The Project is expected to generate 2,492 weekday daily vehicle trips, 337 weekday AM peak hour vehicle trips, and 464 weekday PM peak hour vehicle trips. The following recommendations were made to be incorporated as part of this Project in conformance with adopted bicycle and pedestrian plans:

- Ensure that the Project driveways on Clawiter Road are designed for pedestrian visibility safety (e.g., sidewalks clearly delineated, improved visibility by minimizing bushes and large signs).
- Coordinate with the City of Hayward to install warning signage (e.g., bikeway signage and caution signage for exiting vehicles) and continental crosswalks at the Project driveways.
- Ensure the on-site bike sharrows are high visibility and are accompanied by the appropriate signage.

### Project Alternative

A project alternative was analyzed anticipating the development of the site as a light industrial use. The project alternative would generate 1,920 weekday daily vehicle trips, 271 weekday AM peak hour vehicle trips, and 244 weekday PM peak hour vehicle trips. The alternative was found to yield the same recommendations listed above to be incorporated as part of this Project in conformance with adopted bicycle and pedestrian plans.

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# 1 METHODOLOGIES AND EXISTING CONDITIONS

The Project is located at 25500 Clawiter Road, north of State Route 92 (SR-92), in the city of Hayward. The site consists of 20.54 acres on two parcels (APN 439-0080-001-00 and APN 439-0080-003-14). The proposed Project consists of the redevelopment of the former Berkeley Farms site to allow for two new warehousing spec buildings. The Project will consist of the following:

- **Building 1:** an industrial/warehouse building with 232,653 square feet of total space
- **Building 2:** an industrial/warehouse building with 154,618 square feet of total space

This results in a combined total of 387,271 square feet of industrial uses, consisting of 379,526 square feet of warehouse and 7,745 square feet of office space. The Project would also include a parking lot with 230 automobile parking spaces. Access to the Project site would be via three driveways along Clawiter Road. The southernmost driveway would be located at the eastern leg of the intersection of Clawiter Road at Enterprise Avenue with an existing signalized intersection. Two additional driveways would be located at the northern portion of the site near the intersection of Clawiter Road at Diablo Avenue. The study area and Project site boundary are shown in Figure 1, and the Project site is shown on Figure 2.

This transportation impact analysis is therefore subject to the regulations and standards currently in place in the City of Hayward. These standards are outlined in the *Hayward 2040 General Plan – Mobility Element* (2014) and the City of Hayward Traffic Study Guidelines, as summarized below. The City adopted final transportation guidelines in December 2020; however, this analysis used the interim guidelines to maintain consistency with the adjacent Gillig site traffic analysis.

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

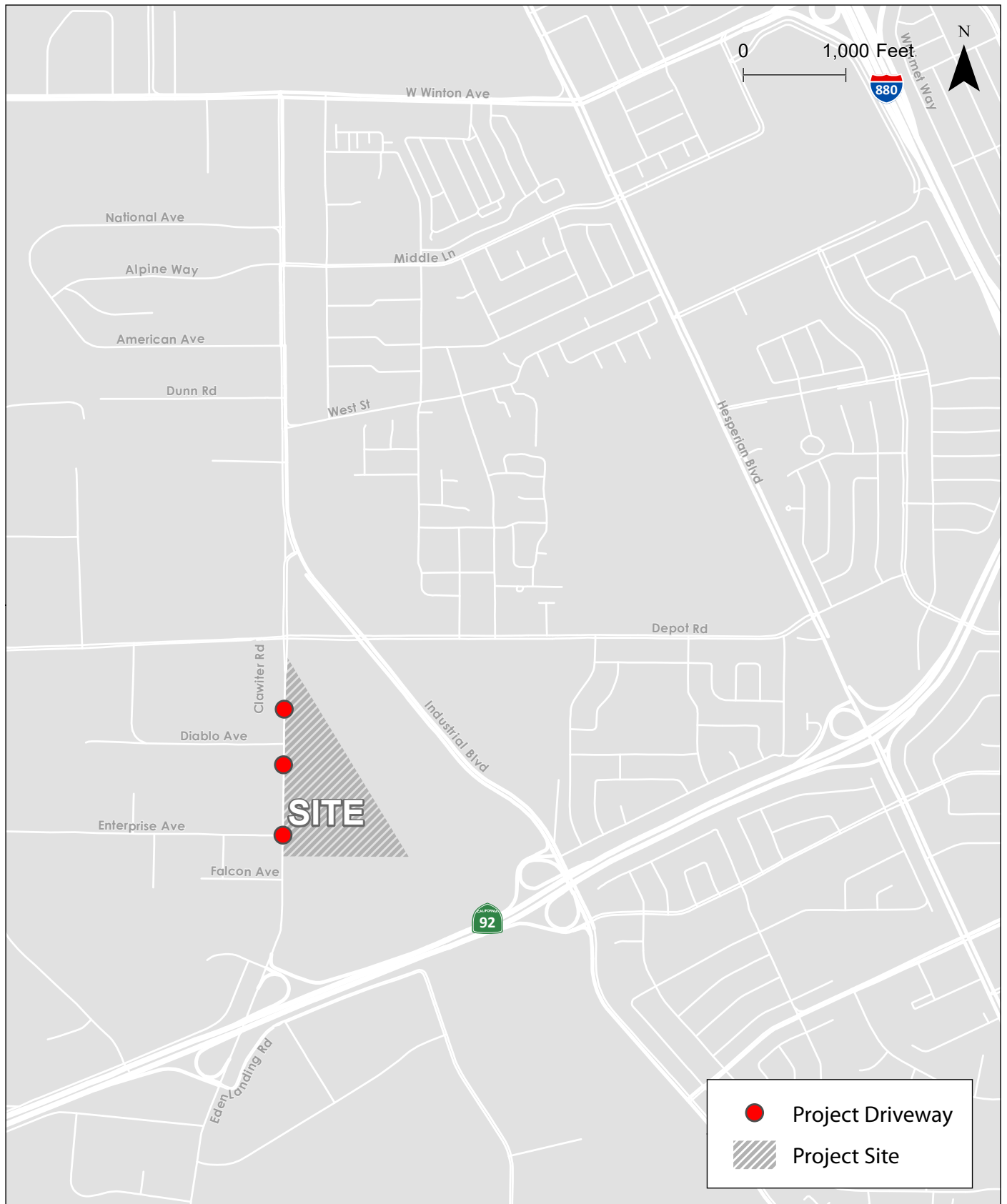
## 1.1 IMPACT CRITERIA AND ANALYSIS STANDARDS

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

The City of Hayward has adopted VMT thresholds of significance and screening criteria, which are used in this study for impact analysis purposes. In addition, LOS analysis (consistent with the City’s traffic study guidelines and the City’s 2040 General Plan policies) is considered part of the non-CEQA analysis conducted to determine any negative project effects on local roadway operations.

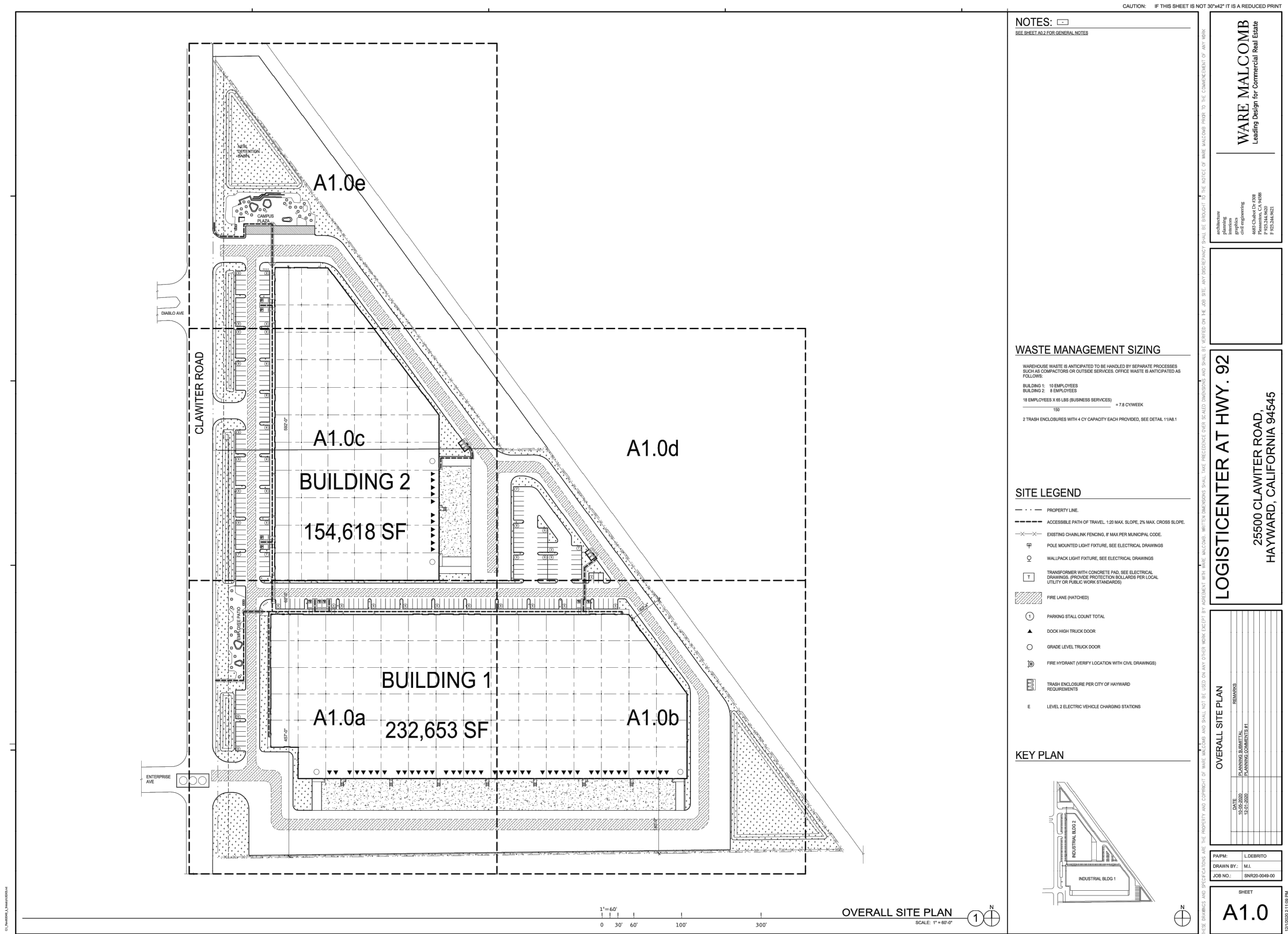


H:\25125516 - Hayward 25500 Clawiter Industrial\TIA\GIS\Figure 01 Study Area and Project Site.mxd - mruliz-leon - 7:41 AM 3/26/2021



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

Figure  
**1**



Project Site Plan  
Hayward, CA

Figure  
2

### 1.1.1 VMT Impact Significance Criteria

Table 1 shows the City’s thresholds of significance by land use to evaluate project impacts under CEQA.

**Table 1: VMT Thresholds of Significance for Residential and Employment Projects**

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

Source: City of Hayward, December 2020

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

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

### 1.1.2 Intersection Level of Service Standards

Under SB 743, a project’s effect on automobile delay shall not constitute a significant environmental impact. Therefore, level of service (LOS) is only included for non-CEQA purposes to determine if local intersections operate acceptably and if the project would cause any negative effects on local roadway operations. This approach is consistent with the City’s adopted thresholds of significance and screening criteria.

*Goal 4 Local Circulation-M-4.3* of the City of Hayward’s 2040 General Plan requires intersections to maintain a peak-hour LOS of E or better for signalized intersections. M-4.3 describes this as follows: “The City shall maintain a minimum LOS E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of needed improvements or when there would be other unacceptable consequences, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays.”

### 1.1.2.1 Signalized Intersections

Signalized intersection improvements should be identified if the project would degrade the AM or PM peak hour conditions from an acceptable LOS E or better under the No Project scenario to an unacceptable LOS F under the Plus Project scenario. The exception to this criterion is when LOS F is determined by the City of Hayward as acceptable due to right-of-way constraints or when there would be adverse effects to other modes of travel, such as bicycle, pedestrian, or transit.

In addition, improvements should be identified at an intersection already operating at LOS F under an Existing or No Project scenario if the addition of project traffic results in an increase of 5.0 seconds or more in the intersection's average control delay.

### 1.1.2.2 Unsignalized Intersections

At unsignalized intersections, the need for improvements is based on LOS and delay, and whether any of the following are met:

- Traffic signal warrant,
- Pedestrian signal warrant, or
- All-way stop warrant

Note that solely triggering a warrant does not trigger the need for an intersection improvement, but the City will at its discretion require or not require that a signal be installed, where warranted.

### 1.1.2.3 Level of Service Definitions

In this report, LOS is based on the Highway Capacity Manual (HCM) 6<sup>th</sup> edition definitions, included as Table 2 for ease of reference. The HCM methodology assigns a LOS grade to an intersection based on the delay for vehicles at the intersection, ranging from LOS A to LOS F; LOS A signifies very slight delay with no approach phase fully utilized, while LOS F signifies very high delays and congestion, frequent cycle failures, and long queues. For signalized and all-way stop-controlled intersections, the average control delay for all vehicles is assessed. For two-way stop-controlled intersections, the intersection approach with the highest delay is utilized.

**Table 2: Level of Service Standards**

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersection	Unsignalized Intersection
A	< 10.0	< 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

Source: Highway Capacity Manual, 6<sup>th</sup> Edition

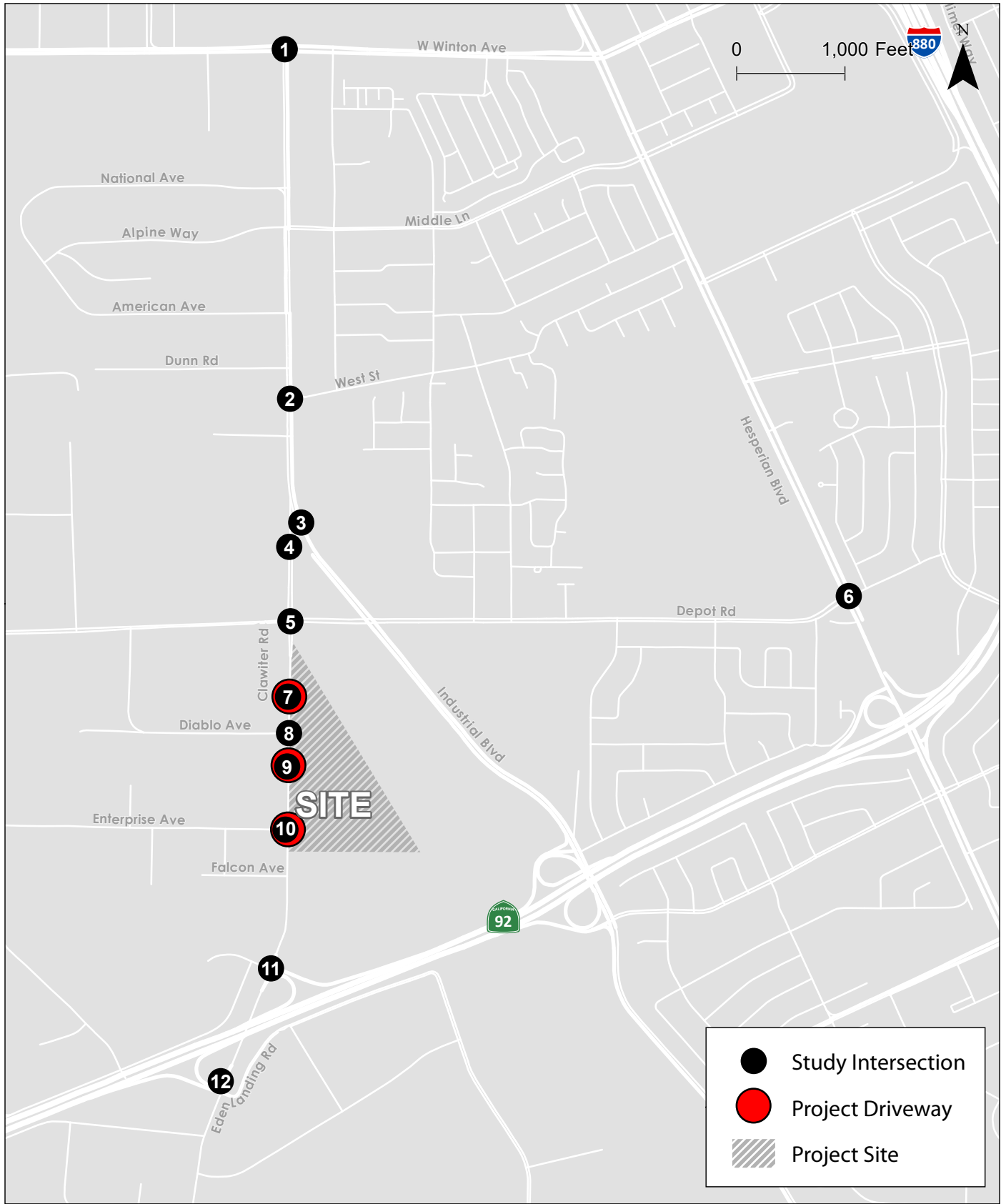
#### 1.1.2.4 Study Intersections

A total of 12 study intersections (listed in Table 3 and shown in Figure 3) were selected for the purposes of this analysis, including three Project driveways. All study intersections are under the City of Hayward’s jurisdiction except for the two SR-92 ramps, which are also Caltrans intersections. These study intersections were selected based on discussions with City staff.

**Table 3: Study Intersections**

Intersection		Traffic Control
1	Clawiter Rd./Tuskegee Airmen Dr. & Winton Ave.	Signal
2	Clawiter Rd. & West St.	Signal
3	Clawiter Rd. & Industrial Blvd. (east)	Signal
4	Clawiter Rd. & Industrial Blvd. (west)	TWSC
5	Clawiter Rd. & Depot Rd.	Signal
6	Hesperian Blvd. & Depot Rd.	Signal
7	Clawiter Rd. & north driveway	TWSC
8	Clawiter Rd. & Diablo Ave.	TWSC
9	Clawiter Rd. & central driveway	TWSC
10	Clawiter Rd. & Enterprise Ave. (south driveway)	Signal
11	Clawiter Rd. & Breakwater Ct./SR-92 WB ramps	Signal
12	Clawiter Rd. & SR-92 EB ramps/Eden Landing Rd.	AWSC

Note: TWSC signifies a two-way stop-controlled intersection. AWSC signifies an all-way stop-controlled intersection.



**Intersection Study Locations  
Hayward, California**

**Figure  
3**

## 1.2 DEVELOPMENT OF FUTURE TRAVEL DEMAND

Study intersection operations and queuing are evaluated under the Background Year 2025 and Cumulative Year 2035 condition for non-CEQA local transportation analysis purposes. This evaluation has been conducted using projected peak hour traffic volumes derived from the Hayward General Plan Update version of the Alameda CTC Countywide Model.

The model includes future development throughout the region. The 2035 forecasts are consistent with regional totals for growth projected by Association of Bay Area Governments (ABAG) in their Projections 2009 report. Therefore, the traffic forecasts reflect traffic from growth in Hayward as well as traffic from future developments in the region that may use the local roadways. Cumulative 2035 No Project volumes were extracted from the travel model and adjusted based on the incremental or difference method described in NCHRP 255<sup>1</sup> methods, consistent with the methodology used for the Hayward General Plan and other citywide Specific Plans. The method compares 2035 model volumes to existing year model volumes to identify the growth increment, and then adds this increment to the existing counts, thus smoothing out any model validation error compared to existing counts. The Background 2025 No Project Volumes were developed by interpolating volumes between existing and Cumulative 2035 volumes.

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

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

## 1.3 EXISTING NETWORK

### 1.3.1 Roadways

The roadway system in the study area consists of arterial, collector, and local roadways that serve local and regional traffic demand. The vehicular facilities in the study area are discussed below.

#### 1.3.1.1 Arterial Roadways

**Hesperian Boulevard** is a north-south Principal Arterial and truck route that runs the entire length of the city of Hayward and extends north into San Lorenzo. To the south, it becomes Union City Boulevard at the border of Hayward and Union City. Near the study area, it is a six-lane facility with a concrete landscaped median in the center. The curb-to-curb right of way is about 90 feet, and travel lanes are typically 11 feet wide. The posted speed limit is 35 mph.

**Clawiter Road** is a north-south facility that is classified as a Minor Arterial north of Depot Road and designated as a truck route by the City of Hayward. Clawiter Road extends from Winton Avenue and ends at the SR-92 interchange, where it connects to Eden Landing Road. North of Industrial Boulevard, it is a four-lane facility with a two-way left-turn lane in the center and street parking on both sides of the road. The inner lanes are 10 feet wide, and the outer lanes are 18 feet wide to accommodate street parking. The speed limit is 35 mph. The curb-to-curb right of way is about 72 feet. Clawiter Road provides access to mostly light industrial and commercial land uses. About 1,000 feet north of Depot Road, Clawiter Road becomes a Collector Street. Clawiter Road is designated as a bicycle route.

**Winton Avenue** is an east-west facility that is classified as a Minor Arterial and truck route. It is a four-lane facility with a two-way left-turn lane in the center. The curb-to-curb right of way is approximately 72 feet and widens to about 90 feet at the intersection with Clawiter Road. Travel lanes are typically 11 feet wide and widen to 18 feet when street parking is available. The posted speed limit is 35 mph. Winton Avenue begins at the Hayward Regional Shoreline to the west, passes by the Hayward Executive Airport and I-880, and terminates at the intersection of SR-92. Winton Avenue is a bicycle route west of Clawiter Road and has a buffered bike lane on the south side east of Clawiter Road.

**Industrial Boulevard** is a north-south facility that is classified as a Minor Arterial north of Depot Road and designated as a truck route by the City of Hayward. It begins about 1,000 feet north of the intersection of Depot Road and Clawiter Road and diverges southwest. It crosses SR-92 and turns into Industrial Parkway at Hesperian Boulevard. It is a four-lane facility with intermittent concrete medians and two-way left-turn lanes. The curb-to-curb right of way is approximately 72 feet and widens to 90 feet at the intersection of Depot Road. The inner travel lanes are 11 feet wide, and the outer travel lanes are 18 feet wide to accommodate a bicycle route. The posted speed limit is 35 mph.



### 1.3.1.2 Collector Roadways

**Clawiter Road** is a north-south Collector roadway south of Depot Road and designated as a truck route by the City of Hayward. It is a two-lane facility south of Industrial Boulevard. A two-way left-turn lane runs between Enterprise Avenue and the railroad crossing north of the SR-92 interchange. The curb-to-curb right of way is 35 to 45 feet, and the travel lanes are about 16 feet wide. The posted speed limit is 35 mph north of the SR-92 interchange and 25 mph south of the interchange. Sidewalks are available intermittently, and street parking is prohibited. Clawiter Road is designated as a bicycle route.

**Eden Landing Road** is a north-south Collector roadway south of SR-92. It connects to Clawiter Road at the SR-92 interchange and extends to the east through a light industrial area and terminates to the south at Mt. Eden Creek. It is a four-lane facility that narrows to a two-lane facility with a speed limit of 25 mph. The curb-to-curb right of way is about 48 feet, and the travel lanes are 12 to 24 feet wide. On-street parking is prohibited. Eden Landing Road has buffered bike lanes southwest of Clawiter Road and has bike lanes to the east.

**Depot Road** is an east-west Collector roadway that begins to the west at the shoreline and terminates at Hesperian Boulevard, where it becomes Cathy Way. It is a four-lane facility that is a bicycle route. The curb-to-curb right of way is 48 feet west of Clawiter Road and expands to approximately 60 feet wide to the east to accommodate turn pockets. East of Industrial Boulevard, Depot Road narrows to 48 feet. Travel lanes are about 12 feet wide. There are sidewalks on both sides of the road, but no on-street parking west of Industrial Boulevard.

### 1.3.1.3 Local Roadways

**Diablo Avenue** is an east-west Local roadway that begins at an unnamed road west of Viking Street and ends at Clawiter Road to the east. It is a two-lane facility with a posted speed limit of 25 mph. The curb-to-curb right of way at Clawiter Road is about 65 feet but narrows to 48 feet to the west. No sidewalks, on-street parking, or bicycle facilities exist on the roadway.

**Enterprise Avenue** is an east-west Local roadway that begins to the west at the shoreline and ends at Clawiter Road, where it turns into a driveway that provides truck access for the former Berkeley Farms warehouse. It is a two-lane facility with a posted speed limit of 25 mph. On-street parking is available on both sides of the street, but there are no sidewalks or bicycle facilities. The curb-to-curb right of way is 48 feet, and each travel lane is 16 feet wide.

### 1.3.2 Transit Service

The transit system in the study area consists of local bus service. The transit facilities in the study area are discussed below and shown in Figure 4.

#### 1.3.2.1 Alameda-Contra Costa Transit District

Alameda-Contra Costa Transit District (AC Transit) provides bus service in the study area. AC Transit bus routes and local bus stops are shown in Figure 4. In addition, weekday bus service in the study area is documented in Table 4.

**Table 4: Existing AC Transit Weekday Service**

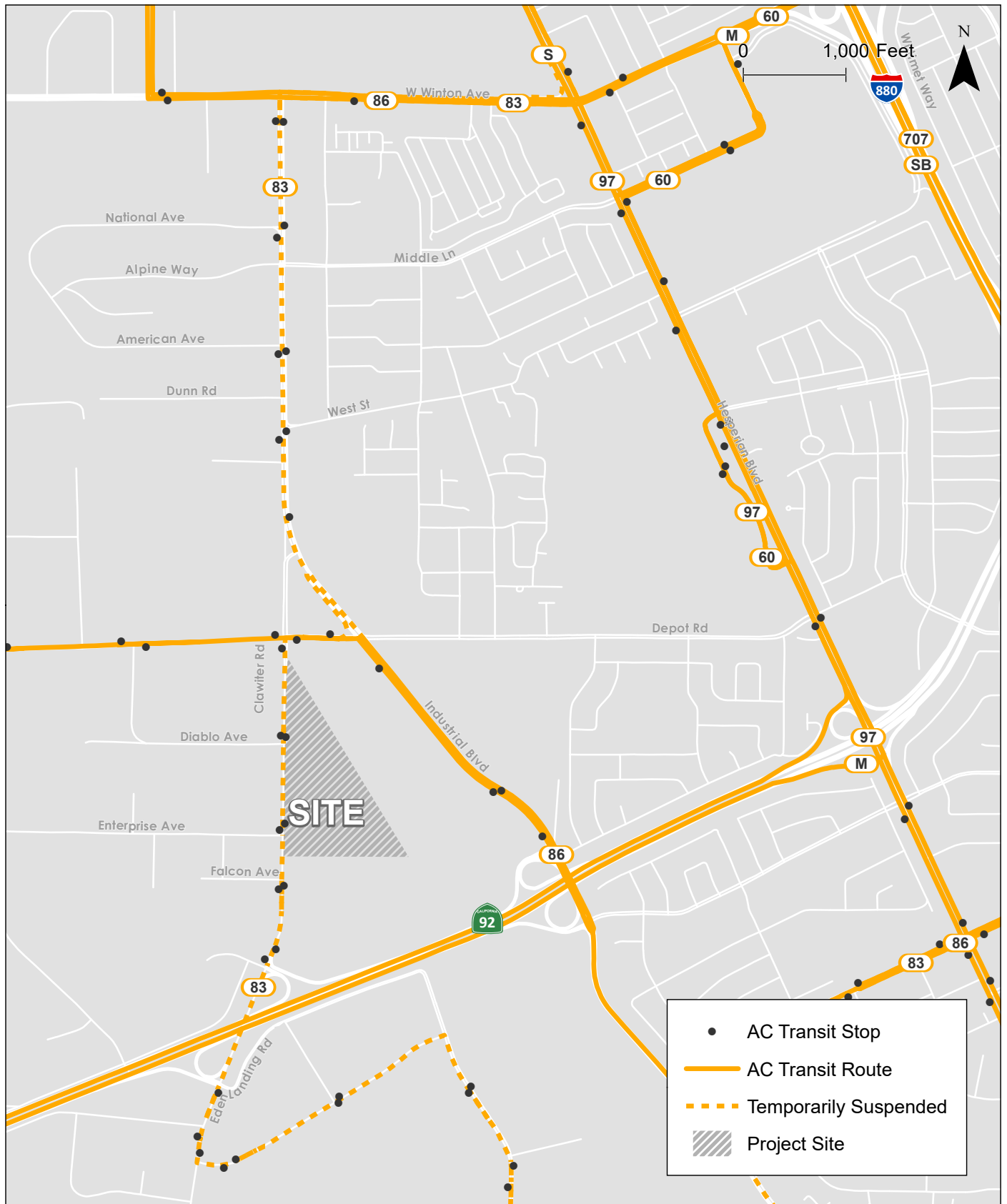
Route	Beginning and End Points		Peak / Off-Peak Frequency (in Minutes)
	North/West	South/East	
97	Bay Fair BART	Union City BART	30/30
86	Hayward BART	South Hayward BART	35/35
M	Hayward BART	Hillsdale Caltrain	40/45

Source: AC Transit, 2021

There are three bus routes that operate within the site vicinity. AC Transit Route 97 runs along Hesperian Boulevard with stops at the Hayward Air Terminal and Chabot College, then travels down Union City Boulevard before turning east onto Alvarado Boulevard into Union City. It makes stops in the Alvarado District, then travels east on Alvarado-Niles Road. The line ends in the Decoto District at the Union City BART station. Route 86 begins at the Hayward BART station and travels west on Winton Avenue, south on Cabot Boulevard, and east on Depot Road. It then travels south on Industrial Boulevard and east on Tennyson Road before terminating at the South Hayward BART station. Route M, which runs between the Hayward BART and Hillsdale Caltrain stations, travels along SR-92 and Hesperian Boulevard in the study area.

On Winton Avenue, there is an AC Transit bus stop about 650 feet east of the intersection at Clawiter Road and another AC Transit bus stop about 1,200 feet west of the intersection at Clawiter Road. These two bus stops feature a bench and a shelter.

At the intersection of Clawiter Road and Depot Road, there are seven bus stops within a ¼-mile radius of the intersection that serve the Route 86 bus.









Existing Transit Network  
Hayward, California


Figure  
4

### 1.3.3 Pedestrian Facilities

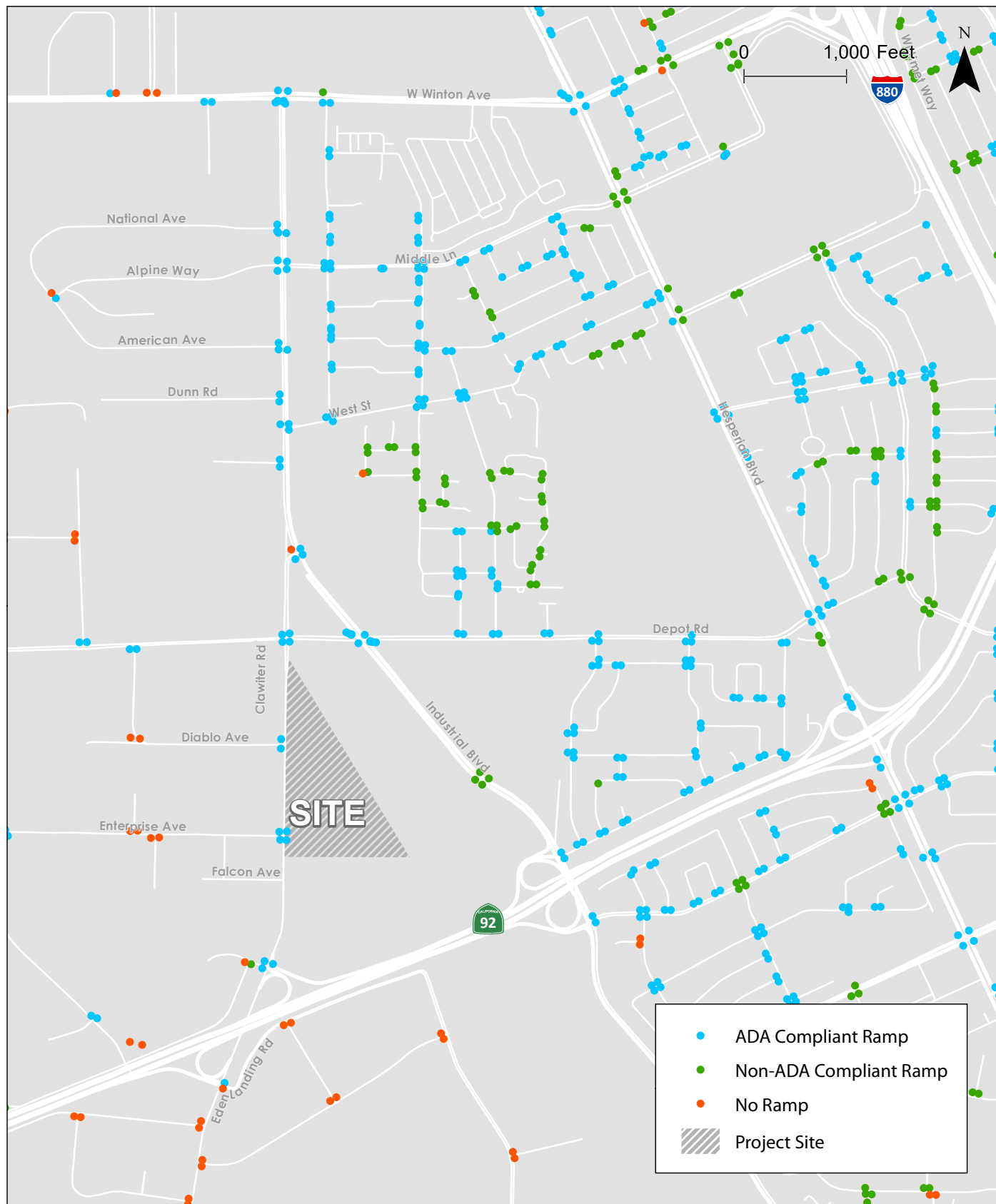
The study area offers several types of facilities and amenities that support walking. The availability and quality of pedestrian facilities can be analyzed using seven key factors as shown in Table 5.

**Table 5: Pedestrian Facility Conditions**

Factor	Description	Assessment
 Sidewalk Availability	Sidewalk availability is core to supporting walkability and safety, separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on <u>both sides</u> of the roadway and are available along the entire segment rather than end midblock.	Most roadways in the study area have sidewalks that end midblock. Gaps in the network include the north side of Winton Avenue. The east side of Clawiter Road has gaps between Dunn Road and West Street, 375 feet north of Depot Road, and from the railroad crossing to Enterprise Avenue. The west side of Clawiter Road has gaps south of Enterprise Avenue. South of the SR-92 interchange, Clawiter Road does not have sidewalks. Eden Landing Road also does not have sidewalks.
 Sidewalk Conditions	Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking.	Where sidewalks exist, they are generally in good condition free of cracks, breaks, or visible damage. Sidewalk widths range from 4 feet to 8 feet but are often narrower due to utility boxes and poles.
 Crosswalk Availability	Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings.	Most intersections feature marked crosswalks on at least two legs. Crosswalks at Clawiter Road and SR-92 WB ramps have non-ADA compliant ramps. High-visibility ladder crosswalks are available at the Clawiter/Industrial (east), Clawiter/Depot, Clawiter/Enterprise, and Clawiter/Breakwater intersections. Where crosswalks have not been updated to be high visibility, they tend to be faded; this includes some intersections which may have newly installed high-visibility ladder crosswalks for some intersection legs but faded standard crosswalks for others.
 Shading	Shading, whether natural or artificial, can encourage walking in areas such as Southern California which are relatively warm with limited rainfall, especially in the summer.	Shading around the study corridors is provided intermittently by street trees and buildings. There are relatively long stretches of Clawiter Road that are not shaded due to the industrial land uses surrounding the road. Depot Road is well-shaded between Clawiter Road and Hesperian Boulevard but lacks shade west of Clawiter Road.
 Flat Grade	Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility.	The study area is generally flat with mild inclines or declines for short stretches (e.g., SR-92 overpass at Clawiter Road).
 Buffer	Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure.	Buffers in the form of landscaping and street parking are present intermittently along all study corridors, but gaps persist on all corridors. No intersections feature bulbouts except for the north side of West Street at its intersection with Clawiter Road.

Factor	Description	Assessment
 <b>Amenities</b>	<p>In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more interesting walking environment and increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture.</p>	<p>Street furniture generally is not included along the roadways in the study area. As outlined in the transit section above, some bus stops do not provide any amenities other than a bus stop sign.</p> <p>The roadways in the study area mostly traverse light industrial and commercial land uses, and most of the arterials and collectors are designated truck routes. Thus, pedestrian-oriented uses generally do not exist in the area.</p>

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



**Existing Crosswalk Ramps  
Hayward, California**

**Figure  
5**

### 1.3.4 Bicycle Facilities

The study area contains a bicycle facilities network that consists primarily of dedicated street space for bicyclists. Figure 6 displays the existing designated bicycle facilities in the study area.

Bicycle facilities are categorized into four types, as described below:

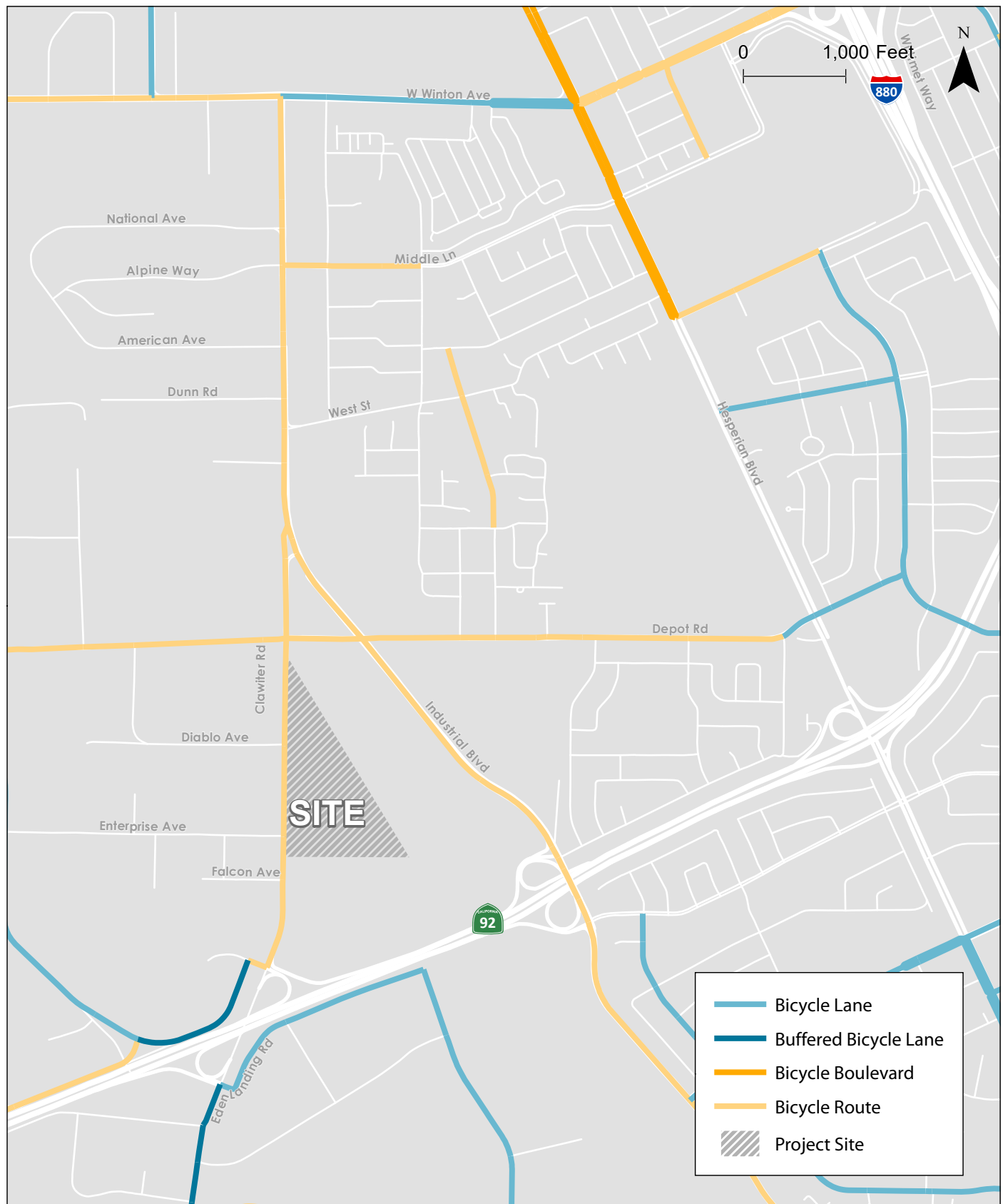
- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right of way for bicycle travel that is completely separate from any street or highway.
- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane, and the bike lane could be adjacent to on-street parking.
- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right of way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).
- **Class IV Bikeway (Separated Bike Lane).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

As shown in Figure 6, the existing bicycle facilities in the study area include:

- Class III bike route on Clawiter Road
- Class II buffered bike lanes on Eden Landing Road south of SR-92
- Class III bike route on Depot Road
- Class III bike route on Industrial Boulevard
- Class III bike route on Winton Avenue west of Clawiter Road and on the north side of Winton Avenue east of Clawiter Road
- Class II bike lane on the south side of Winton Avenue east of Clawiter Road

The City of Hayward Bicycle & Pedestrian Master Plan (BPMP) includes a map of roadways with the top bicycle prioritization scores, highlighting roads that are prime candidates for improvements. Within the study area, these include portions of Hesperian Boulevard, Clawiter Road, Winton Avenue, Industrial Boulevard, Depot Road, and Breakwater Avenue (parallel to SR-92). The draft plan includes the following bicycle improvements in the study area:

- Class IV separated bikeway on Clawiter Road
- Class IV separated bikeway on Depot Road west of Industrial Boulevard
- Class II bicycle lane on Depot Road east of Industrial Boulevard
- Class IV separated bikeway on Industrial Boulevard
- Class IV separated bikeway on Winton Avenue
- Class IV separated bikeway on Hesperian Boulevard



**Existing Bikeway Network  
Hayward, California**

**Figure  
6**



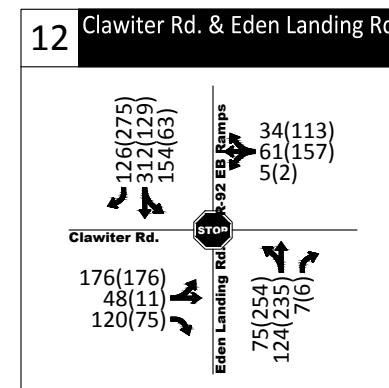
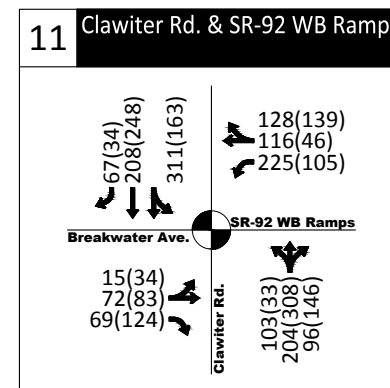
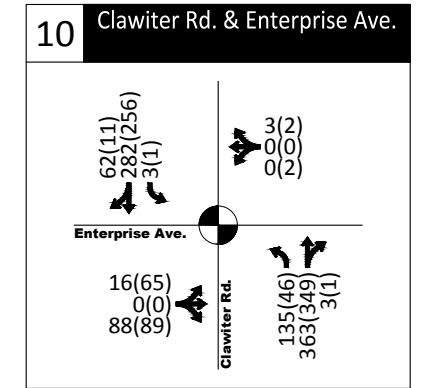
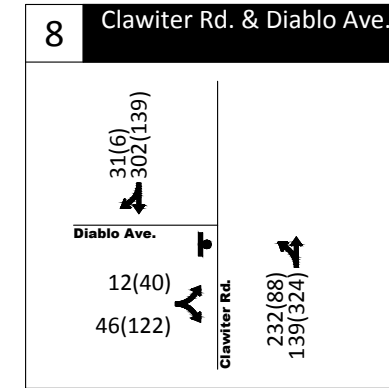
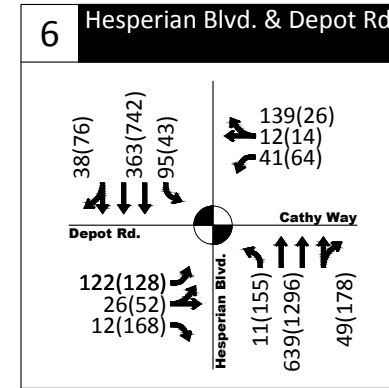
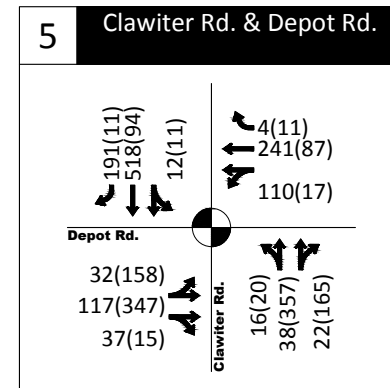
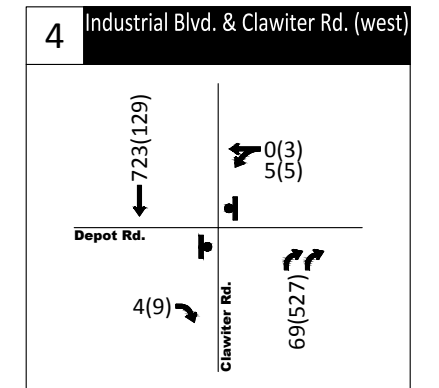
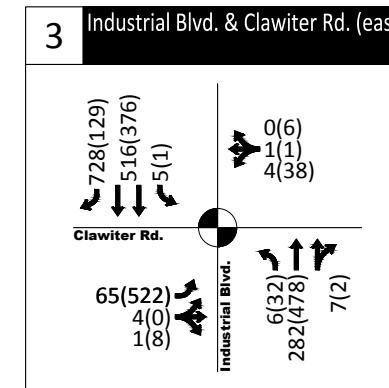
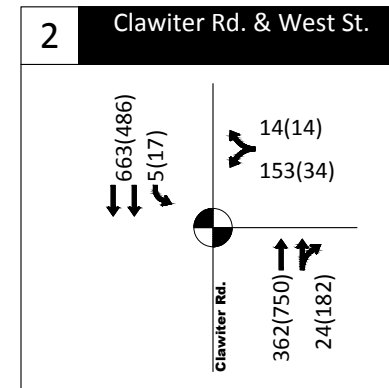
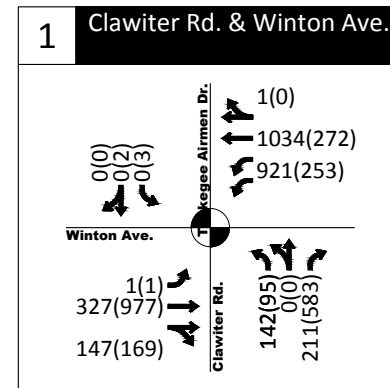
## 1.4 EXISTING TRAFFIC VOLUMES

### 1.4.1 Automobile Traffic Volumes

Vehicle turning movement data was collected on Wednesday, August 5, 2020 during the weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods. Because the traffic counts were collected during the COVID-19 pandemic, the counts were anticipated to be lower than normal. Therefore, the counts were compared to historical traffic counts collected during normal conditions from February 2016, July 2017, or January 2020 at five of the study intersections (study intersections #1, #3, #5, #11, and #12). Generally, it was found that the AM peak hour counts were about 35 percent lower in 2020, and the PM peak hour counts were about 20 percent lower in 2020. Therefore, it was concluded that:

- Historical counts from January 2020 would be used to analyze study intersections #1, #3, #5, #11, and #12 without adjustment.
- For the remaining intersections, the August 2020 counts would be used with growth applied uniformly (35 percent to the AM counts and 20 percent to the PM counts).
- Adjustments would be made to balance volumes between the two Clawiter Road and Industrial Boulevard intersections (east and west).
- Northbound and southbound through volumes at the Project's northern and central driveways (which are not used at this time) would be estimated based on adjacent intersections.
- The adjustment methodology was verified and approved by City transportation staff.

Figure 7 shows the existing automobile peak hour volumes at the study intersections, including the adjusted volumes where applicable. Intersection control (i.e., signalized or stop-controlled) and lane geometries are also shown. Appendix A contains the field-collected count sheets and the COVID-19 adjustment calculations.



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

Existing Automobile Peak Hour Volumes  
Hayward, CA

Figure  
7

## 1.4.2 Pedestrian and Bicycle Volumes

Pedestrian and bicycle volumes were collected at the study intersections as part of the data collection effort. Table 6 and Table 7 present the pedestrian and bicycle volume data for the weekday AM and weekday PM peak hours, respectively. The tables indicate minimal pedestrian and bicycle activity in the study area, indicative of industrial land uses.

**Table 6: Pedestrian and Bicycle Volumes (Weekday AM Peak Hour)**

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

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

**Table 7: Pedestrian and Bicycle Volumes (Weekday PM Peak Hour)**

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

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

## 2 VMT IMPACT ANALYSIS

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

### 2.1 EQUIVALENT LAND USE AND APPLICABLE THRESHOLDS AND SCREENING CRITERIA

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

The City’s thresholds of significance by land use are shown in Table 1. Given that the Project is an industrial park with primarily industrial uses and other minor supporting uses, it was determined that the employment-industrial threshold (VMT per employee below the existing regional average) would be appropriate to apply to the Project.

### 2.2 VMT SCREENING

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

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

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

The low-VMT area screening criterion applies to this Project, and the Project can be screened out of a detailed VMT analysis because the Project site is located in an area of the city with below average VMT (see Figure 8).

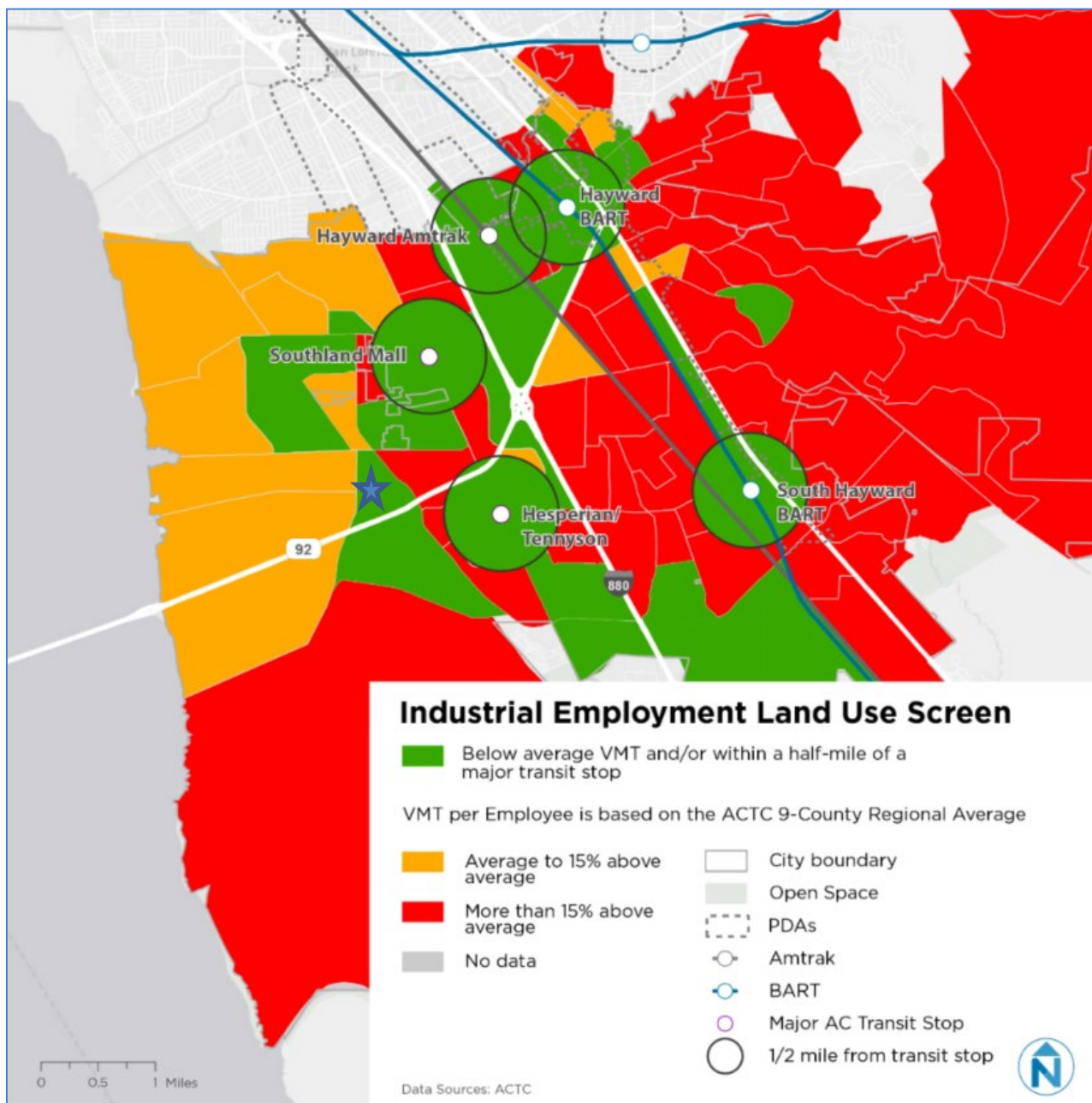
The project includes low-VMT supporting features:

- The project incentivizes commuting by bike, with bike racks and storage facilities, fitness facilities, and showers. On-site bike sharrows will also be included.

- An on-site food truck space will be made available so employees are likelier to remain on-site for lunch.
- The project includes features that are similar to or better than what exists today for density and parking to support no increase in VMT per industrial employee. The project improves conditions compared to what is currently on the site:
  - Increases density: The site's previous use had 237,800 square feet of development. With the project, this would increase to 387,271 square feet.
  - Decreases parking supply per building area: The previous facility provided 0.78 parking spaces per thousand square feet of building area. With the project, on-site parking will decrease to 0.59 parking spaces per thousand square feet of building area.

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

**Figure 8: Employment-Industrial Land Use Screening Map**



★ **Project Location**

Source: VMT Thresholds of Significance and Screening Criteria – Hayward TIA guidelines, December 2020



### 3 PROJECT TRIP GENERATION AND DISTRIBUTION

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

#### 3.1 TRIP GENERATION

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

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

Trips were estimated using data provided by the Institute of Transportation Engineers (ITE) and shown in Table 8. Trip generation for the Project was estimated using rates for the High-Cube Fulfillment Center Warehouse – Sort land use code (Code 155). The trip rates were obtained in April 2020 from the most recent data available in the web-based Trip Generation database maintained by ITE. At this time, the future tenants are unknown, but given the building layout and recent trends, it is likely that the Project could be used as an eCommerce site, similar to delivery and distribution operations like FedEx, UPS, Amazon, or other. Using Code 155 would best represent traffic generated by eCommerce tenant types. For this analysis, Kittelson conservatively applied the upper limit trip rate, as it yields the highest number of trips per area. As shown in Table 8, the Project is expected to generate 2,492 weekday daily vehicle trips, 337 weekday AM peak hour vehicle trips, and 464 weekday PM peak hour vehicle trips. Traffic counts at half of the existing study intersections were taken after the buildings were vacated and therefore do not include traffic from the existing buildings. Therefore, no trip credits are being recommended for the existing buildings located on the Project site, as they have been vacated by April of 2020.

**Table 8: Project Trip Generation Estimate**

Trip Generation Rates								
Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse – Sort (ITE Code 155)	KSF	6.44	81%	19%	0.87	39%	61%	1.20
Trip Generation Estimates								
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project	387 KSF	2,492	273	64	337	181	283	464
<b>Net New Trips</b>		2,492	273	64	337	181	283	464

Source: Kittelson & Associates, Inc., 2021; Institute of Transportation Engineers, 2017.

Notes: KSF signifies thousand square feet.



To inform decision makers of potential traffic impacts with the development of a lower trip generation alternative, a project alternative was evaluated using rates for the General Light Industrial ITE land use code. Trip generation for the Project Alternative was estimated using rates for the General Light Industrial ITE land use code (Code 110). As shown in Table 9, the Project Alternative is expected to generate 1,920 weekday daily vehicle trips, 271 weekday AM peak hour vehicle trips, and 244 weekday PM peak hour vehicle trips. As with the Project analysis, no trip credits are being recommended for the existing buildings located on the Project site for the Project Alternative analysis.

**Table 9: Project Alternative Trip Generation Estimate**

Trip Generation Rates								
Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
General Light Industrial (ITE Code 110)	KSF	4.96	88%	12%	0.70	13%	87%	0.63
Trip Generation Estimates								
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project Alternative	387 KSF	1,920	238	33	271	32	212	244
<b>Net New Project Trips</b>		1,920	238	33	271	32	212	244

Source: Kittelson & Associates, Inc., 2021; Institute of Transportation Engineers, 2017.

Notes: KSF signifies thousand square feet.

## 3.2 TRIP DISTRIBUTION

Project trip distribution was developed using the City of Hayward General Plan travel demand model. The project trip distribution is based on the model's distribution of trips in and out of the traffic analysis zone (TAZ) representing the project site, as well as adjustments to reflect local travel patterns and circulation conditions. The project trip distribution percentages are shown in Figure 9.

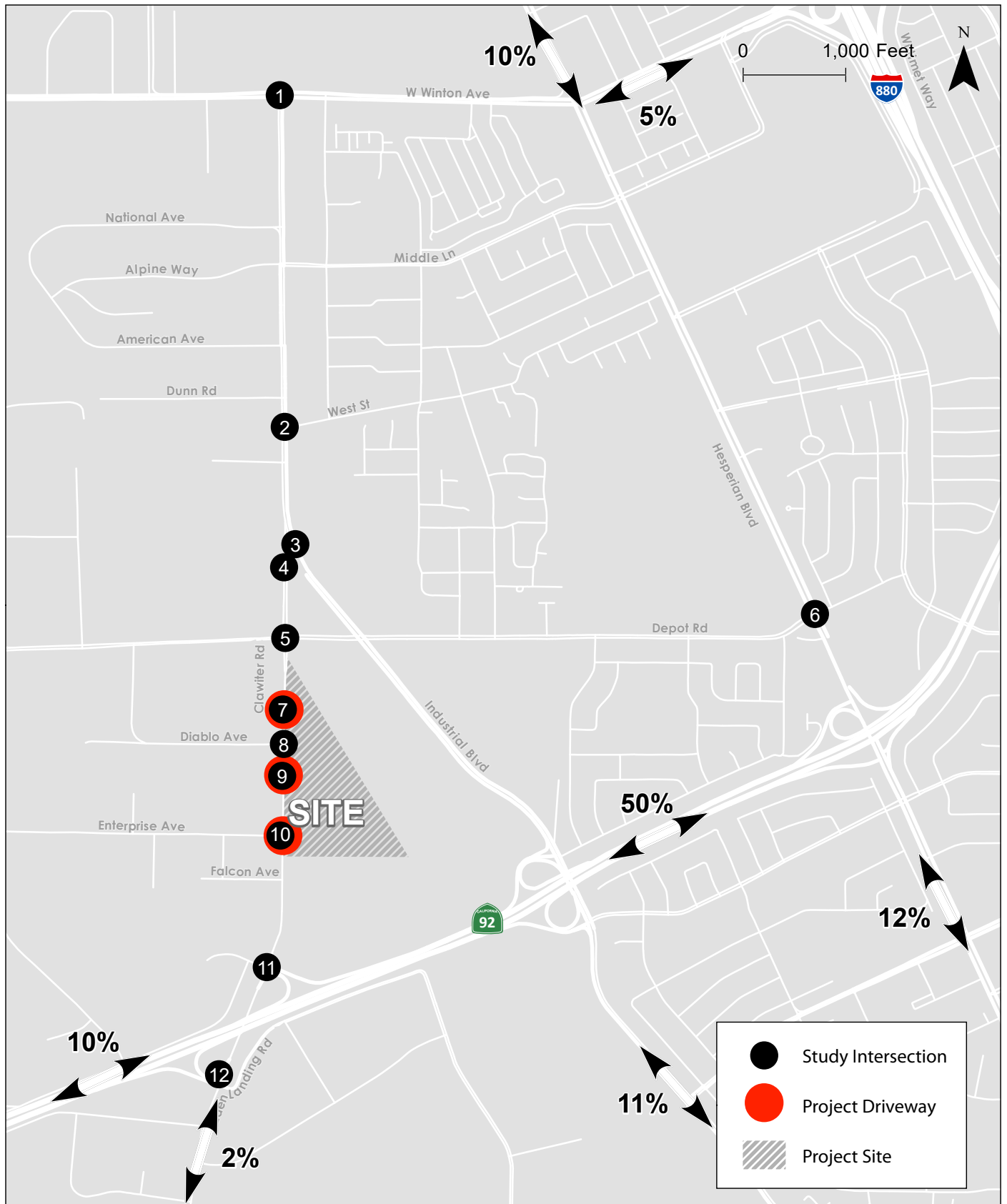
The trip distribution for the Project is as follows:

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

All trip distribution destinations total up to 100 percent.

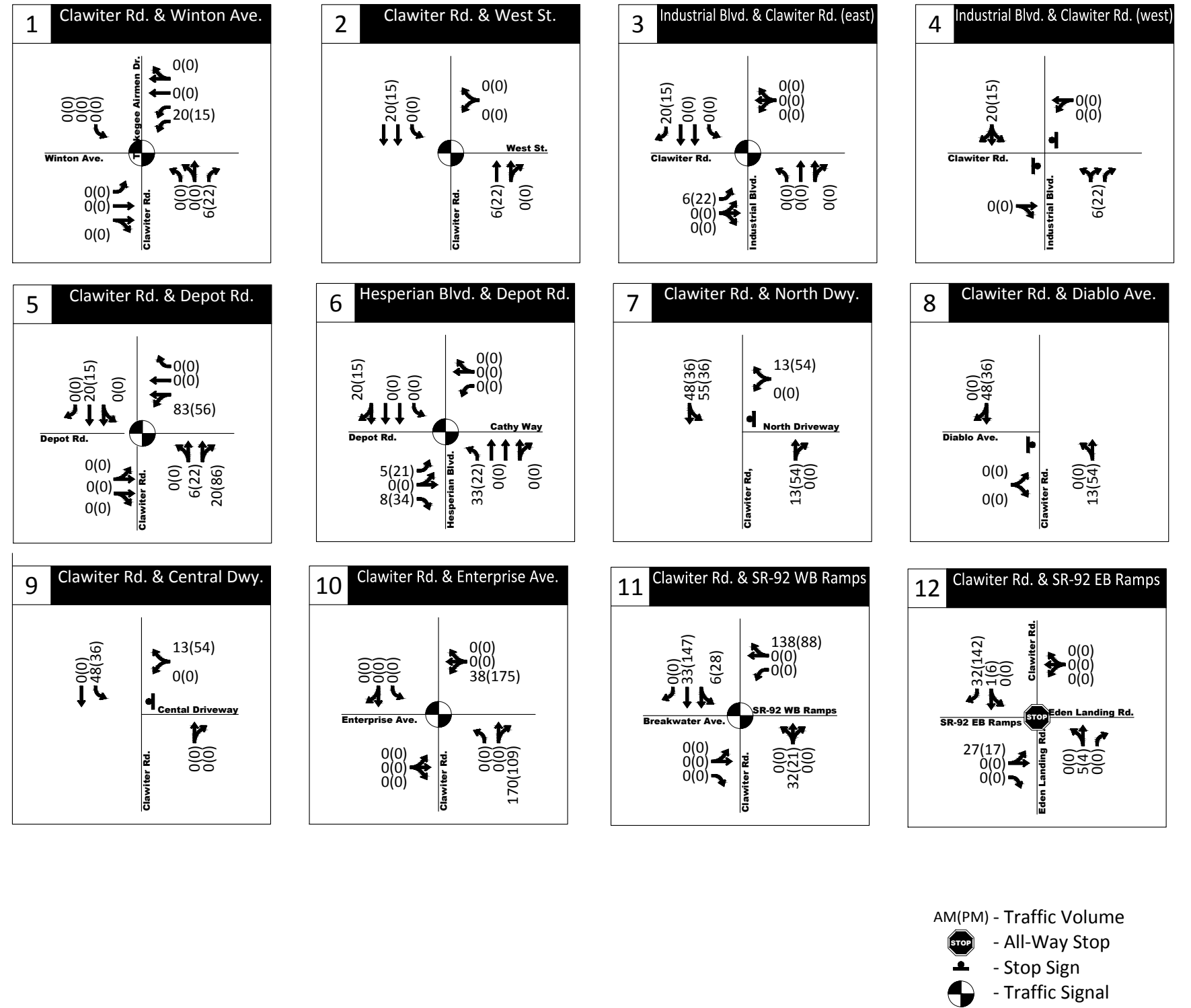
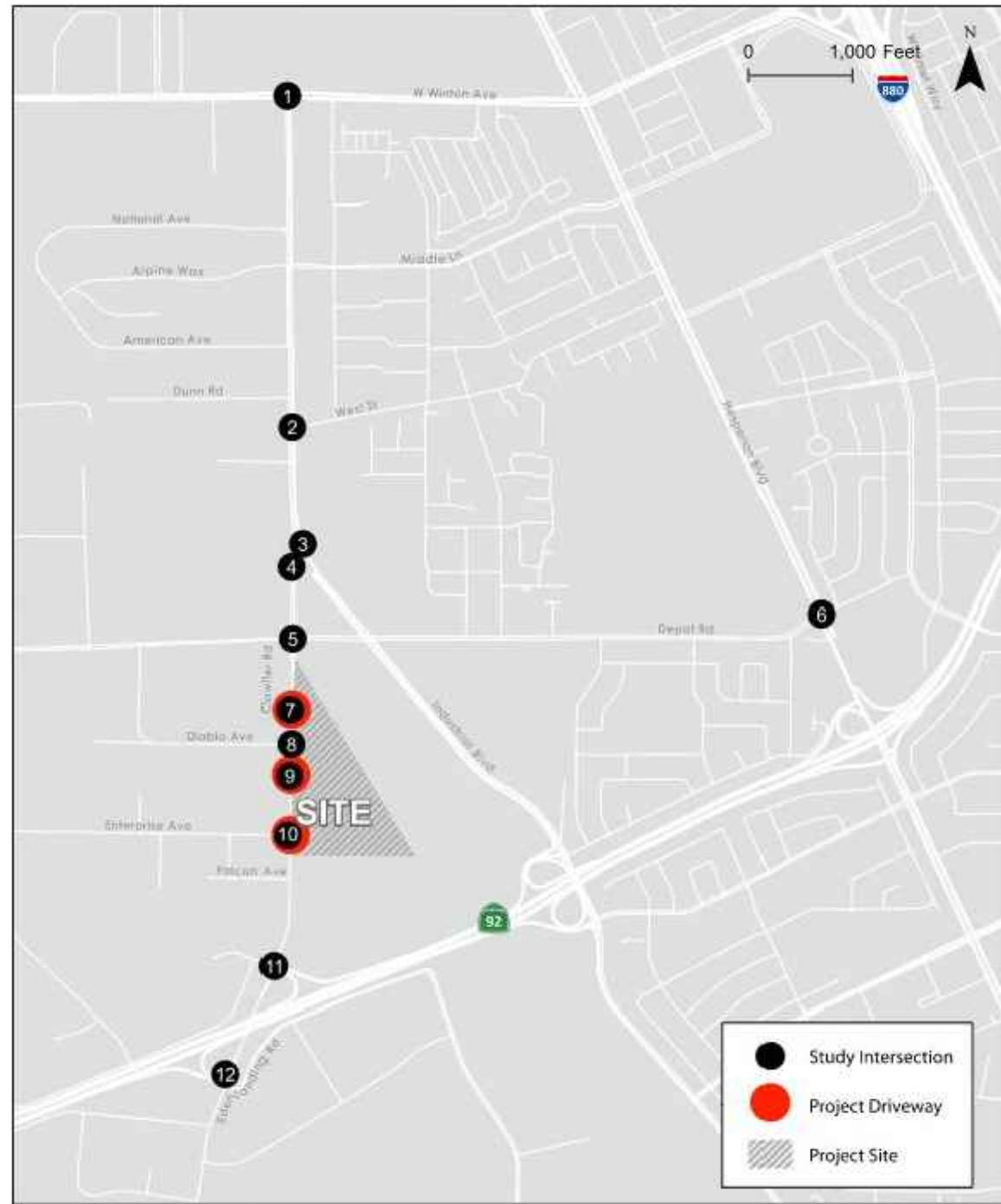
Figure 10 presents the weekday AM and PM Project Only turning movements that were derived from the trip generation and trip distribution discussed in this section. These Project Only volumes will be used in the Existing Plus Project, Background 2022 Plus Project, and Cumulative 2035 Plus Project analyses.

The Project Alternative land use scenario analysis follows the same Project trip distribution and analysis scenarios as the High-Cube Fulfillment Center Warehouse land use Project scenario. Figure 12 presents the weekday AM and PM Project Only turning movements that were derived from the trip generation and trip distribution discussed in this section.



**Project Trip Distribution Percentages  
Hayward, California**

**Figure  
9**



Project Only AM and PM Peak Hour Trips  
Hayward, CA

Figure  
10

## 4 PUBLIC TRANSIT, PEDESTRIAN, AND BICYCLE ASSESSMENT

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

### 4.1 PUBLIC TRANSIT ASSESSMENT

The Project is not expected to increase traffic levels at intersections serving local AC Transit buses (i.e., Routes 86, 97, and M) to levels that would require improvements under any of the Plus Project scenarios. While the Project is expected to degrade operations at the intersection of Clawiter Road and SR-92 EB ramps/Eden Landing Road, which serves the temporarily suspended AC Transit Route 83, recommended improvements have been provided to improve operations. In addition, the Project is not expected to degrade local access to bus stops along Clawiter Road, which can be accessed via the local sidewalk network and existing facilities such as ADA curb ramps and crosswalks. There are no active bus stops near the Project, and no bus stops abut the Project driveways. Therefore, implementation of the Project would not conflict with plans, programs, and policies regarding transit facilities, nor would it decrease the performance and safety of such facilities.

### 4.2 PEDESTRIAN ASSESSMENT

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

The site will have three pedestrian access points along each driveway. To access the north half of the Project, pedestrians can utilize a dedicated pedestrian walkway through the site. Pedestrians accessing the central driveway will have access to sidewalks on both sides and will have to cross parking to access sidewalk on building 2. Pedestrians accessing the south half of the Project will not have a dedicated walkway through the access easement, but will have sidewalk on both ends of the site access. In addition, pedestrian lighting is provided at multiple locations in both the north and south halves.

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

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

### 4.3 BICYCLE ASSESSMENT

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

The site plan includes bike racks consistent with California Green Building Code (CALGreen) requirements for developers to provide bicycle parking for five percent of the vehicular parking spaces added on a site. The Project site includes the required 12 bike stalls, and long-term bike parking will be provided inside the buildings.

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

- Coordinating with the City of Hayward to install signage (e.g., bikeway signage and caution signage) for vehicles entering or exiting the Project driveways.
- Ensuring the on-site bike paths are implemented with the appropriate pavement markings and signage.

The City of Hayward implemented its Bicycle and Pedestrian Master Plan on September 29, 2020. The 2020 BPMP replaces and builds on the City's original 2007 Bicycle Master Plan with its inclusion of pedestrian-centered facilities and extensive public input. The new plan recommends a total of 153 miles of new bicycle facilities, including 32 miles of multi-use paths for both pedestrians and cyclists. The plan proposes replacing the bike route along Clawiter Road with Class IV bike lane that would provide a physical separation from vehicular traffic (see Figure 6). The property owner shall coordinate with the City to determine the feasibility of implementing these improvements along the property frontage along Clawiter Road at this time, or to determine a project contribution to improvements to be installed at a future time.

## 5 SUMMARY OF FINDINGS

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

However, the following recommendations were made to be incorporated as part of this Project to ensure the project would not conflict with adopted bicycle and pedestrian plans:

- Ensure that the Project driveways on Clawiter Road are designed for pedestrian visibility safety (e.g., sidewalks clearly delineated, improved visibility by minimizing bushes and large signs).
- Coordinate with the City of Hayward to install warning signage (e.g., bikeway signage and caution signage for exiting vehicles) and continental crosswalks at the Project driveways.
- Ensure the on-site bike sharrows are high visibility and accompanied by the appropriate signage.
- The property owner shall coordinate with the City to determine the feasibility of implementing improvements to develop a Class IV bike lane along the property frontage along Clawiter Road at this time, or to determine a project contribution to improvements to be installed at a future time.

### Project Alternative

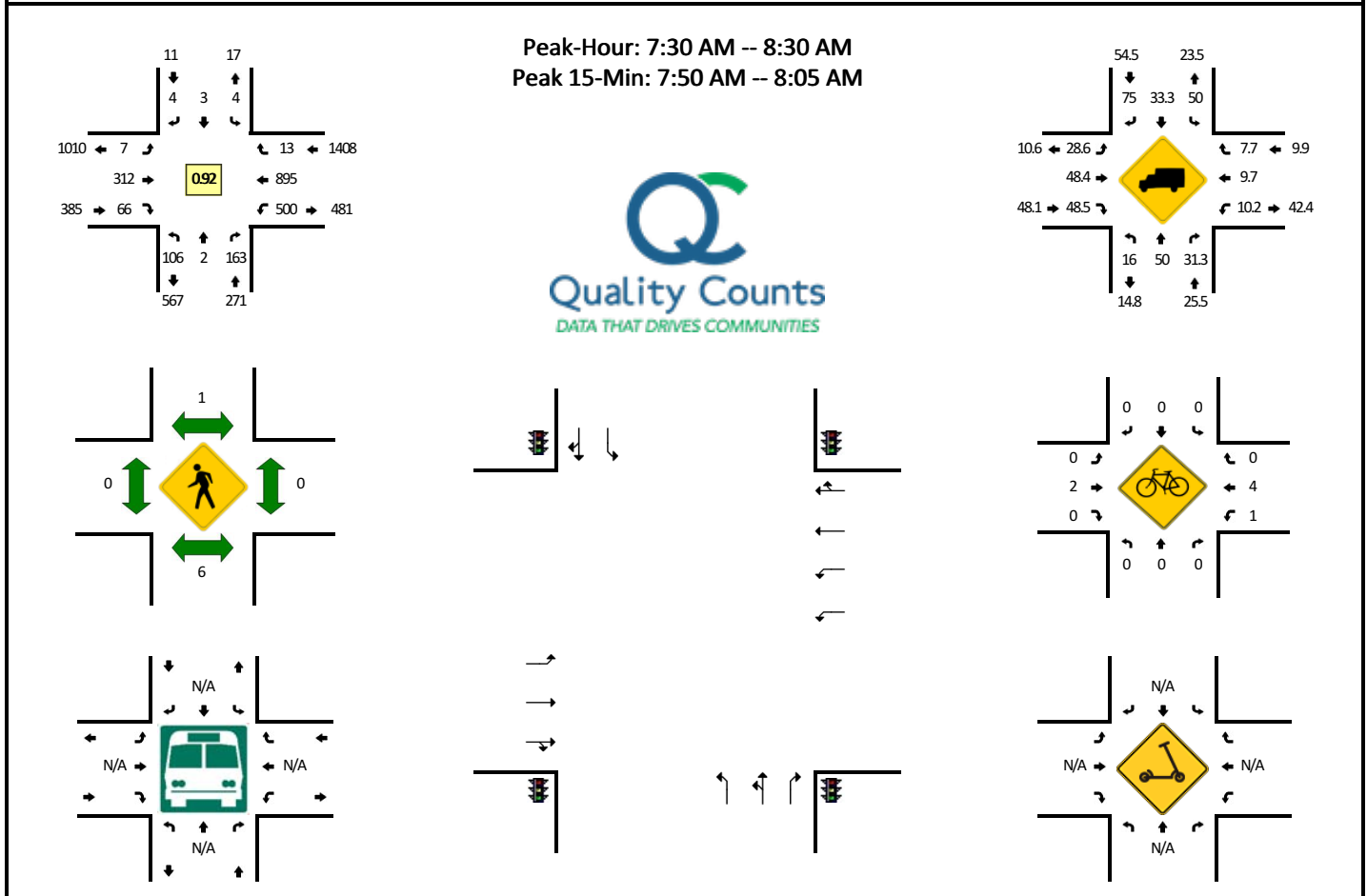
A project alternative was analyzed anticipating the development of the site as a light industrial use. The project alternative would generate less vehicle trips. The alternative was found to yield the same conclusions above.

## Appendix A Traffic Counts and COVID-19 Adjustment Calculations



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**CITY/STATE:** Hayward, CA

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

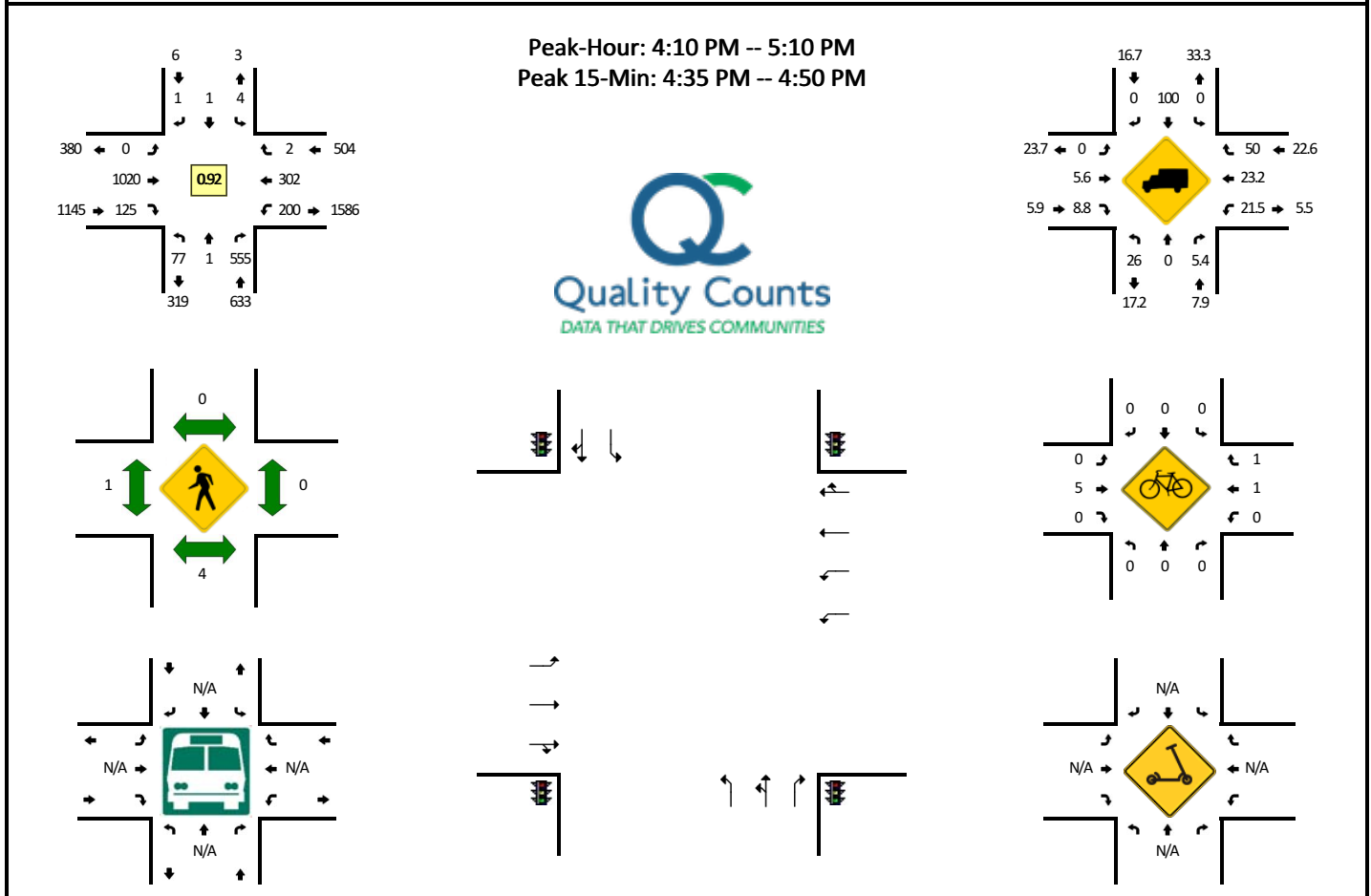


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				W Winton Ave (Eastbound)				W Winton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	0	8	0	2	0	0	0	0	42	3	0	35	76	3	0	177	
7:05 AM	8	0	16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

Comments:

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

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



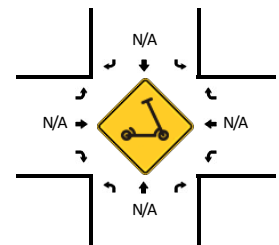
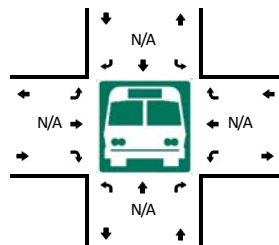
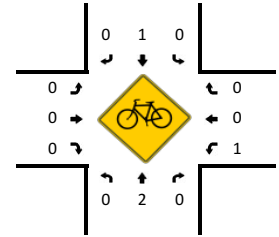
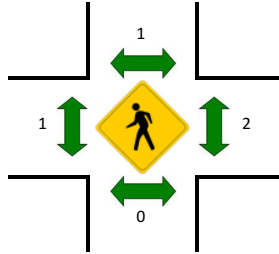
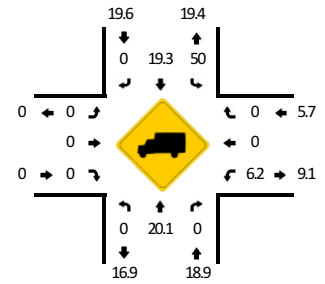
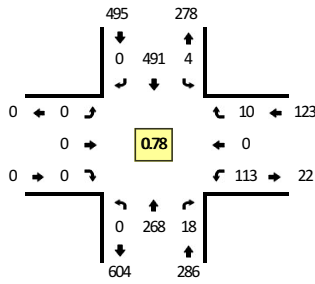
5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				W Winton Ave (Eastbound)				W Winton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	56	0	0	0	0	0	0	72	12	0	14	24	0	0	186	
4:05 PM	9	0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

**Comments:**

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

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

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

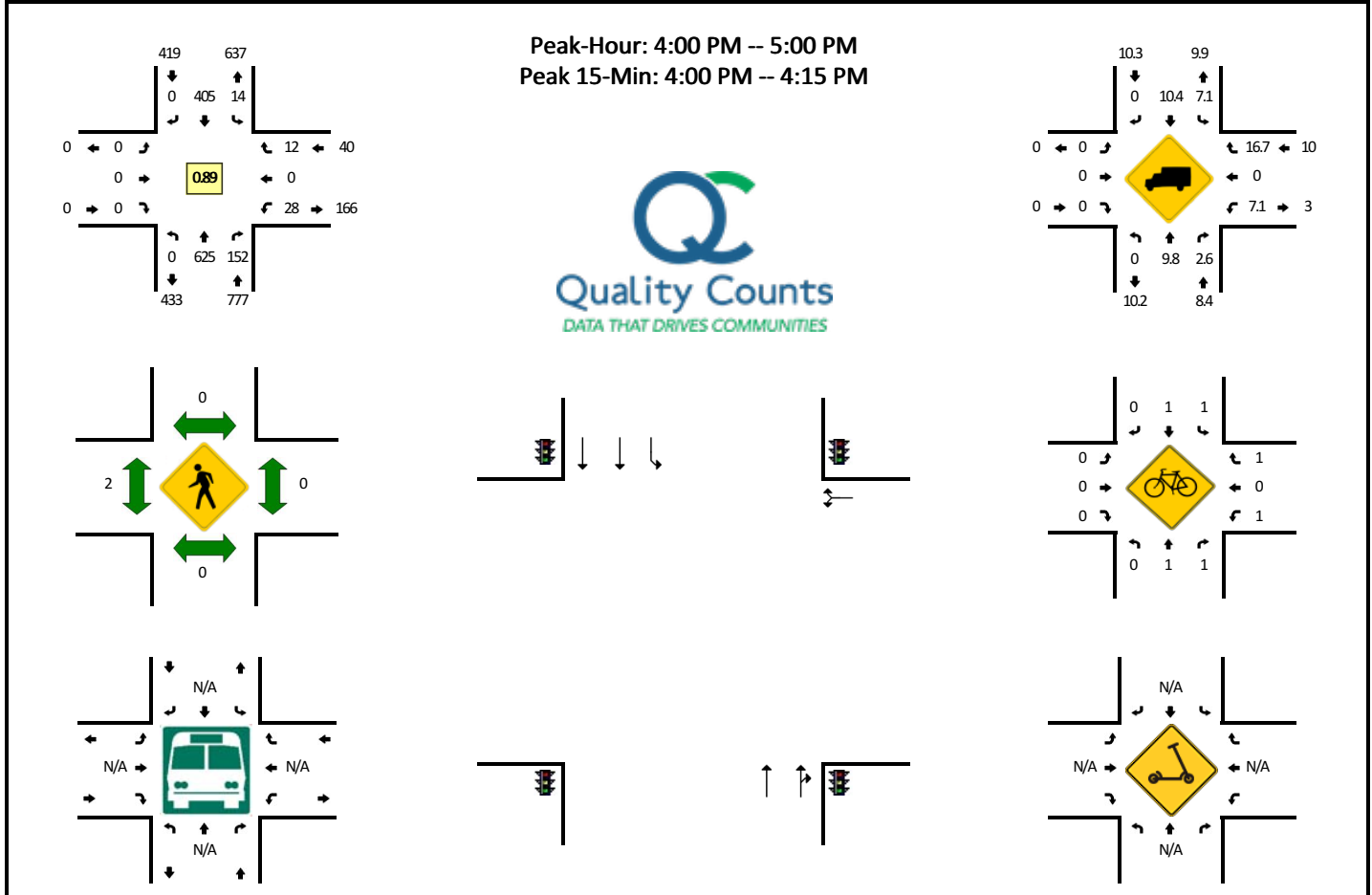


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				West St (Eastbound)				West St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	21	1	0	0	26	0	0	0	0	0	0	5	0	0	0	53	
7:05 AM	0	32	0	0	0	36	0	0	0	0	0	0	1	0	0	0	69	
7:10 AM	0	16	0	0	2	39	0	0	0	0	0	0	3	0	2	0	62	
7:15 AM	0	18	1	0	0	38	0	0	0	0	0	0	9	0	0	0	66	
7:20 AM	0	26	3	0	0	39	0	0	0	0	0	0	9	0	0	0	77	
7:25 AM	0	15	0	0	0	39	0	0	0	0	0	0	6	0	1	0	61	
7:30 AM	0	21	0	0	0	35	0	0	0	0	0	0	10	0	1	0	67	
7:35 AM	0	24	1	0	1	33	0	0	0	0	0	0	7	0	0	0	66	
7:40 AM	0	25	2	0	0	40	0	0	0	0	0	0	12	0	0	0	79	
7:45 AM	0	16	2	0	0	35	0	0	0	0	0	0	11	0	1	0	65	
7:50 AM	0	28	5	0	3	48	0	0	0	0	0	0	17	0	2	0	103	
7:55 AM	0	23	1	0	0	46	0	0	0	0	0	0	15	0	1	0	86	854
8:00 AM	0	24	1	0	0	61	0	0	0	0	0	0	10	0	3	0	99	900
8:05 AM	0	24	1	0	0	36	0	0	0	0	0	0	6	0	0	0	67	898
8:10 AM	0	24	1	0	0	41	0	0	0	0	0	0	1	0	1	0	68	904
8:15 AM	0	22	0	0	2	35	0	0	0	0	0	0	5	0	0	0	64	902
8:20 AM	0	29	2	0	0	31	0	0	0	0	0	0	2	0	0	0	64	889
8:25 AM	0	20	2	0	0	44	0	0	0	0	0	0	1	0	0	0	67	895
8:30 AM	0	27	3	0	0	34	0	0	0	0	0	0	4	0	1	0	69	897
8:35 AM	0	18	3	0	0	38	0	0	0	0	0	0	5	0	1	0	65	896
8:40 AM	0	28	4	0	0	29	0	0	0	0	0	0	11	0	2	0	74	891
8:45 AM	0	17	4	0	0	29	0	0	0	0	0	0	4	0	1	0	55	881
8:50 AM	0	29	5	0	0	33	0	0	0	0	0	0	2	0	0	0	69	847
8:55 AM	0	21	4	0	0	38	0	0	0	0	0	0	4	0	1	0	68	829
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	300	28	0	12	620	0	0	0	0	0	0	168	0	24	0	1152	
Heavy Trucks	0	48	0	0	4	120	0	0	0	0	0	0	4	0	0	0	176	
Buses																		
Pedestrians		0				0				0				8			8	
Bicycles	0	4	0		0	4	0		0	0	0		0	0	0		8	
Scoters																		

Comments:

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

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

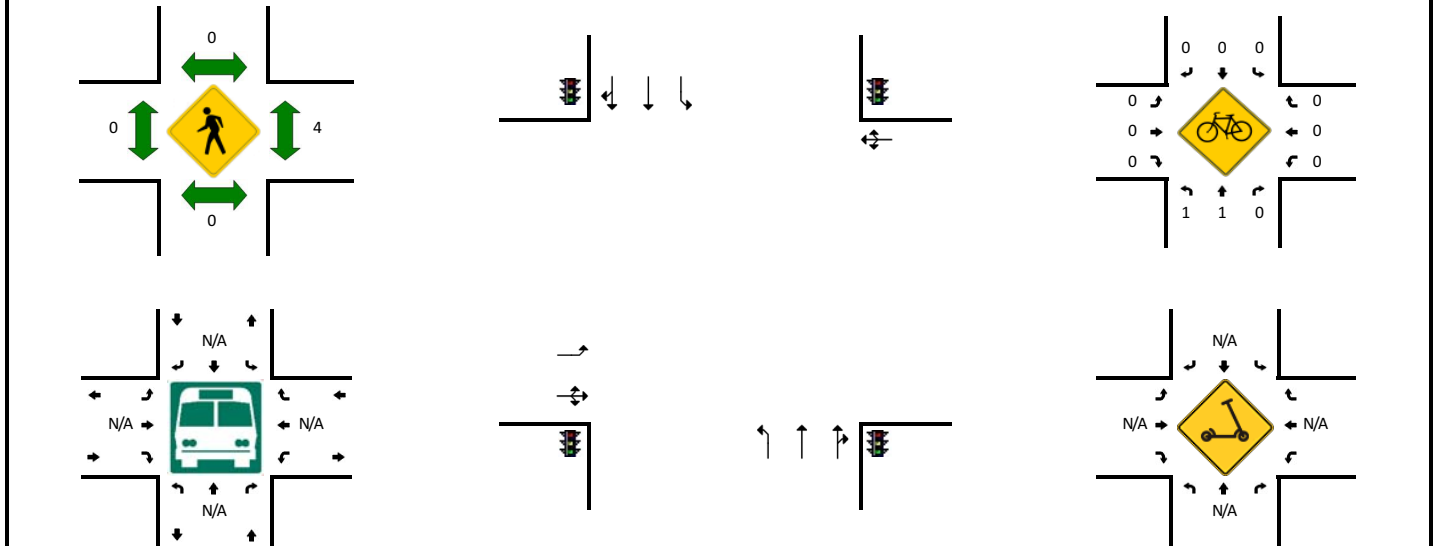


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				West St (Eastbound)				West St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	61	8	0	1	33	0	0	0	0	0	0	2	0	1	0	106	
4:05 PM	0	54	16	0	1	44	0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

**Comments:**

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

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

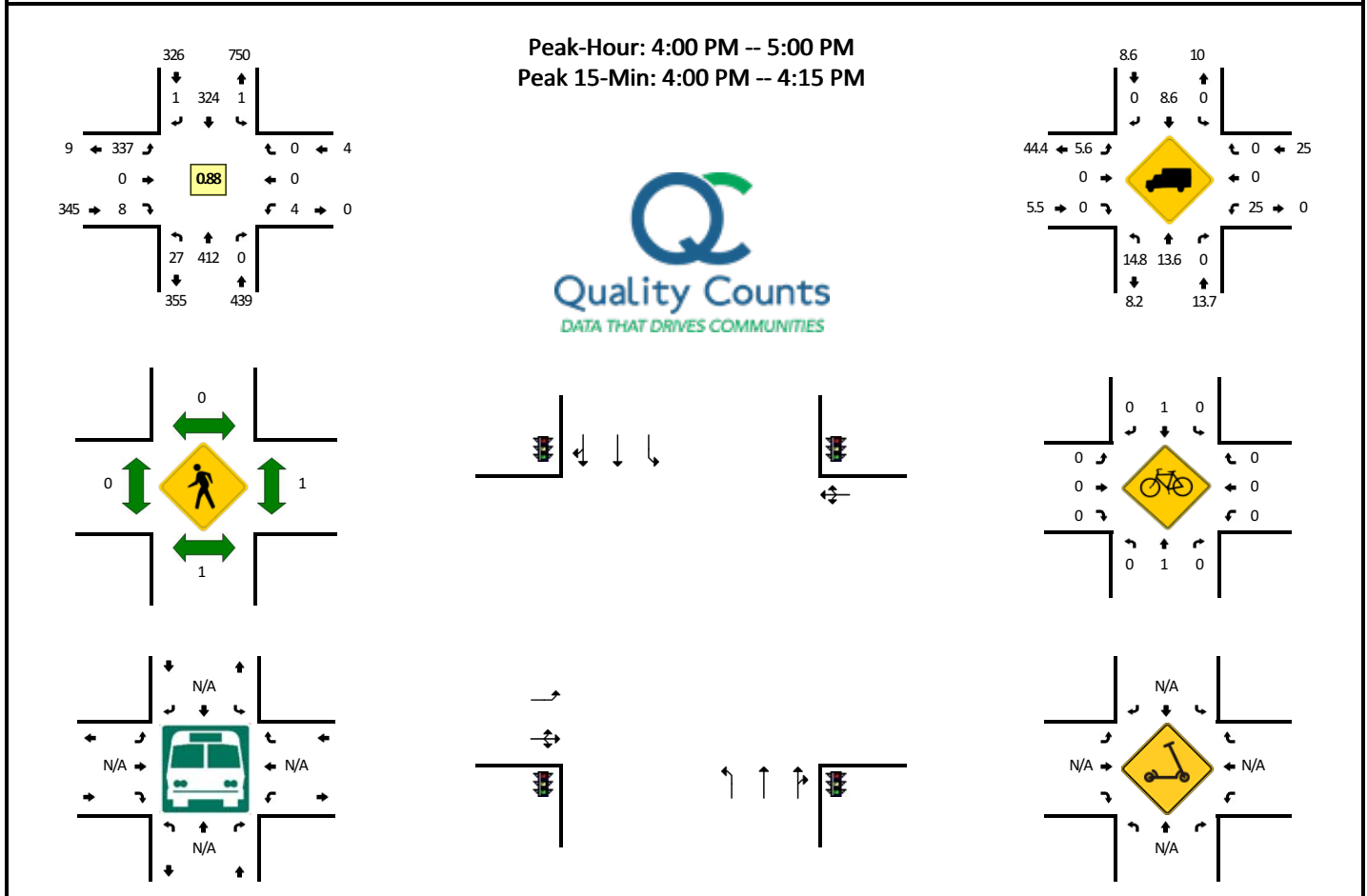


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (East Intersection) (Eastbound)				Industrial Blvd (East Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	19	0	0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

**Comments:**

**LOCATION:** Clawiter Rd -- Industrial Blvd (East Intersection)  
**CITY/STATE:** Hayward, CA

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

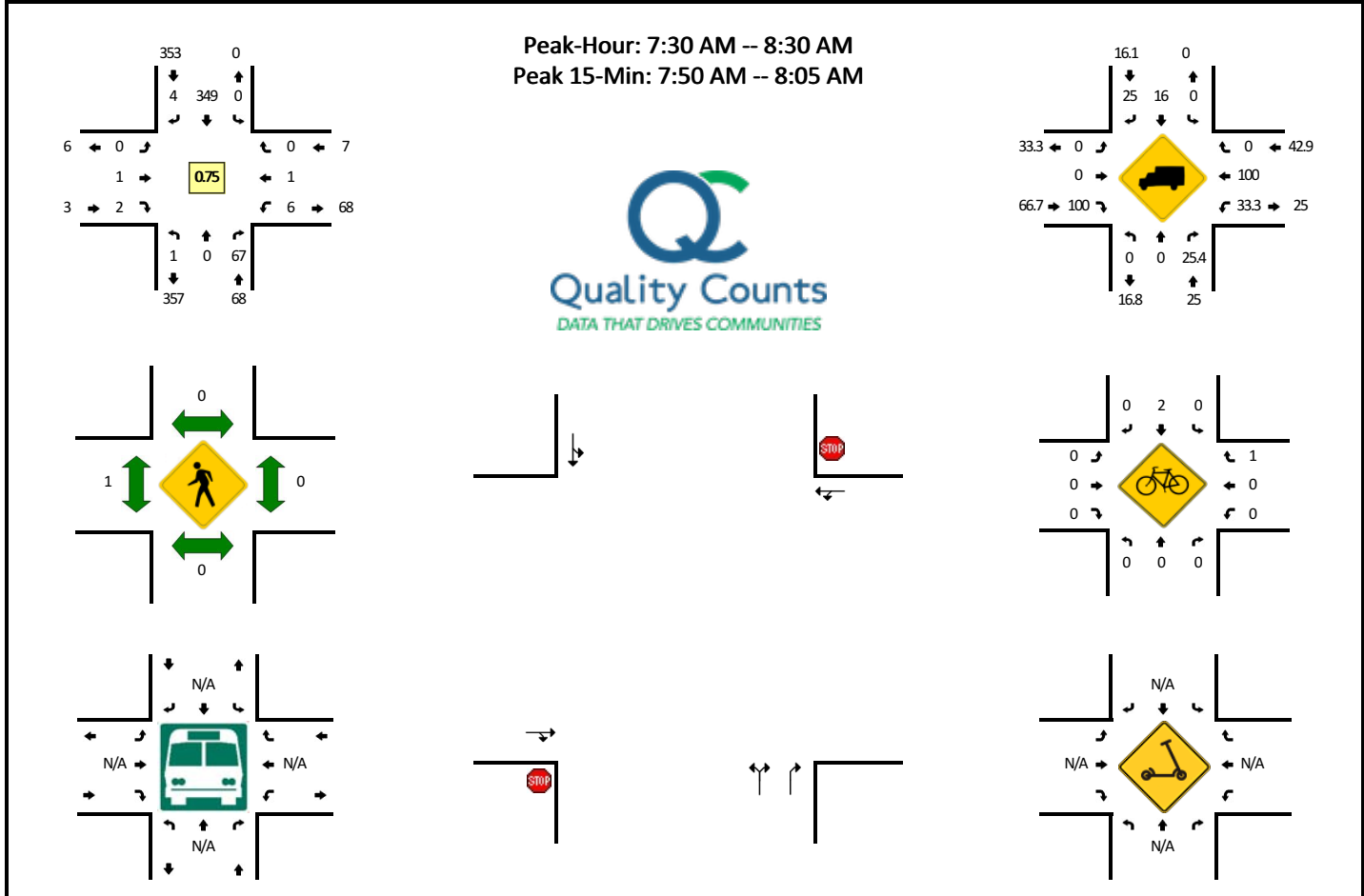


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (East Intersection) (Eastbound)				Industrial Blvd (East Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	33	0	5	0	26	0	0	31	0	0	0	1	0	0	0	97	
4:05 PM	0	37	0	1	0	41	0	0	37	0	0	0	0	0	0	0	116	
4:10 PM	0	38	0	2	0	24	0	0	40	0	0	0	0	0	0	0	104	
4:15 PM	1	39	0	0	0	24	1	0	30	0	0	0	1	0	0	0	96	
4:20 PM	0	30	0	0	0	23	0	0	18	0	0	0	0	0	0	0	71	
4:25 PM	1	41	0	1	0	20	0	0	22	0	2	0	0	0	0	0	87	
4:30 PM	1	37	0	1	0	34	0	0	27	0	0	0	0	0	0	0	100	
4:35 PM	1	33	0	0	0	23	0	0	43	0	0	0	2	0	0	0	102	
4:40 PM	1	35	0	4	0	32	0	1	28	0	2	0	0	0	0	0	103	
4:45 PM	1	20	0	3	0	26	0	0	29	0	2	0	0	0	0	0	81	
4:50 PM	0	35	0	2	0	25	0	0	15	0	1	0	0	0	0	0	78	
4:55 PM	1	34	0	0	0	26	0	0	17	0	1	0	0	0	0	0	79	1114
5:00 PM	0	27	0	1	0	27	0	0	37	0	0	0	1	0	1	0	94	1111
5:05 PM	1	40	0	0	0	24	0	0	34	0	0	0	0	0	0	0	99	1094
5:10 PM	0	35	0	0	0	31	0	0	42	0	0	0	0	0	0	0	108	1098
5:15 PM	1	33	0	1	0	28	0	0	23	0	2	0	0	0	0	0	88	1090
5:20 PM	0	25	0	2	0	24	0	0	15	0	0	0	0	0	0	0	66	1085
5:25 PM	1	35	0	1	0	23	0	0	23	0	0	0	0	0	0	0	83	1081
5:30 PM	0	22	0	0	1	20	0	0	24	0	0	0	0	0	0	0	67	1048
5:35 PM	1	28	0	0	0	25	0	0	29	1	0	0	1	1	1	0	87	1033
5:40 PM	0	25	0	0	0	21	0	0	16	0	0	0	0	0	0	0	62	992
5:45 PM	0	29	0	0	0	18	0	0	15	0	0	0	0	0	1	0	63	974
5:50 PM	1	23	0	0	0	25	0	0	7	0	0	0	0	0	0	0	56	952
5:55 PM	1	28	0	1	0	17	0	0	16	0	0	0	0	0	0	0	63	936
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	432	0	32	0	364	0	0	432	0	0	0	4	0	0	0	1268	
Heavy Trucks	4	56	0		0	24	0	0	24	0	0	0	0	0	0	0	108	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scoters																		

Comments:

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

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

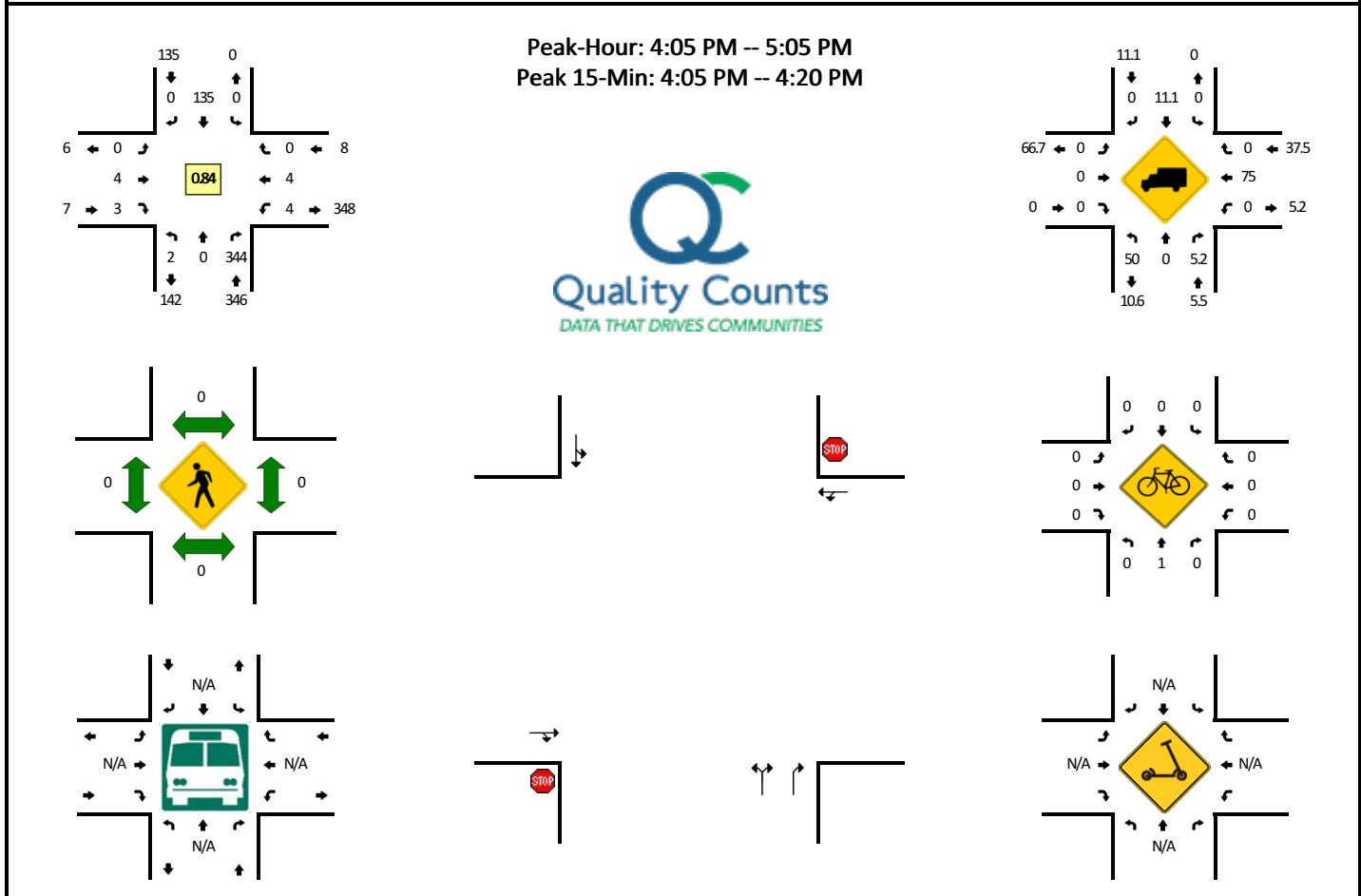


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (West Intersection) (Eastbound)				Industrial Blvd (West Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0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

**Comments:**

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

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



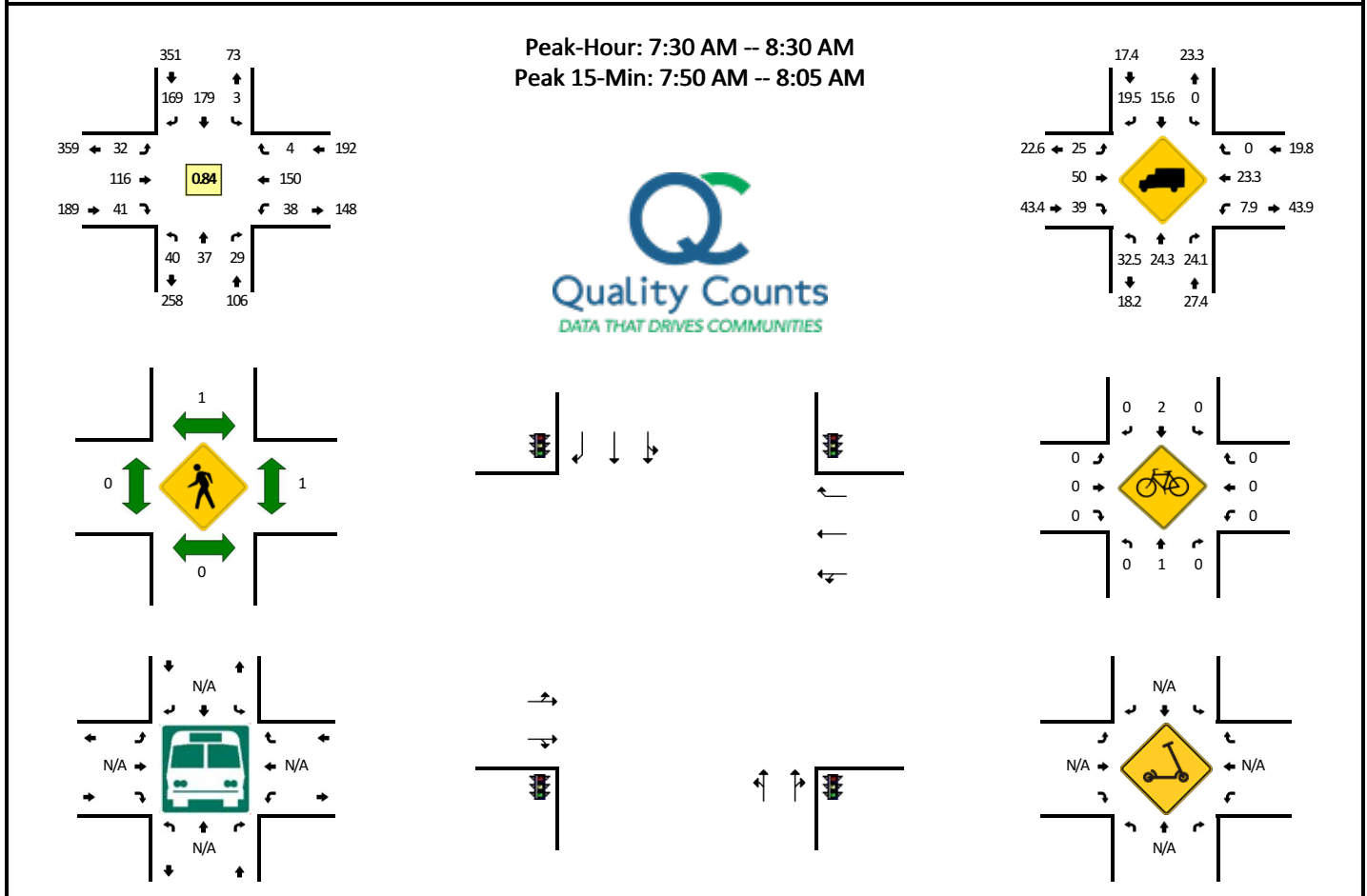
5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Industrial Blvd (West Intersection) (Eastbound)				Industrial Blvd (West Intersection) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	28	0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

**Comments:**



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

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

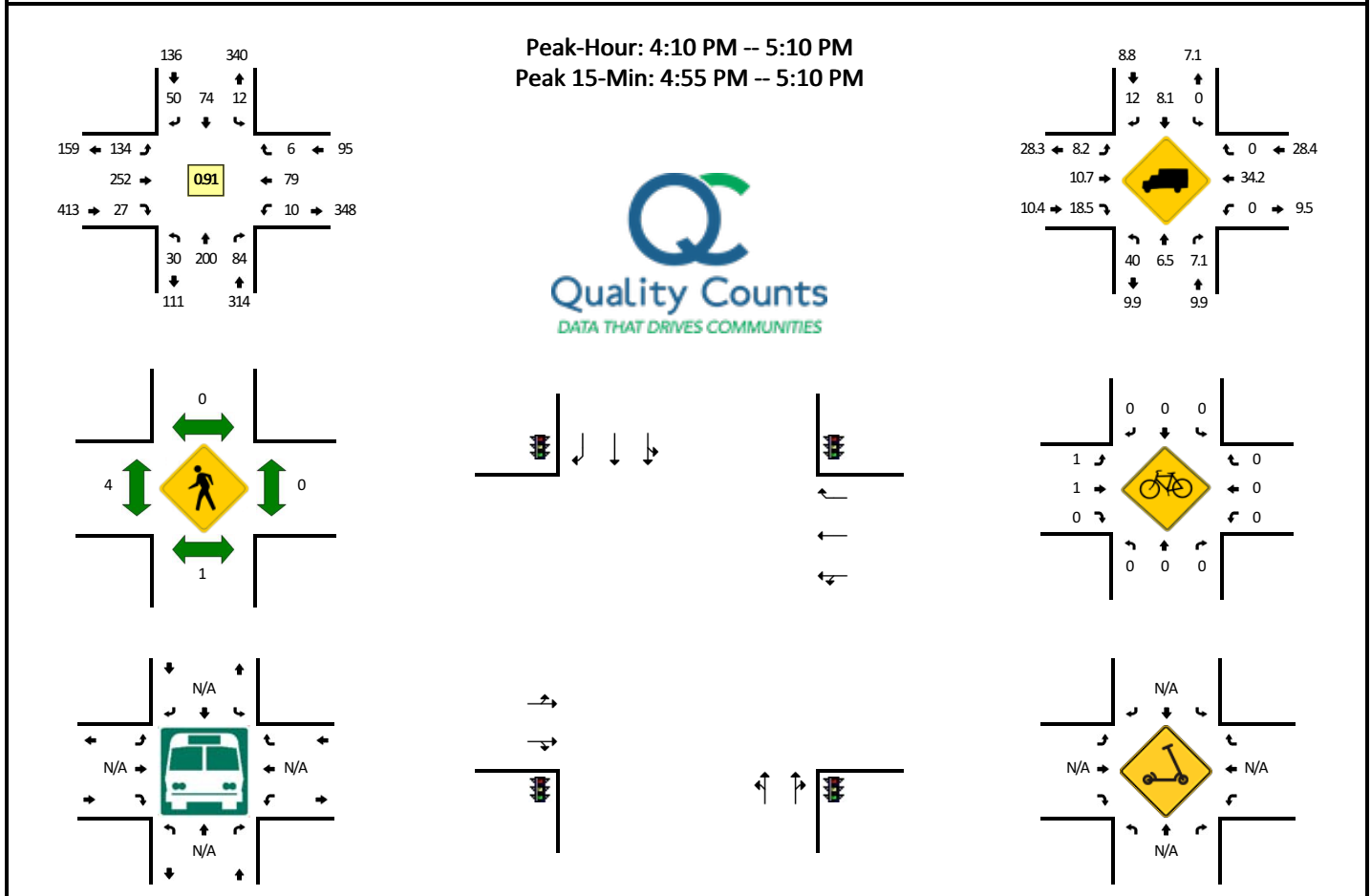


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Depot Rd (Eastbound)				Depot Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	2	2	0	0	13	6	0	6	12	1	0	1	7	0	0	53	
7:05 AM	5	4	3	0	0	13	9	0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

**Comments:**

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

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

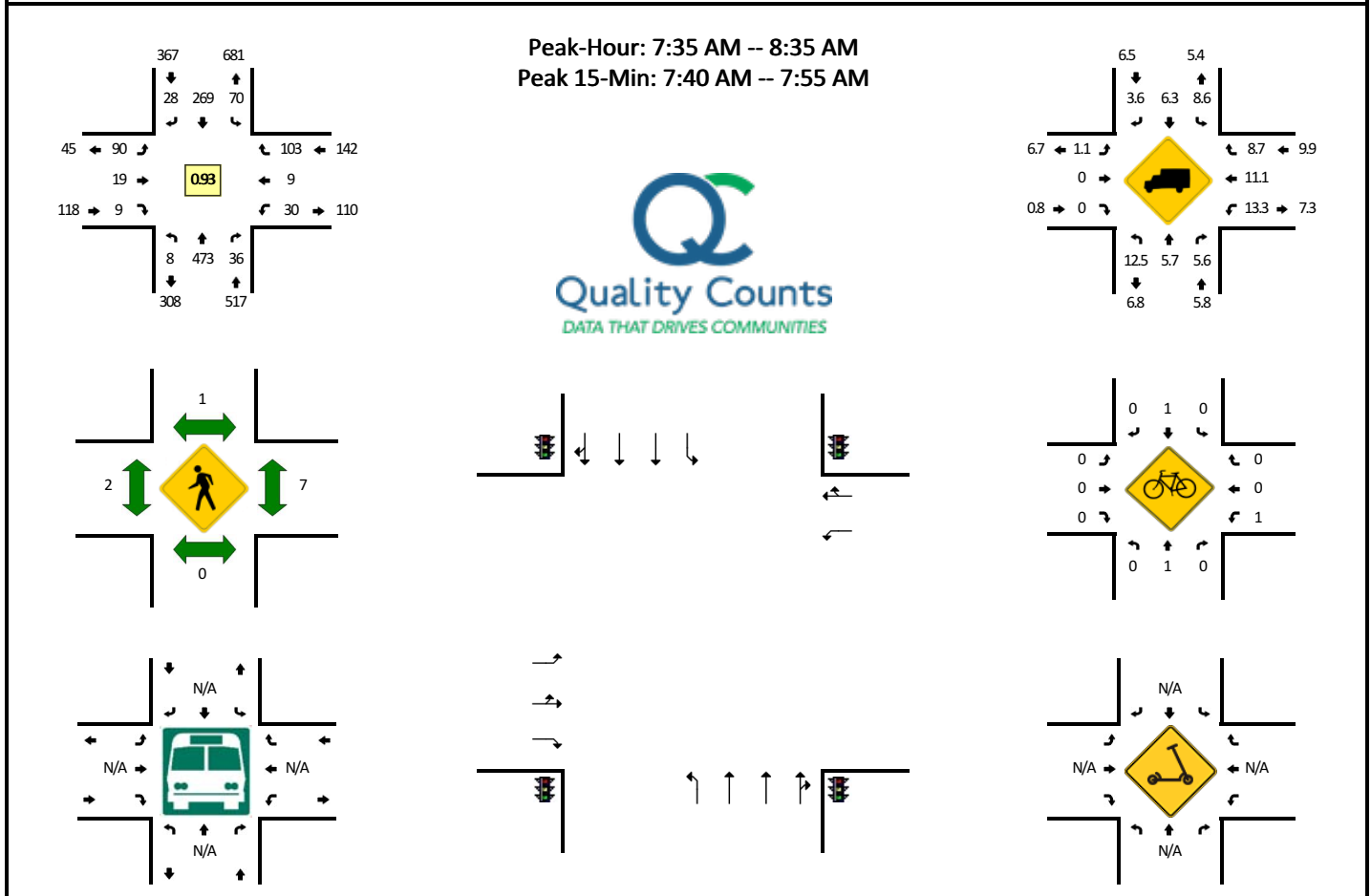


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Depot Rd (Eastbound)				Depot Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	21	11	0	0	2	3	0	9	20	2	0	1	1	1	0	75	
4:05 PM	3	25	6	0	1	9	6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

**Comments:**

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

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

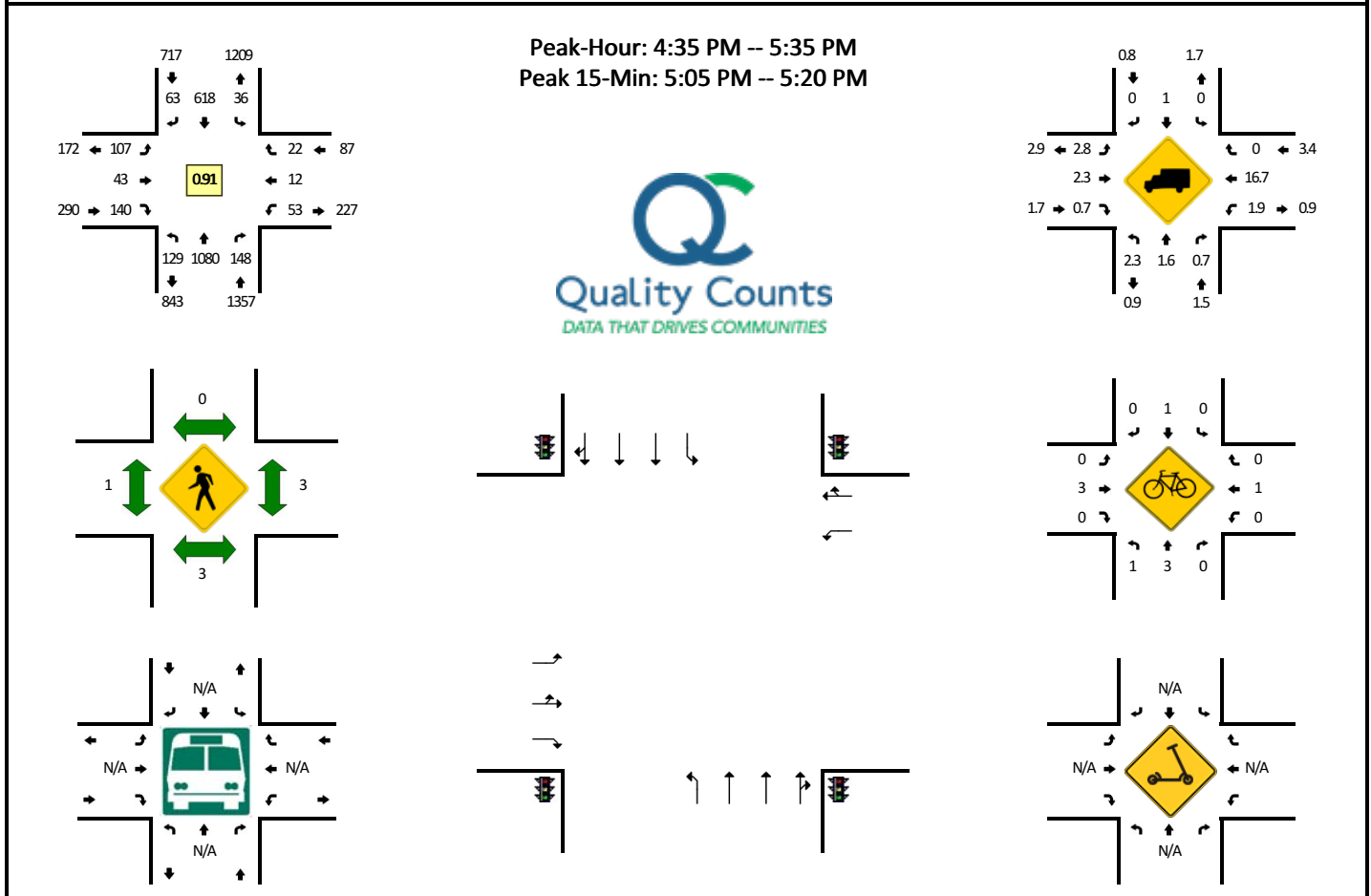


5-Min Count Period Beginning At	Hesperian Blvd (Northbound)				Hesperian Blvd (Southbound)				Depot Rd/Cathy Way (Eastbound)				Depot Rd/Cathy Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	34	2	0	2	15	1	1	6	2	1	0	0	1	5	0	70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

Comments:

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

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

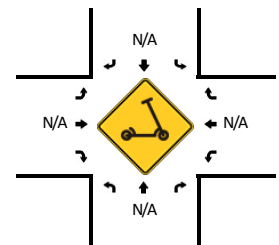
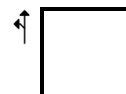
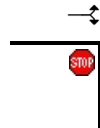
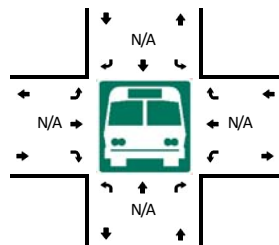
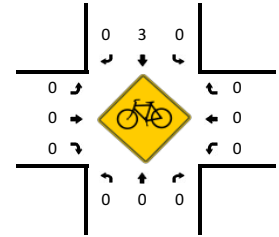
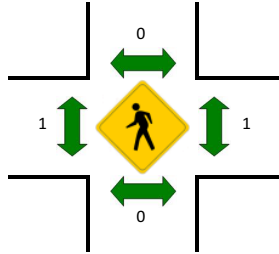
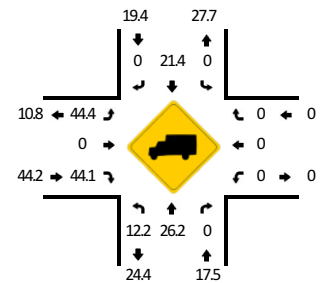
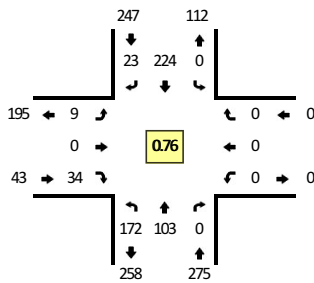


5-Min Count Period Beginning At	Hesperian Blvd (Northbound)				Hesperian Blvd (Southbound)				Depot Rd/Cathy Way (Eastbound)				Depot Rd/Cathy Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	106	7	0	0	63	3	0	5	3	9	0	4	1	2	0	208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

Comments:

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

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

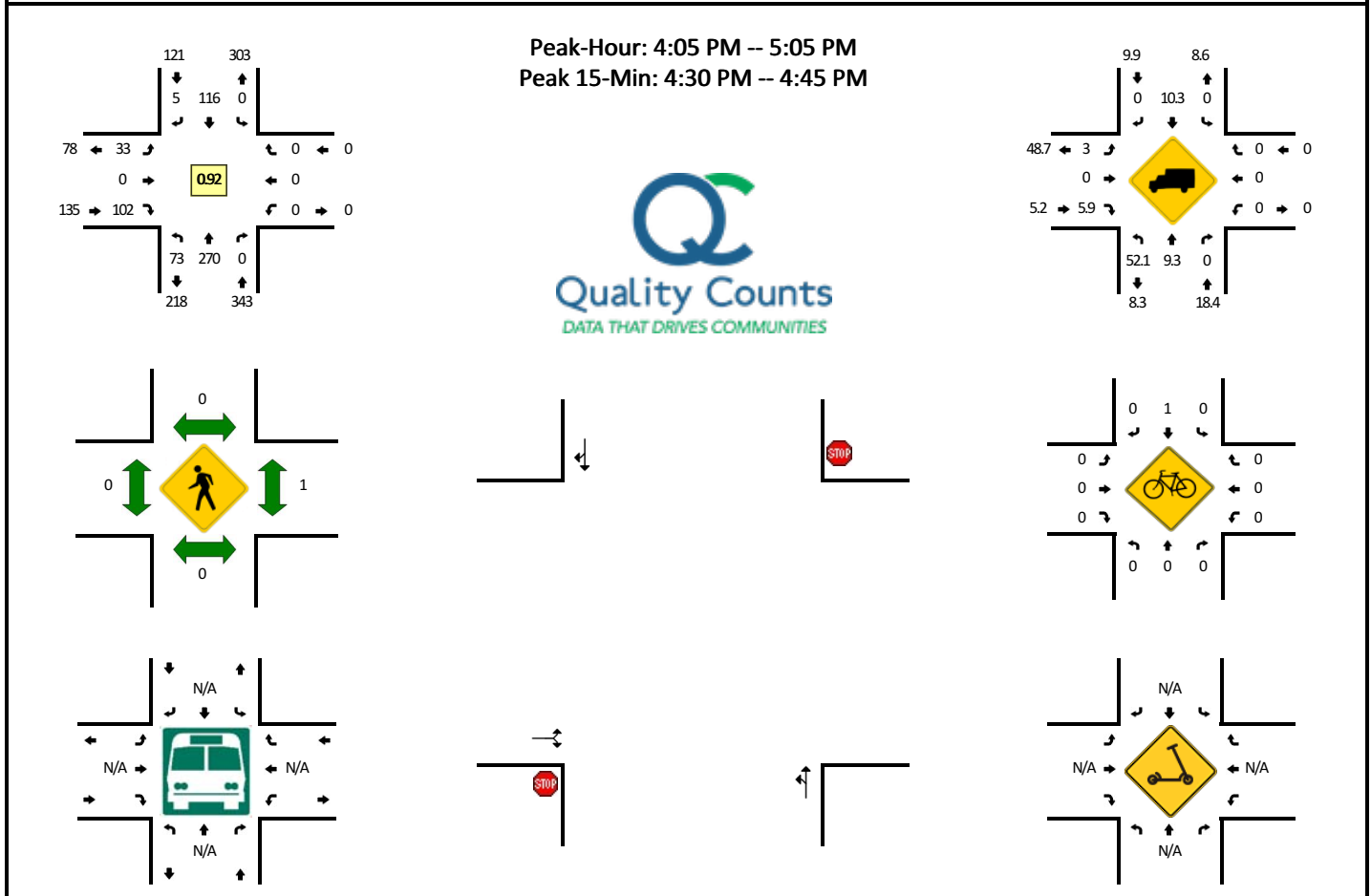


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Diablo Ave (Eastbound)				Diablo Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	6	0	0	0	13	3	0	1	0	2	0	0	0	0	0	30	
7:05 AM	14	10	0	0	0	15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

**Comments:**

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

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

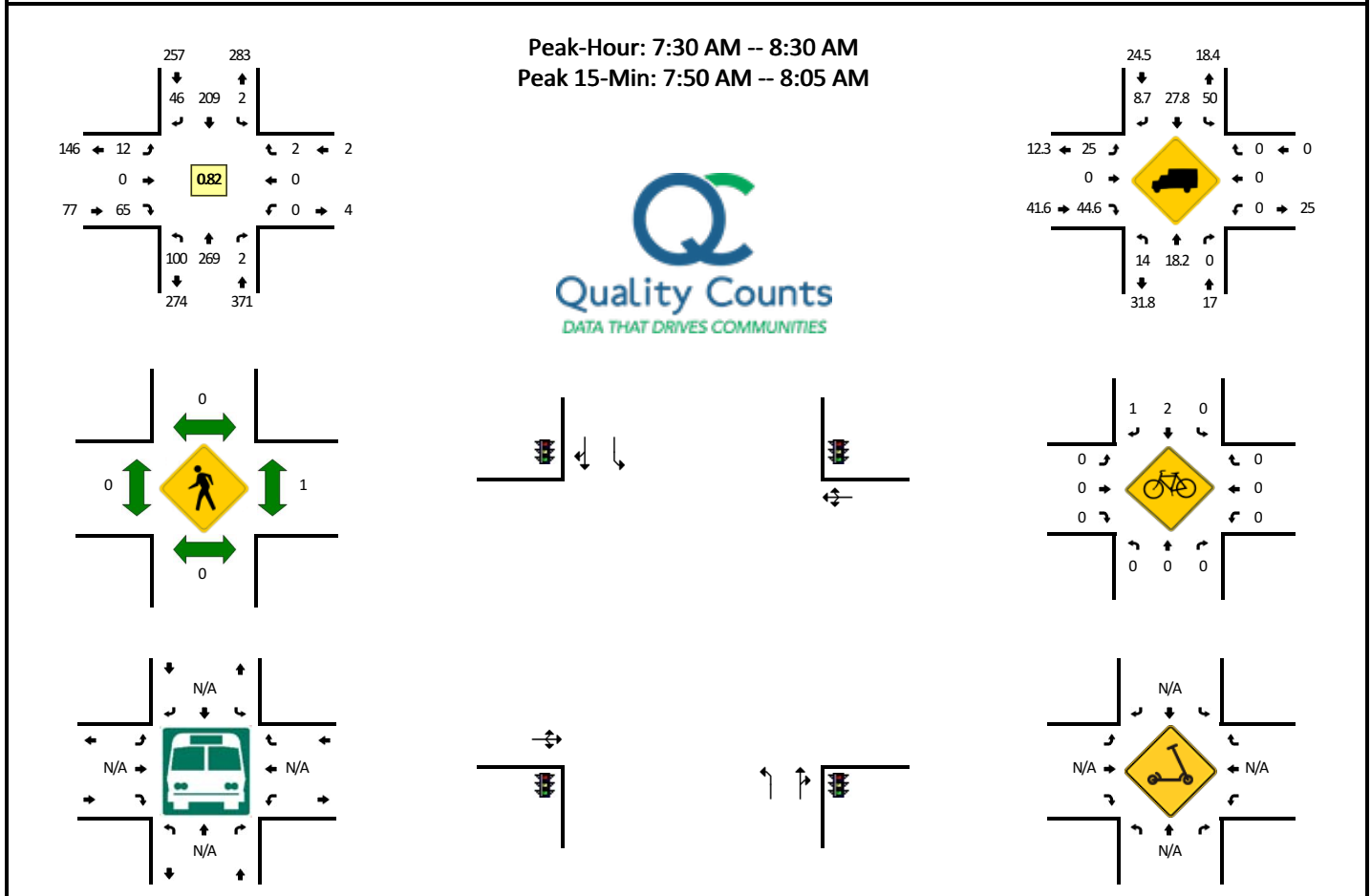


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Diablo Ave (Eastbound)				Diablo Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	24	0	0	0	5	0	0	7	0	8	0	0	0	0	0	46	
4:05 PM	10	25	0	0	0	11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

**Comments:**

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

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



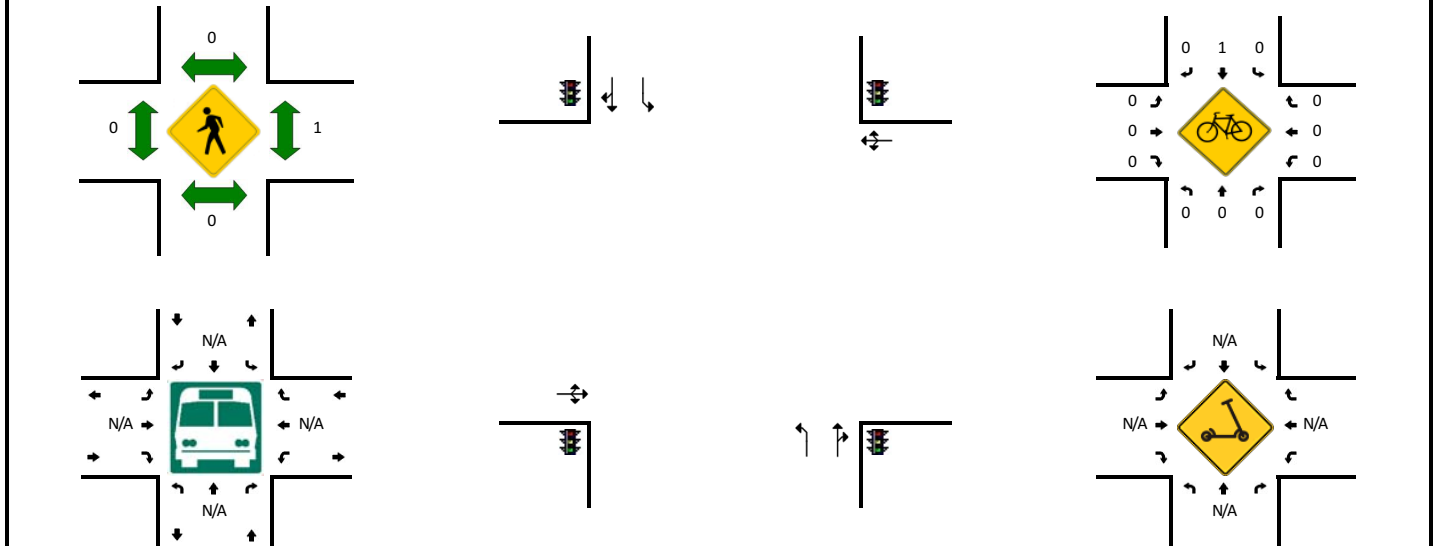
5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Enterprise Ave (Eastbound)				Enterprise Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	11	0	0	0	21	4	0	1	0	3	0	0	0	1	0	47	
7:05 AM	9	22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

Comments:

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

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

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



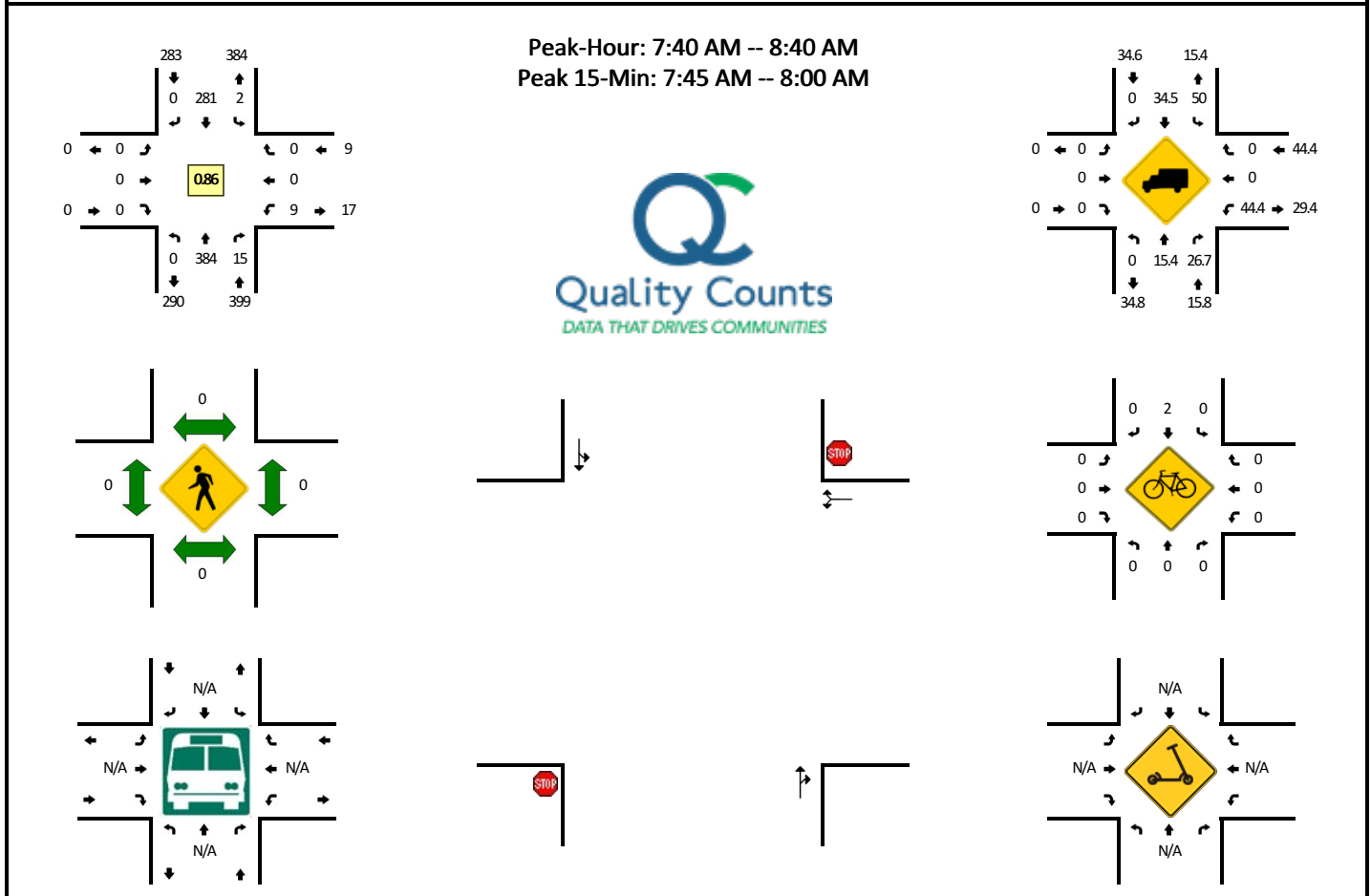
5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Enterprise Ave (Eastbound)				Enterprise Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	24	0	0	0	10	3	0	5	0	4	0	1	0	0	0	50	
4:05 PM	5	28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

Comments:



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

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

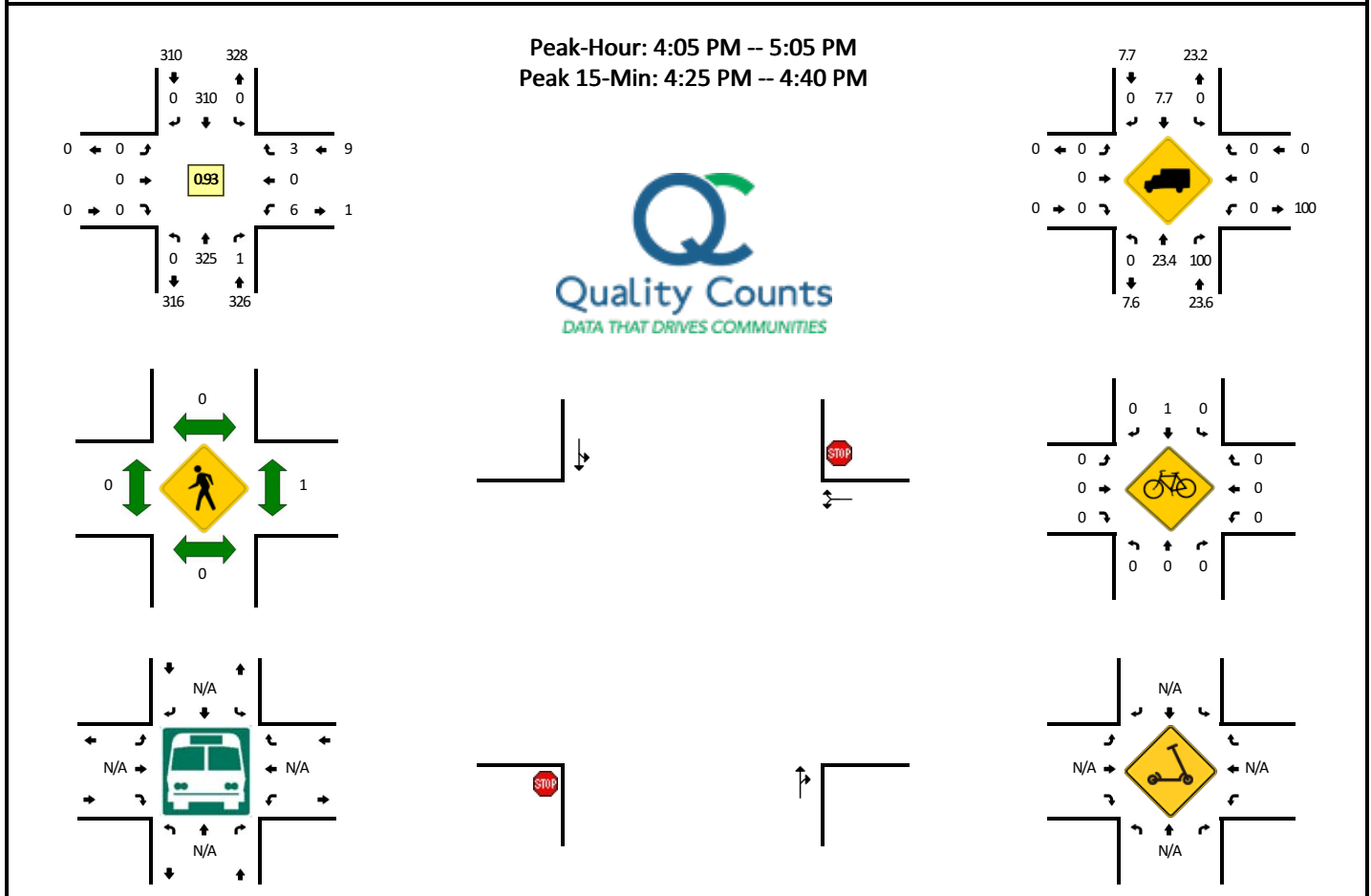


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Southern Dwy (Eastbound)				Southern Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	23	2	0	0	23	0	0	0	0	0	0	0	0	1	0	49	
7:05 AM	0	38	0	0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

Comments:

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

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

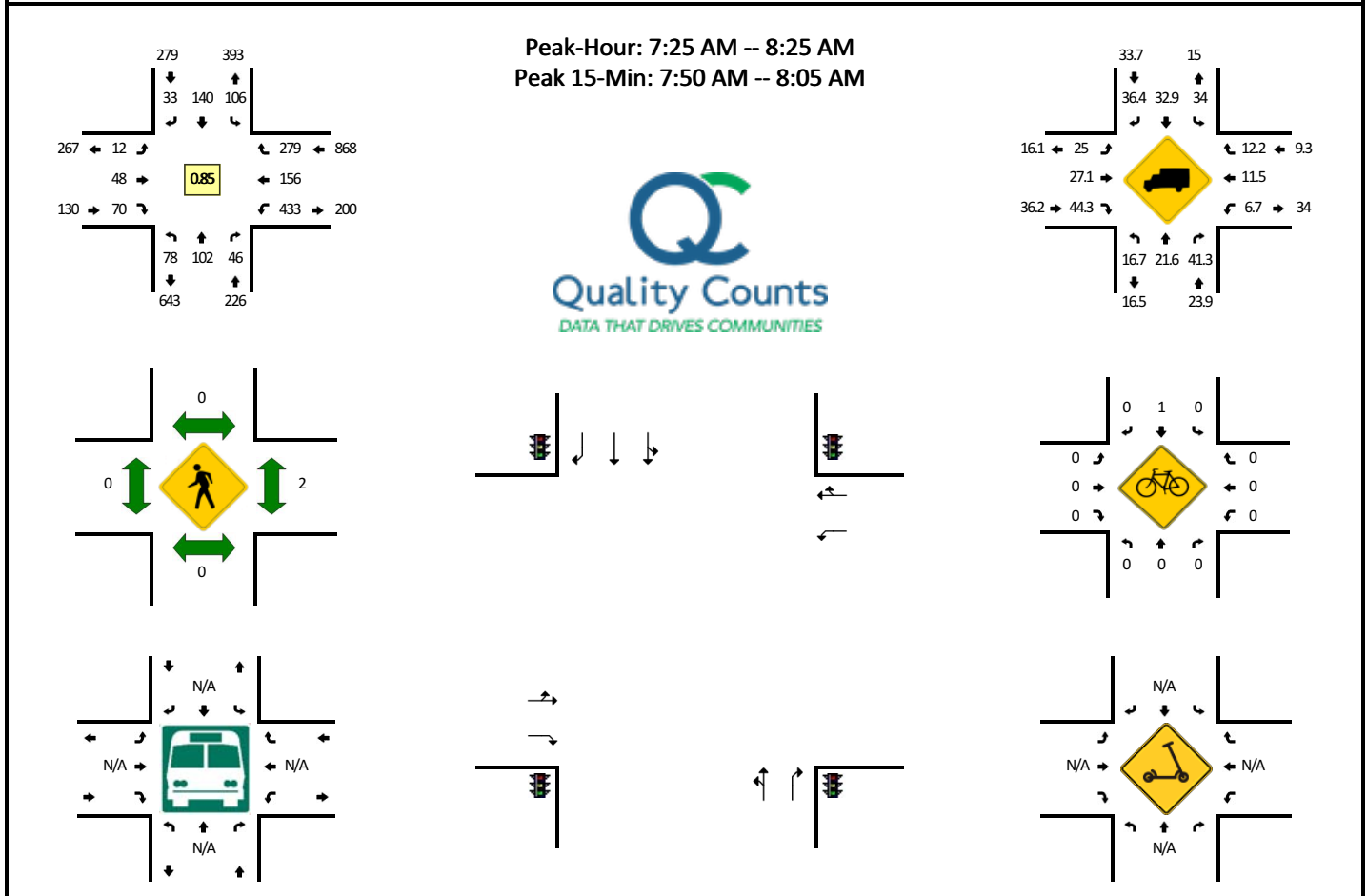


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				Southern Dwy (Eastbound)				Southern Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	25	0	0	0	18	0	0	0	0	0	0	1	0	0	0	44	
4:05 PM	0	35	0	0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

**Comments:**

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

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

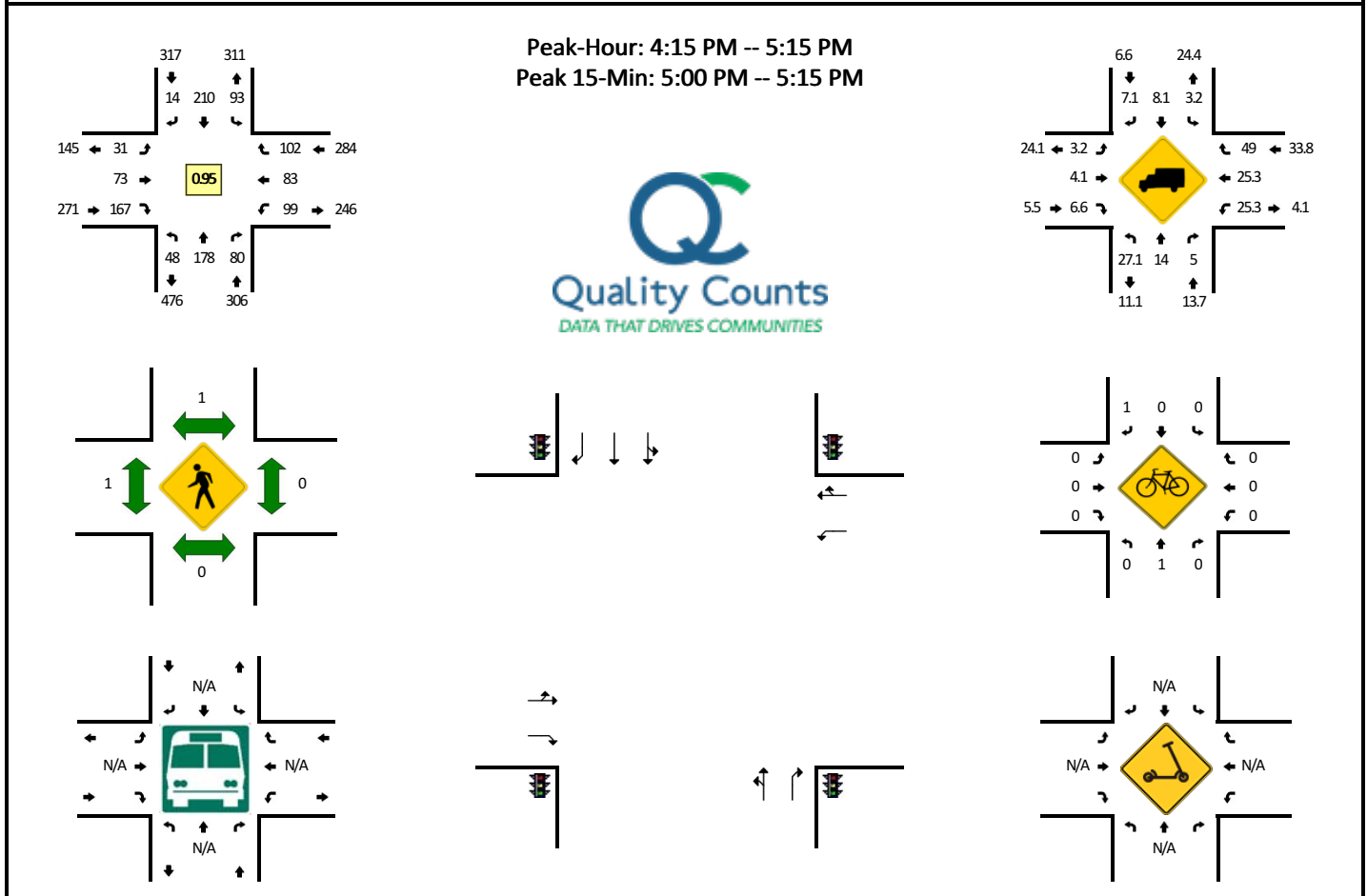


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				SR 92 WB Ramp/Breakwater Ct (Eastbound)				SR 92 WB Ramp/Breakwater Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	6	3	0	11	14	1	0	0	5	6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

Comments:

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

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

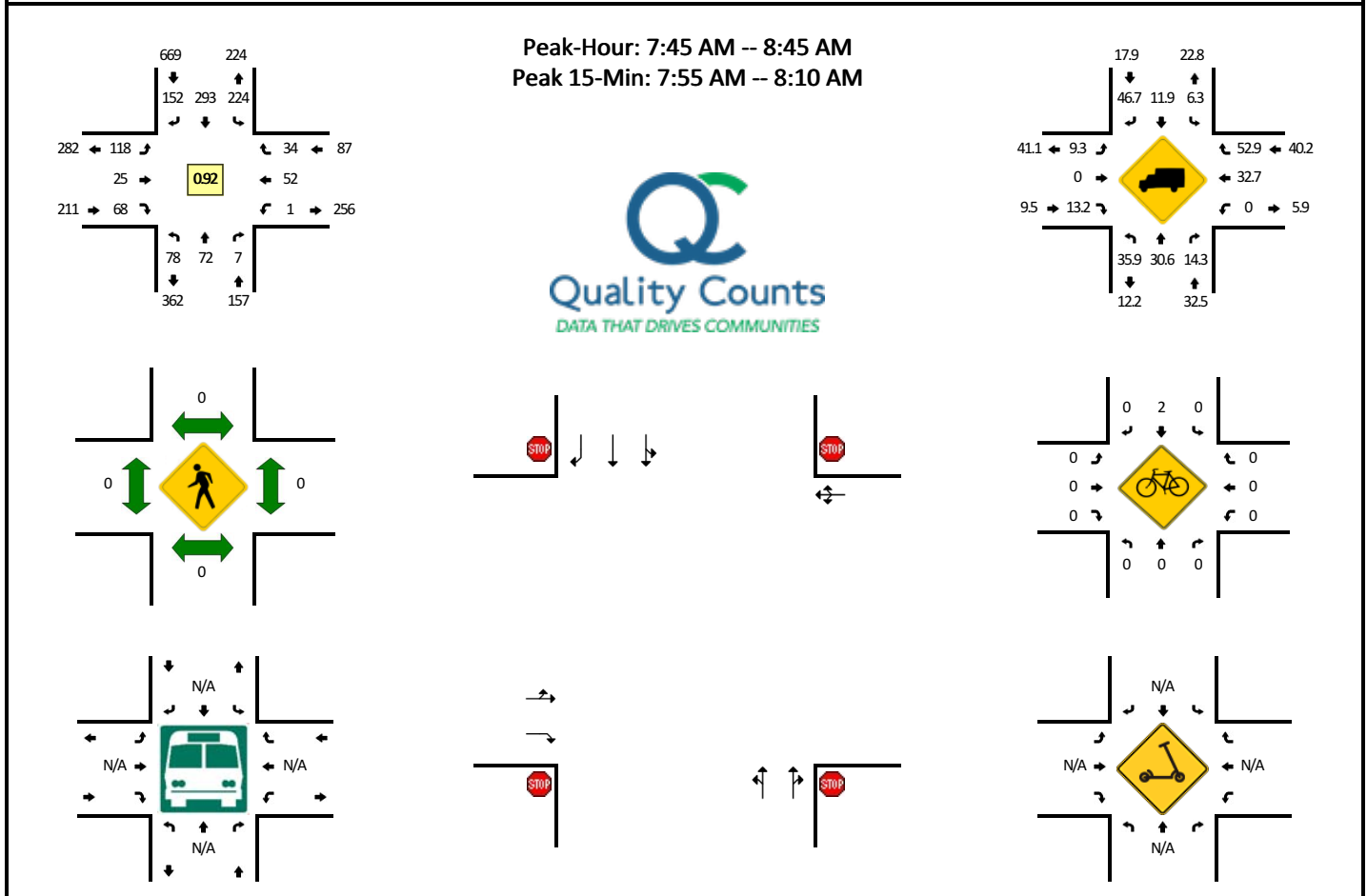


5-Min Count Period Beginning At	Clawiter Rd (Northbound)				Clawiter Rd (Southbound)				SR 92 WB Ramp/Breakwater Ct (Eastbound)				SR 92 WB Ramp/Breakwater Ct (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	18	4	0	4	11	1	0	2	4	17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

Comments:

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

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

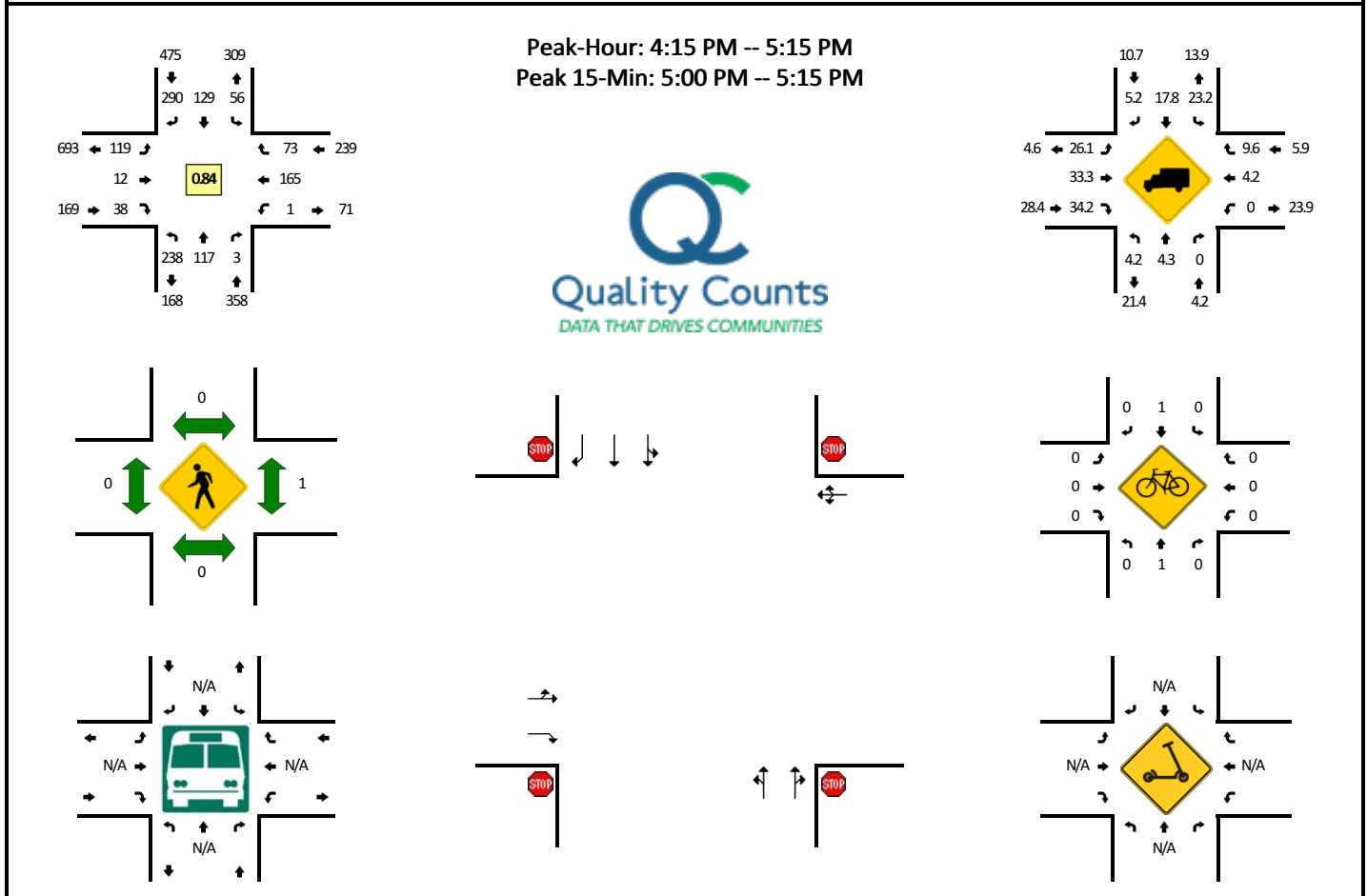


5-Min Count Period Beginning At	Clawiter Rd/Eden Landing Rd (Northbound)				Clawiter Rd/Eden Landing Rd (Southbound)				SR 92 EB Ramps/Eden Landing Rd (Eastbound)				SR 92 EB Ramps/Eden Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right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

Comments:

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

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



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

Comments:

**B.A.Y.M.E.T.R.I.C.S.**  
**INTERSECTION TURNING MOVEMENT SUMMARY**

PROJECT:		TRAFFIC COUNTS IN HAYWARD								SURVEY DATE:		2/11/2016		DAY: THURSDAY	
N-S APPROACH:		CLAWITER ROAD								SURVEY TIME:		7:00 AM		TO 9:00 AM	
E-W APPROACH:		WINTON AVENUE								JURISDICTION:		HAYWARD		FILE: 3601011-59AM	

<div>PEAK HOUR 7:00 AM to 8:00 AM</div> <div><div>WINTON AVENUE</div><div>CLAWITER ROAD</div></div> <div>NORTH</div>										<div>ARRIVAL / DEPARTURE VOLUMES</div> <div><div>PHF = 0.00</div><div><div>01</div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>PHF = 0.82</div><div><div>1177</div><div>475</div><div>PHF = 0.87</div><div><div>1956</div><div>539</div></div><div>PHF = 0.91</div></div></div></div></div>									
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TIME PERIOD		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																		
7:00 AM	to 7:15 AM	40	0	57		0	0	0		1	0	89	46	0	279	292	0	804
7:15 AM	to 7:30 AM	65	0	106		0	0	0		1	0	173	65	1	465	490	0	1366
7:30 AM	to 7:45 AM	101	0	158		0	0	0		1	0	249	101	1	632	729	1	1973
7:45 AM	to 8:00 AM	142	0	211		0	0	0		1	0	327	147	1	920	1034	1	2784
8:00 AM	to 8:15 AM	180	1	262		0	2	1		1	0	391	168	1	1131	1287	5	3430
8:15 AM	to 8:30 AM	206	1	311		0	3	2		1	0	468	186	1	1333	1521	8	4041
8:30 AM	to 8:45 AM	248	2	357		2	3	2		1	0	543	211	1	1550	1762	10	4692
8:45 AM	to 9:00 AM	292	2	400		10	5	3		1	6	612	230	1	1748	1991	16	5317
TOTAL BY PERIOD																		
7:00 AM	to 7:15 AM	0	40	0	57	0	0	0	0	1	0	89	46	0	279	292	0	804
7:15 AM	to 7:30 AM	0	25	0	49	0	0	0	0	0	0	84	19	1	186	198	0	562
7:30 AM	to 7:45 AM	0	36	0	52	0	0	0	0	0	0	76	36	0	167	239	1	607
7:45 AM	to 8:00 AM	0	41	0	53	0	0	0	0	0	0	78	46	0	288	305	0	811
8:00 AM	to 8:15 AM	0	38	1	51	0	0	2	1	0	0	64	21	0	211	253	4	646
8:15 AM	to 8:30 AM	0	26	0	49	0	0	1	1	0	0	77	18	0	202	234	3	611
8:30 AM	to 8:45 AM	0	42	1	46	0	2	0	0	0	0	75	25	0	217	241	2	651
8:45 AM	to 9:00 AM	0	44	0	43	0	8	2	1	0	6	69	19	0	198	229	6	625
HOURLY TOTALS																		
7:00 AM	to 8:00 AM	0	142	0	211	0	0	0	0	1	0	327	147	1	920	1034	1	2784
7:15 AM	to 8:15 AM	0	140	1	205	0	0	2	1	0	0	302	122	1	852	995	5	2626
7:30 AM	to 8:30 AM	0	141	1	205	0	0	3	2	0	0	295	121	0	868	1031	8	2675
7:45 AM	to 8:45 AM	0	147	2	199	0	2	3	2	0	0	294	110	0	918	1033	9	2719
8:00 AM	to 9:00 AM	0	150	2	189	0	10	5	3	0	6	285	83	0	828	957	15	2533
PEAK HOUR SUMMARY																		
7:00 AM	to 8:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME		0	142	0	211	0	0	0	0	1	0	327	147	1	920	1034	1	2784
PHF BY MOVEMENT		0.00	0.87	0.00	0.93	0.00	0.00	0.00	0.00	0.25	0.00	0.92	0.80	0.25	0.80	0.85	0.25	OVERALL
PHF BY APPROACH		0.91				0.00				0.87				0.82				0.86
BICYCLE		1				0				3				1				5
PEDESTRIAN		0				0				2				6				8
		N-LEG				S-LEG				E-LEG				W-LEG				
PEDESTRIAN BY LEG:		2				6				0				0				8

TEL: (510) 232 - 1271

E MAIL: Baymetrics@gmail.com

## INTERSECTION TURNING MOVEMENT SUMMARY

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

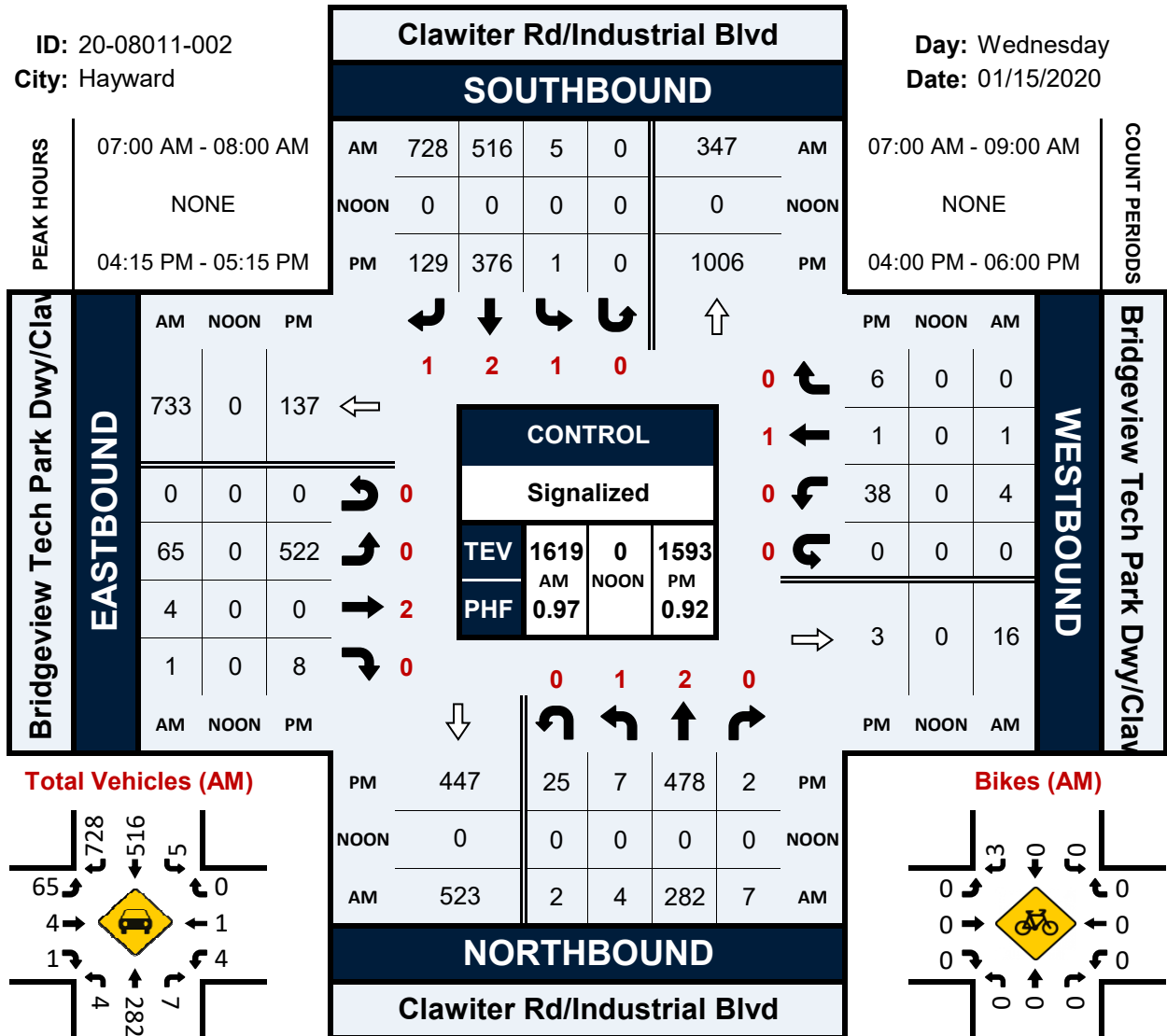


# Clawiter Rd/Industrial Blvd & Bridgeview Tech Park Dwy/Clawiter Rd

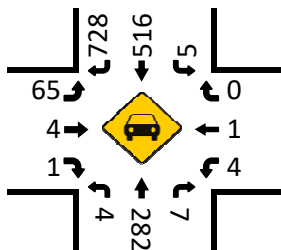
## Peak Hour Turning Movement Count

ID: 20-08011-002  
City: Hayward

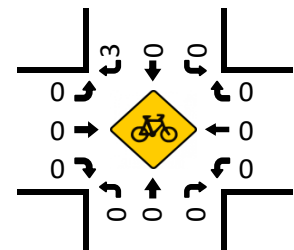
Day: Wednesday  
Date: 01/15/2020



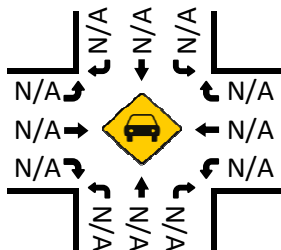
Total Vehicles (AM)



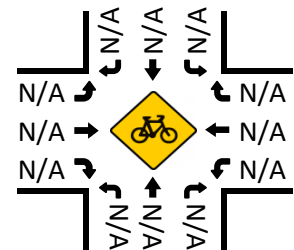
Bikes (AM)



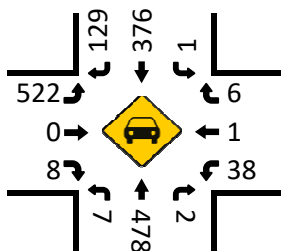
Total Vehicles (Noon)



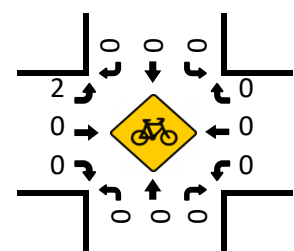
Bikes (NOON)



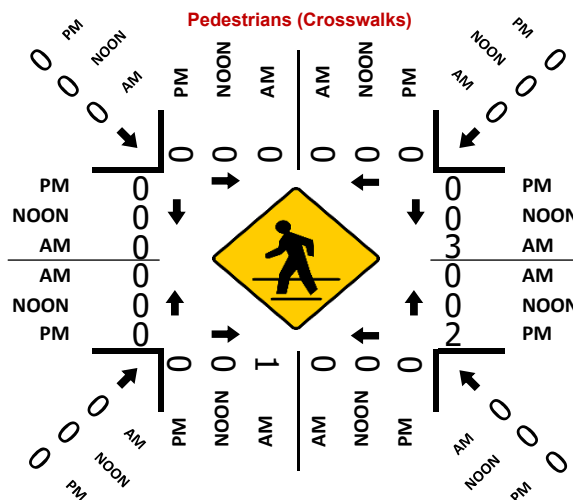
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



# Clawiter Rd & Depot Rd

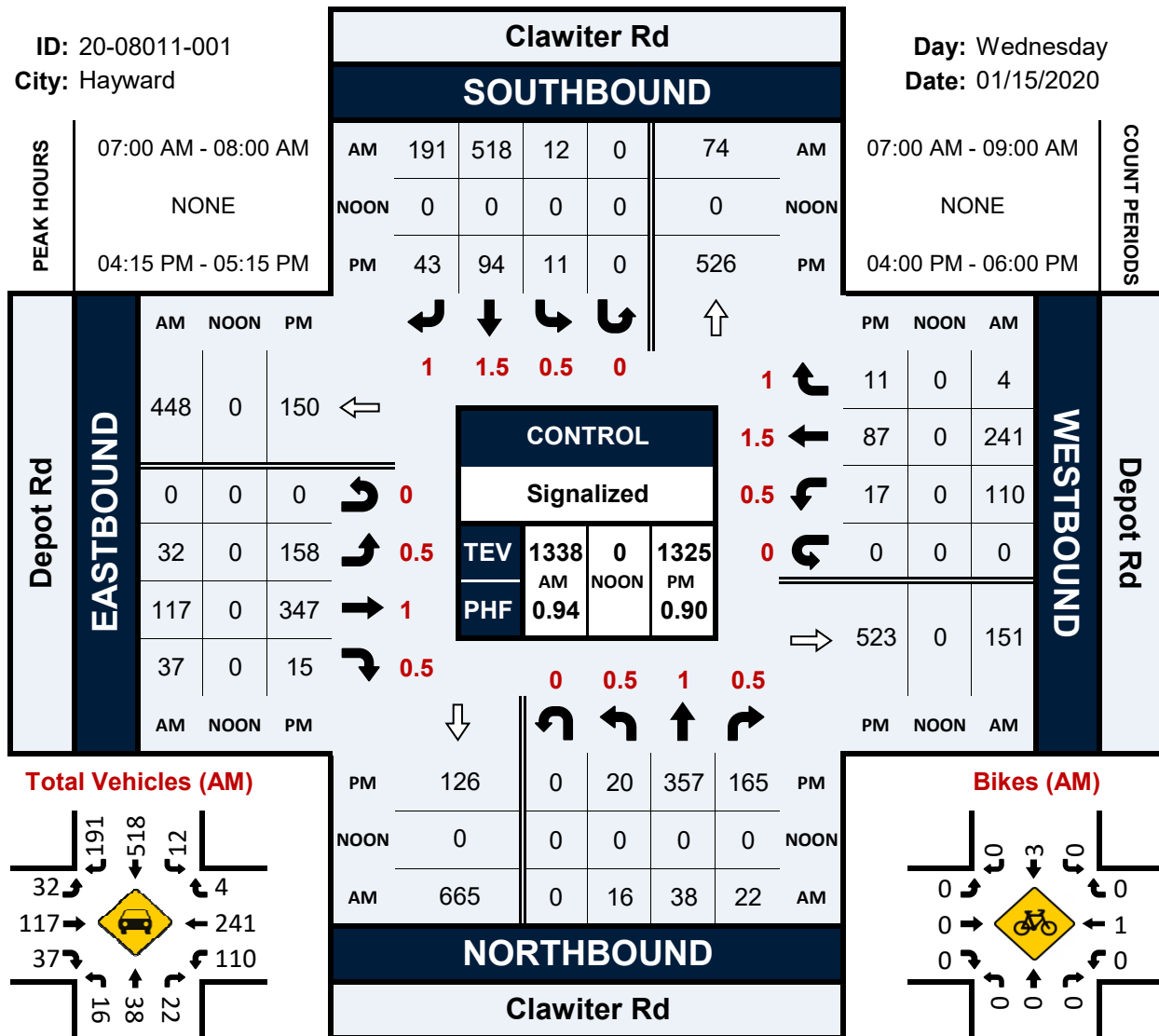
## Peak Hour Turning Movement Count

ID: 20-08011-001

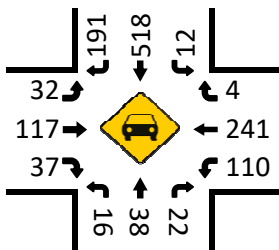
City: Hayward

Day: Wednesday

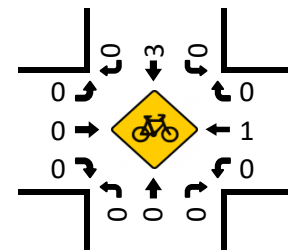
Date: 01/15/2020



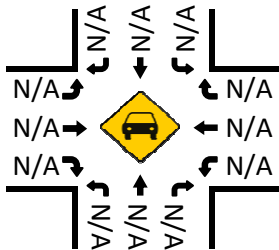
Total Vehicles (AM)



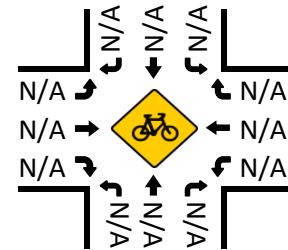
Bikes (AM)



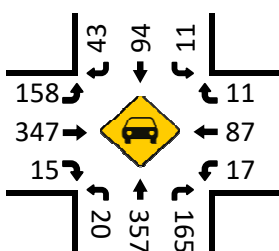
Total Vehicles (Noon)



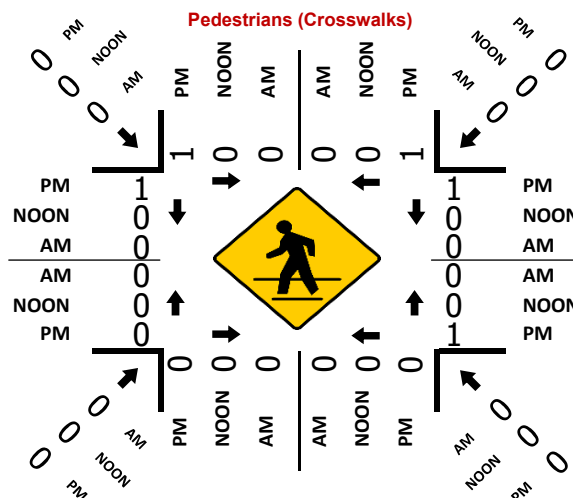
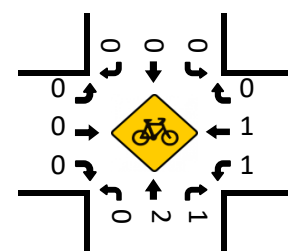
Bikes (NOON)

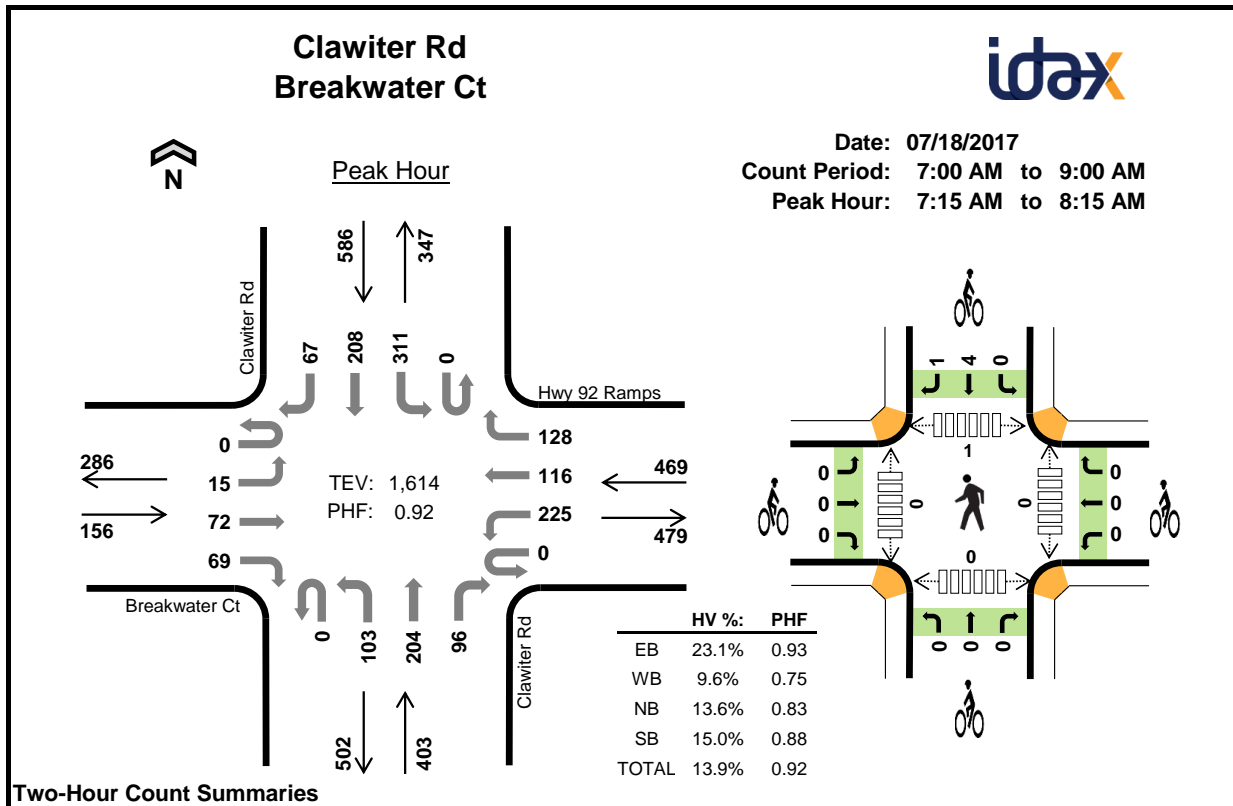


Total Vehicles (PM)



Bikes (PM)

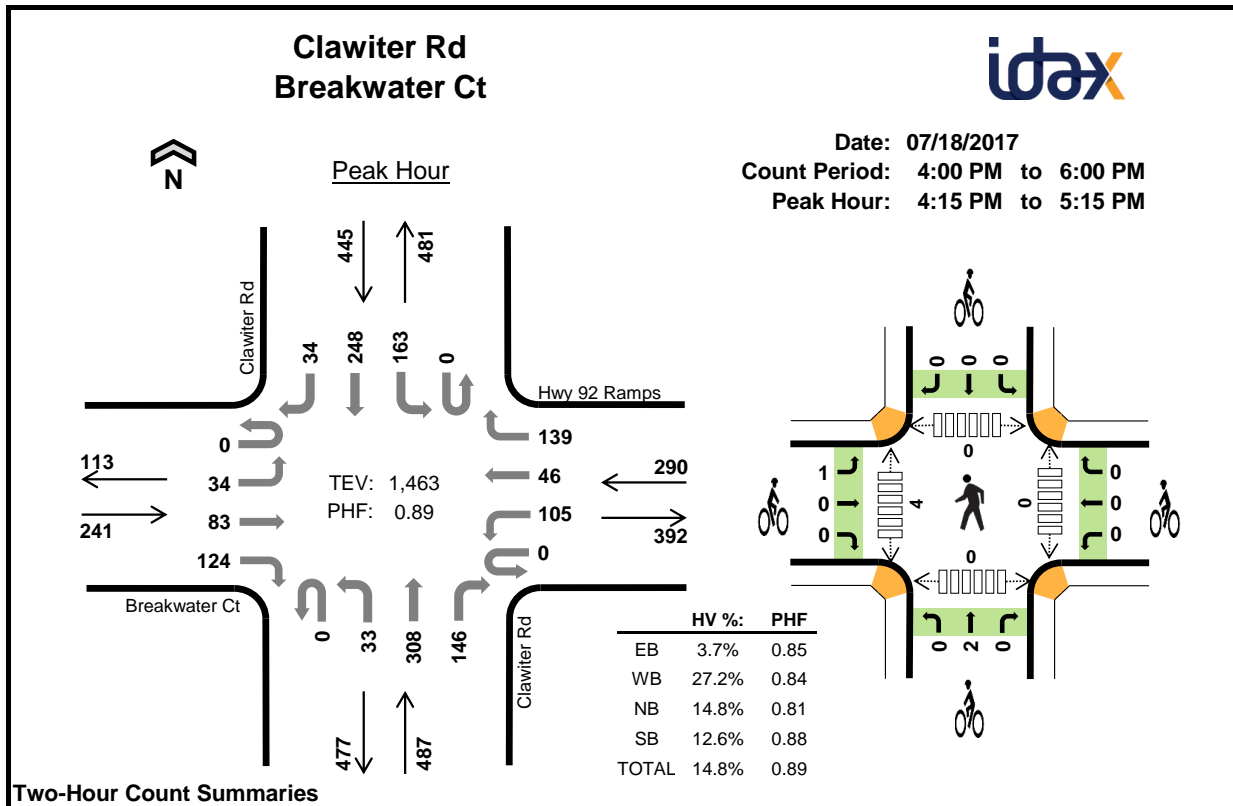




Interval Start		Breakwater Ct				Hwy 92 Ramps				Clawiter Rd				Clawiter Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	17	19	0	27	20	17	0	20	28	39	0	75	24	13	303	0
7:15 AM		0	1	23	16	0	43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

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

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



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

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

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

## Eden Landing Rd Hwy 92 Ramps

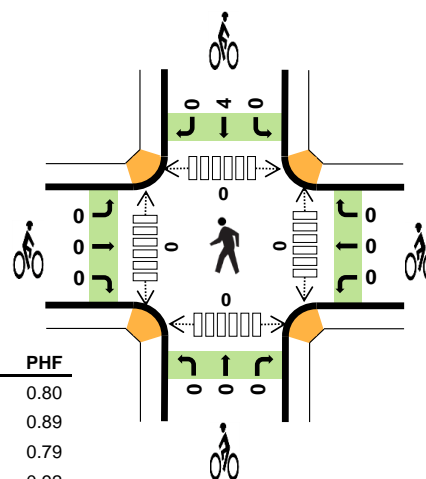
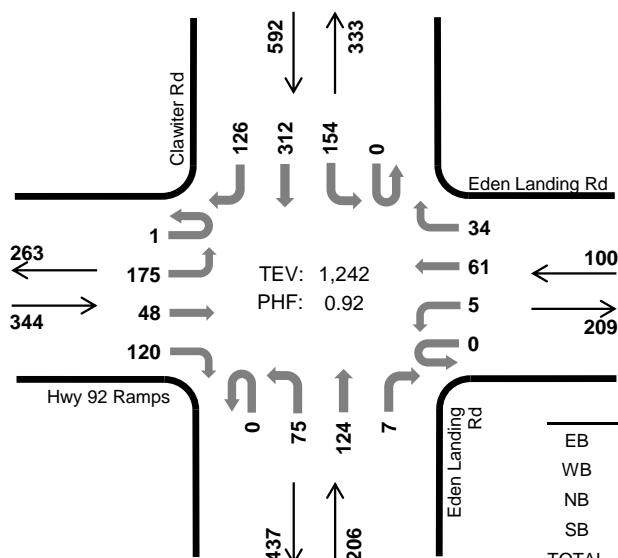


Peak Hour

Date: 07/18/2017

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

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



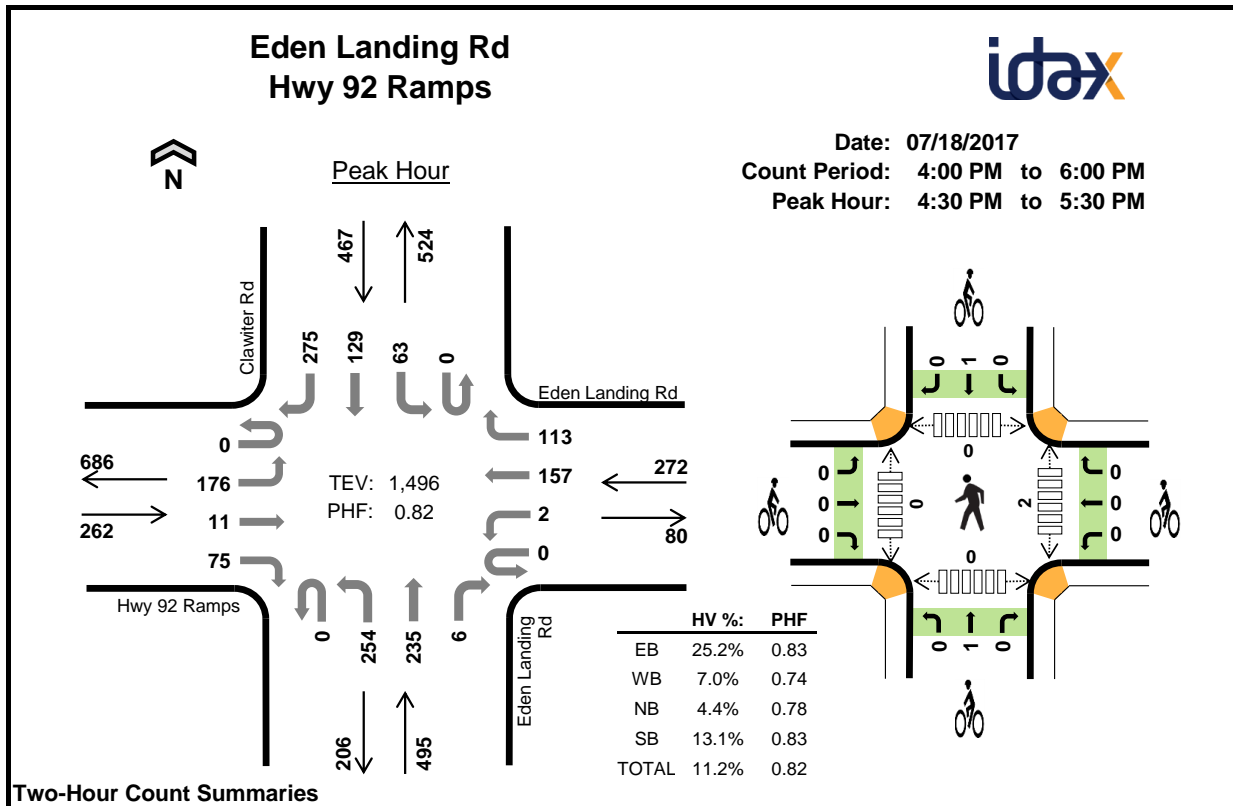
	HV %:	PHF
EB	7.3%	0.80
WB	38.0%	0.89
NB	27.7%	0.79
SB	15.4%	0.92
TOTAL	17.0%	0.92

### Two-Hour Count Summaries

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

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

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

**Two-Hour Count Summaries**

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

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

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

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

Intersection Averages: AM: 39% PM: 22%

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

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

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



## Appendix B   ACTC Development Review Complete Streets Checklist

## Development Review Complete Streets Checklist

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

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

### Pre-Application Phase

#### Project Description

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

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

Adjacent Street 1 Name: Clawiter Road

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

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

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

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

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

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

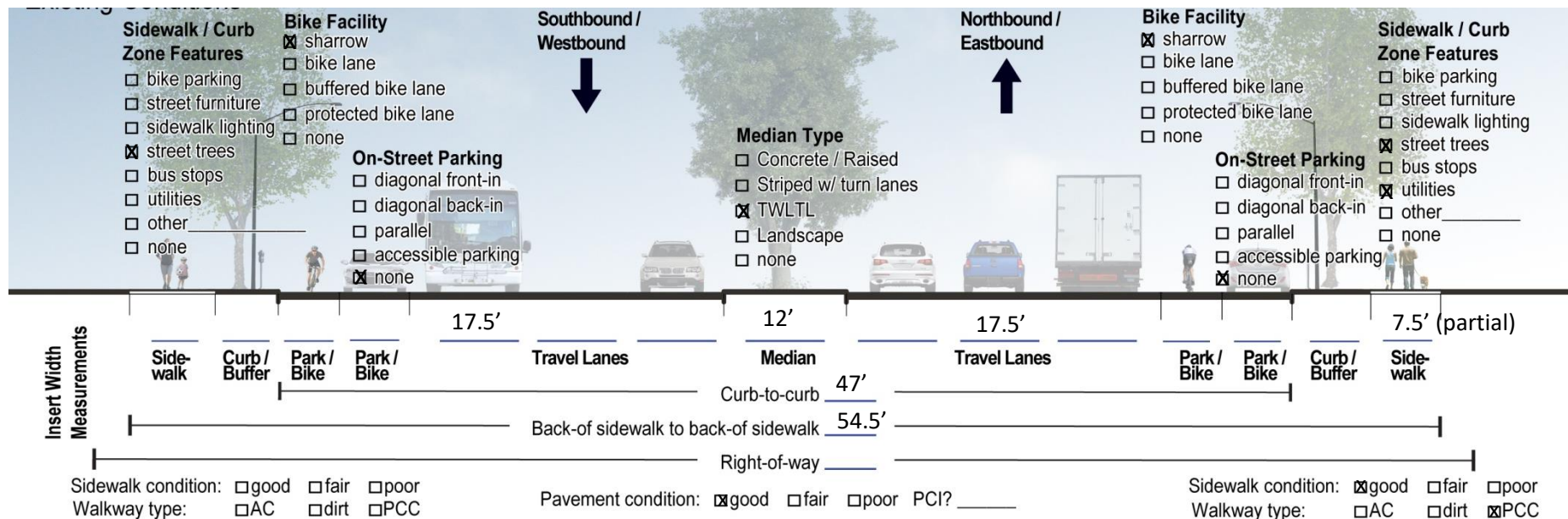
7. Have you observed other opportunities to improve safety performance? (based on field observation) ☒yes ☐no

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

## Existing Physical Conditions

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

Adjacent Street 1 name: Clawiter Road



## Plans, Policies, Guidelines, and Standards

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

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

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

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

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

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

## Transportation Evaluation

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

### Pedestrian

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

*List any pedestrian deficiencies identified:*

Crosswalk striping is faded and should be re-striped

Some sidewalk gaps in the study area.

### Bicycle

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

*List any bicycle deficiencies identified:*

Bike lanes are narrow where available.

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

### Auto

- On-street parking ☐ yes ☒ no
- Off-street parking ☐ yes ☒ no
- Disabled parking ☐ yes ☒ no
- Green infrastructure ☐ yes ☒ no
- Driveway placement and ped/bike conflict points ☒ yes ☐ no
- Other: Click or tap here to enter text. ☐ yes ☐ no

List any auto deficiencies identified:

Click or tap here to enter text.

### Transit

- Bus stop placement ☒ yes ☐ no
- Waiting area amenities and stop design parameters ☒ yes ☐ no
- Other: Click or tap here to enter text. ☐ yes ☐ no

List any transit deficiencies identified:

Click or tap here to enter text.

### Trucks and Heavy Vehicles

- Curbside loading areas ☐ yes ☒ no
- On-site loading areas ☐ yes ☒ no
- Turning radii ☐ yes ☒ no
- Emergency vehicle access ☐ yes ☒ no
- Other: Click or tap here to enter text. ☐ yes ☐ no

List any truck/heavy vehicle deficiencies identified:

Click or tap here to enter text.

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

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

## External Agency/Stakeholder Coordination

12. List agencies requiring coordination: N/A

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

Click or tap here to enter text.

## Maintenance and Construction Phase Considerations

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

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

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

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

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

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