

MEMORANDUM

DATE: May 5, 2021

To: Marcus Martinez, Associate Planner

FROM: Theresa Wallace, AICP, Principal
Matthew Wiswell, AICP, Planner

SUBJECT: Hayward Retail Center Project Categorical Exemption

This memorandum supports the finding that the proposed Hayward Retail Center Project (proposed project) would be exempt from further review under California Environmental Quality Act (CEQA) Section 15301 (Existing Facilities), 15302 (Replacement or Reconstruction), and 15303 (New Construction or Conversion of Small Structures). One or more of these exemptions apply to one or more of the proposed project components, as further detailed below. The project site is made up of two parcels located at 26231 Mission Boulevard in the City of Hayward, Alameda County.

PROJECT DESCRIPTION

The following describes the proposed project, which includes the development of two new drive through restaurants, and interior and exterior renovations to, as well as partial demolition of a portion of the existing commercial building to demise it into space for nine commercial tenants. This section includes a description of the project location, the existing site conditions, the proposed project, and the anticipated project approvals and permits. The City of Hayward (City) is the CEQA Lead Agency for the proposed project.

Project Location and Existing Conditions

The project site is comprised of two parcels of approximately 10.4 and 0.3 acres in size, for a total of approximately 10.7 acres, located at 26231 Mission Boulevard (Assessor's Parcel Numbers [APN] 452-0020-009-01 and 452-0020-006-10). The larger of the two parcels (Parcel 1), which makes up the majority of the project site, is located in the northern portion of the project site and the smaller (Parcel 2) is located in the southern portion. The project site is developed with an approximately 94,500-square-foot commercial building that is currently vacant. Figure 1 shows the regional location of the project site. Figure 2 is an aerial photograph of the project site and the surrounding land uses.

Access to the project site is provided by a two-way driveway from Harder Road along the northern border, and two-way driveways from Mission Boulevard along the eastern boundary and at the southeast corner. The project site is bound by Harder Road and commercial uses to the north, Mission Boulevard to the east, commercial uses and single-family residential uses to the south, and Bay Area Rapid Transit (BART) tracks to the west. As shown in Figure 2, surrounding land uses within

the vicinity of the project site generally consists of single- and multi-family residential and commercial uses.

As described above, the project site is currently developed with a 94,500-square-foot commercial building that is currently vacant. The remainder of the project site is developed with a surface parking lot containing approximately 529 parking spaces and ornamental landscaping in planters throughout the site and along the site boundaries containing approximately 111 trees. Both of the parcels on the project site are designated as Sustainable Mixed Use (SMU) in the City's General Plan, which allows for a maximum floor area ratio (FAR) of 2.0.¹ Parcel 1 is zoned South Hayward BART Form Based Code T-4 (S-T4 – Urban General Zone), and Parcel 2 is zoned South Hayward Form Based Code Civic Space (S-CS). The South Hayward BART Form-Based Code was subsequently updated in August 2020; however, the application for the proposed project was submitted prior to adoption of the update.²

Proposed Project

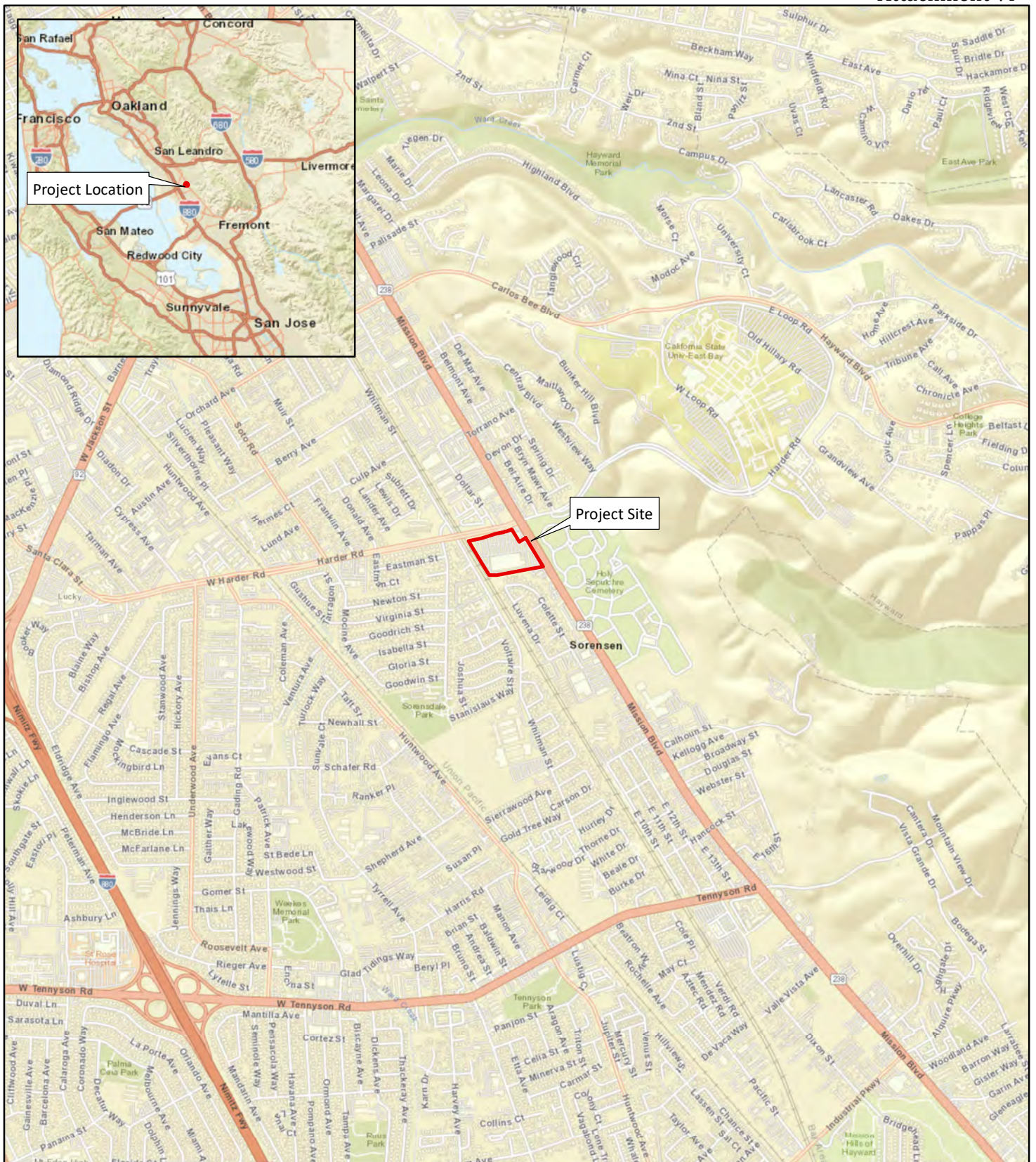
The proposed project would include interior alterations, exterior renovations, and partial demolition of the existing commercial building to demise it into space for up to nine commercial tenants and the construction of two new drive-through restaurants: In-N-Out and Raising Canes. A series of approvals would be required to allow development of the proposed project, including: 1) Site Plan Review; 2) Conditional Use Permits (CUPs); and 3) Warrants and Exceptions from zoning requirements. Additional projects details are provided below. A conceptual site plan is shown in Figure 3, and conceptual building elevations are shown in Figures 4 through 6.

Commercial Building

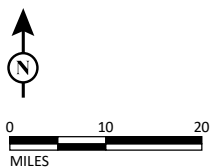
As shown in Figure 3, the interior of the existing approximately 94,500-square-foot commercial building would be renovated and demised into space for up to nine commercial tenants. In addition, approximately 7,567 square feet of the existing building would be demolished. The interior alterations would allow for three major tenants, with spaces of approximately 32,092, 23,042, and 21,000 square feet, and 6 minor tenants that would occupy a combined total of approximately 11,280 square feet. The three major tenants would include storefronts along the northern boundary of the existing commercial building, while the minor tenants would generally include storefronts along the eastern portion of the existing building with two storefronts at the northeast corner.

¹ Hayward, City of. 2013. *Hayward General Plan*. Figure LU-1: Land Use Diagram. September.

² Hayward, City of. 2020. Form-Based Code Update. Website: <https://www.hayward-ca.gov/content/form-based-code-update> (accessed January 2021).



LSA



SOURCE: ESRI World Street Map (2020)

I:\HAY2001.01\GIS\Maps\Figure 1_Project Site.mxd (1/11/2021)

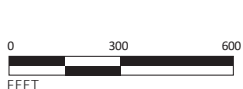
FIGURE 1

Hayward Retail Center Project
Project Site



FIGURE 2

LSA



 Project Boundary

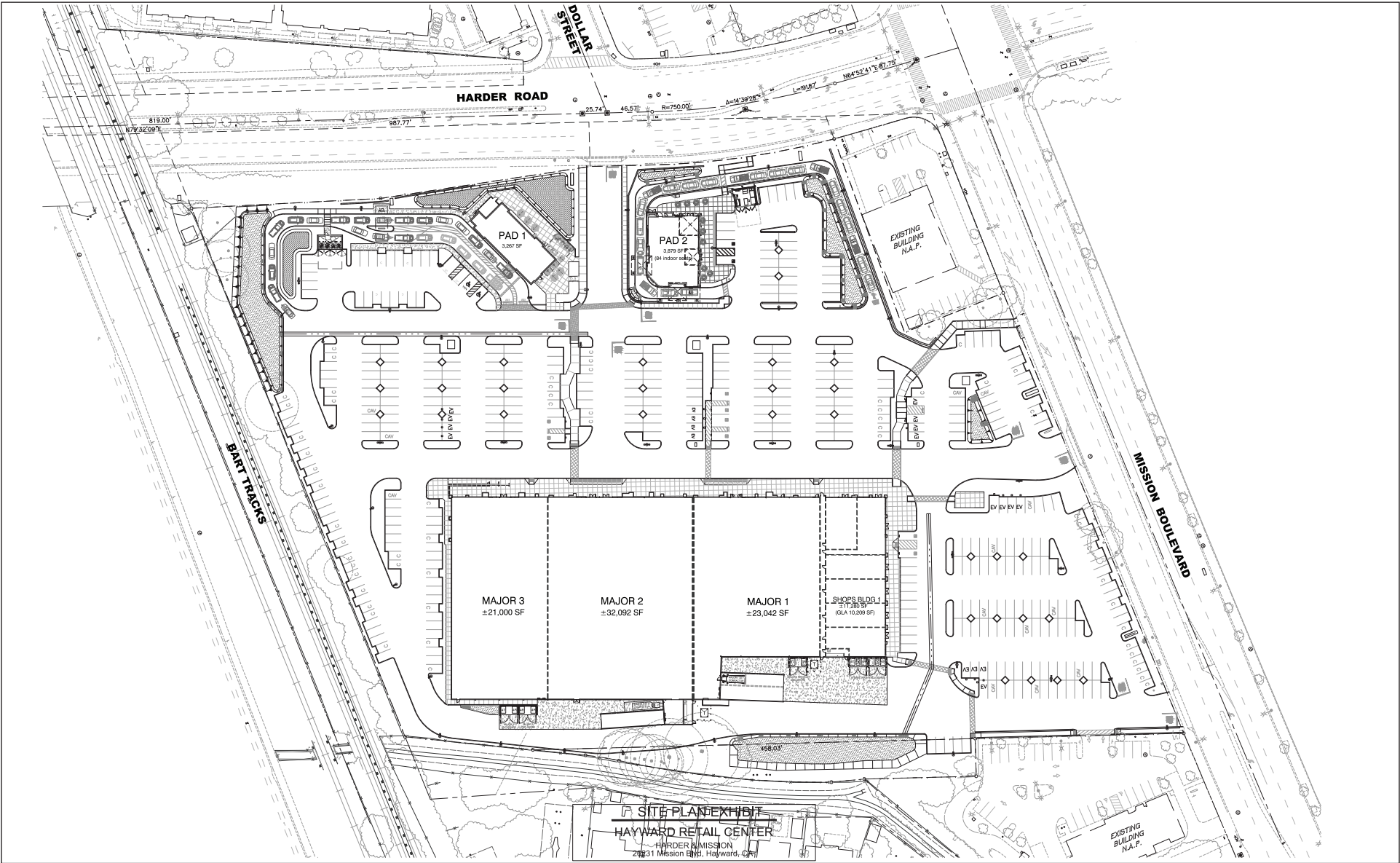
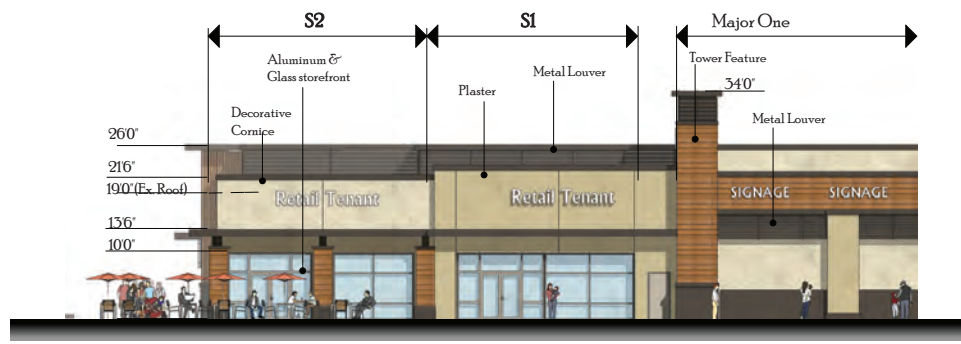
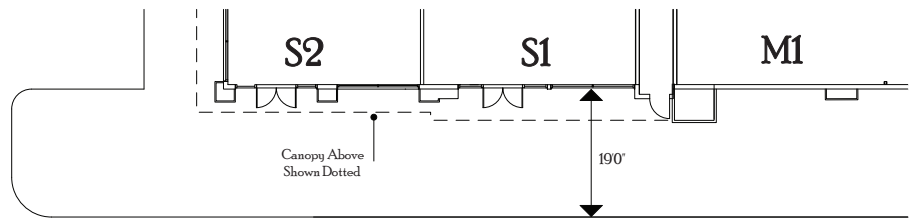




FIGURE 3



LSA

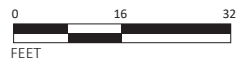


FIGURE 4

Hayward Retail Center Project
Conceptual North Elevation - Retail Building



Pad 1

LSA

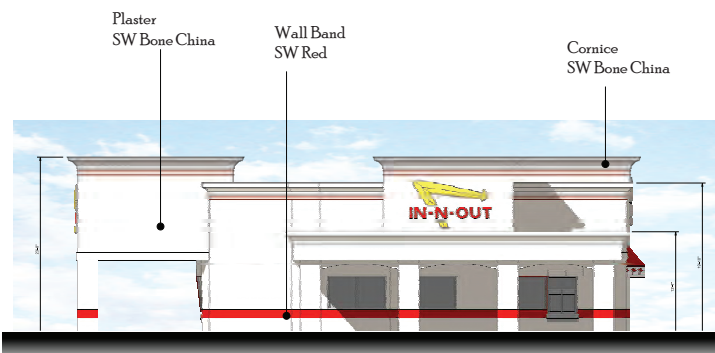
FIGURE 5

NOT TO SCALE

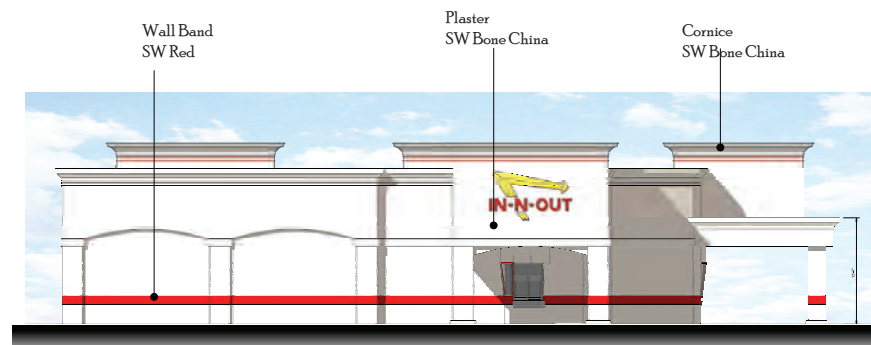
SOURCES: Johnson Lyman Architects; MerloneGeier Partners, 7/2/2020

P:\HAY2001.01 26231 Mission Blvd\PRODUCTS\Graphics\Figure 5.ai (1/8/2021)

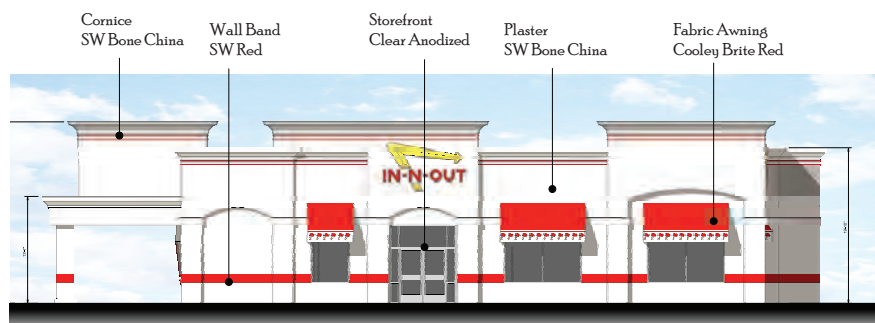
Hayward Retail Center Project
Conceptual Elevation - Raising Cane's



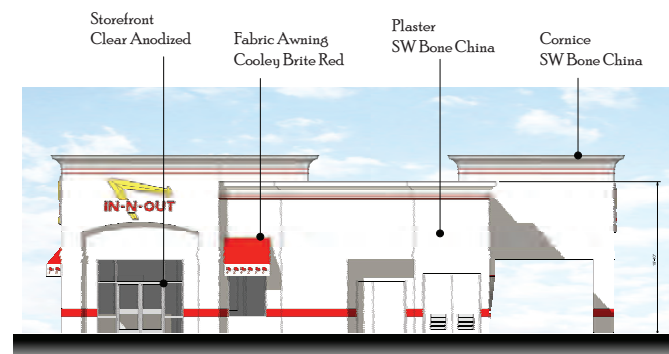
South Elevation



West Elevation



East Elevation



North Elevation

Pad 2

LSA

FIGURE 6

NOT TO SCALE

SOURCES: Johnson Lyman Architects; MerloneGeier Partners, 7/2/2020

P:\HAY2001.01 26231 Mission Blvd\PRODUCTS\Graphics\Figure 6.ai (1/8/2021)

*Hayward Retail Center Project
Conceptual Elevation - In-N-Out*

Drive Through Restaurants

The Raising Canes restaurant would be located in the northwest corner of the project site and would be approximately 3,267 square feet in size. As shown in Figure 3, the drive through entrance would be located near the northwest corner of the project site and vehicles would travel along the northern border of the project site until exiting just south of the proposed building. The Raising Canes restaurant would be a maximum of approximately 19 feet, 10 inches in height.

The In-N-Out restaurant would be located near the northeast corner of the project site and would be approximately 3,879 square feet in size. As shown in Figure 3, the drive through entrance would be located along the eastern boundary of the project site and vehicles would travel along the eastern and northern borders of the project site until exiting just south of the proposed building. The In-N-Out restaurant would be a maximum of approximately 23 feet in height.

Site Improvements and Construction

The proposed project would also include modifications to the existing parking lot that would result in a total of 467 parking spaces throughout the project site. Each of the drive through restaurants would include a dedicated parking lot, consisting of 27 parking spaces (2 of which would be handicap accessible) for Raising Canes and 31 parking spaces (2 of which would be handicap accessible) for In-N-Out. Of the 467 parking spaces on the project site, a total of 30 would include infrastructure to provide electric vehicle charging. A total of 22 of these 30 spaces are currently proposed to provide vehicle charging.

The project site is currently served by utilities, including water, wastewater, stormwater, electricity. The proposed project would include connections to these existing utilities, including sanitary sewer lines along Harder Road and water mains along Mission Boulevard. The proposed project would also include bioretention areas throughout the site, including along the driveway from Harder Road, at the northwest corner of the site, and along the southern boundary of the site. A total of 74 trees would be removed from the project site, and 211 new trees would be planted.

To prepare the project site for construction and renovation activities the project site would be graded and trenched for utility installation. Approximately 12,000 net cubic yards of soil would be hauled to/exported from the project site to provide for new parking lot grades and paving sections. Pads 1 and 2 would be net fills for grading of bioretention areas. Excavation would occur at a maximum depth of approximately one to two feet on average for parking lot areas, and from two to eight feet for utility trenching. Construction of the proposed project is anticipated to begin six months after entitlements are approved, with completion expected within 10 months of the start of construction.

Required Project Approvals

The proposed project would require the following approvals from the City of Hayward:

- Site Plan Review;
- CUP to allow drive-through restaurant uses;

- Various Warrants and Exceptions from certain zoning requirements.

CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires the CEQA Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from environmental review pursuant to CEQA. In response to that mandate, the Secretary for Natural Resources identified various classes of projects in the CEQA Guidelines that do not have a significant effect on the environment to be categorically exempt. The Categorical Exemptions that would be applicable to the proposed project are described below.

Class 1: Existing Facilities

Given LSA's understanding of the proposed project, the commercial building portion of the proposed project would qualify for a Class 1 exemption, described in Section 15301 of the CEQA Guidelines, as provided below. The drive through restaurant portion of the project does not qualify for this exemption given that this component of the project would consist of new construction.

15301. Existing Facilities. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.

As described above, the commercial building portion of the proposed project would consist of interior alterations, exterior renovations, and partial demolition of an existing building to demise it into nine separate spaces. The proposed project would continue to include commercial uses, but would not include an expansion of the commercial use as the total size of the building would remain the same. Therefore, the commercial building portion of the proposed project would comply with the requirements of the Class 1 exemption.

Class 2: Replacement or Reconstruction

Given LSA's understanding of the proposed project, the commercial building portion of the proposed project would also qualify for a Class 2 exemption, described in Section 15302 of the CEQA Guidelines, as provided below. The drive through restaurant portion of the project does not qualify for this exemption given that this component of the project would consist of new construction.

15302. Replacement or Reconstruction. Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

- a. Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.

- b. Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- c. Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
- d. Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

As described above, the commercial building portion of the proposed project would consist of interior alterations, exterior renovations, and partial demolition of an existing building to demise it into nine separate spaces. The proposed project would not include an expansion of the existing commercial building footprint or increase in overall square footage, and the building would continue to include commercial uses. Therefore, the proposed commercial building would be substantially the same size, purpose, and capacity as the existing building, and the commercial building portion of the proposed project would comply with the requirements of subsection B of the Class 2 exemption.

Class 3: New Construction or Conversion of Small Structures

Given LSA's understanding of the proposed project, the drive through restaurant portion of the proposed project would qualify for a Class 3 exemption, described in Section 15303 of the CEQA Guidelines, as provided below. This exemption is not applicable to the commercial building component of the project, as further described below.

15303. New Construction or Conversion of Small Structures. Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

- a. One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
- b. A duplex or similar multi-family residential structure, totaling no more than four dwelling units. In urbanized areas, this exemption applies to apartments, duplexes and similar structures designed for not more than six dwelling units.
- c. A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2,500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public

services and facilities are available and the surrounding area is not environmentally sensitive.

- d. Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.
- e. Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.
- f. An accessory steam sterilization unit for the treatment of medical waste at a facility occupied by a medical waste generator, provided that the unit is installed and operated in accordance with the Medical Waste Management Act (Section 117600, et seq., of the Health and Safety Code) and accepts no offsite waste.

The proposed project consists of interior and exterior alterations, and partial demolition of an existing commercial building and construction of two new restaurant buildings. Therefore, the requirements of subsection C apply for this exemption. However, the proposed improvements to the existing commercial building would not change the general use of or increase the size of the building; therefore, this component of the project is not subject to the specific requirements outlined in subsection C as no material conversion of this structure would occur.

As described above, the drive through restaurant portion of the proposed project would consist of the construction of two new restaurants that would total approximately 7,146 square feet in size, which meets the criteria of a new restaurant use of less than four buildings and less than 10,000 square feet in size. The project site is located in an urbanized area of the City of Hayward and is currently served by all necessary public services, including police and fire protection, as well as public facilities and utilities. There are no environmentally sensitive areas located within the area surrounding the project site, which is made up of single- and multi-family residential uses, commercial uses, and BART tracks. The drive through restaurants are allowed with a CUP within the S-T4 and S-T5 zoning districts and would not require the use of any hazardous materials outside of those required for routine cleaning and maintenance. Therefore, the proposed project would comply with the requirements of subsection C of the Class 3 exemption.

EXCEPTIONS

Section 15300.2 of the CEQA Guidelines identifies potential exceptions to a lead agency's use of a Categorical Exemption. These exceptions are listed below in italics, with a discussion after each exception explaining how it does not apply to the proposed project.

- a. *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As previously described, the project site is currently developed and not located within any mapped areas of hazardous or critical concern.³ Therefore, this exception would not apply to the proposed project.

- b. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

As previously described, the proposed project would include renovations to an existing commercial building and two new drive through restaurants. Both of these uses are consistent with the General Plan land use designation and zoning districts for the project site. The proposed project is located within an urbanized area and would occur within a project site that is currently developed and has been previously disturbed. There are no foreseeable successive projects of the same type in the vicinity of the proposed project that would cause significant unavoidable impacts on the environment.

- c. Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

As described previously, the proposed project would include interior and exterior renovations to an existing commercial building and two new drive through restaurants. The project site currently developed and located within an urbanized area.

The introduction of two new drive through restaurants on the project site could increase vehicle miles traveled (VMT), the metric used to evaluate potential impacts related to transportation. The City's threshold of significance for retail projects is a net increase in total regional VMT. A VMT analysis was prepared for the proposed project, which is included as an attachment.⁴

As described in the VMT analysis, the City has developed screening criteria which can be used to identify when a project should be expected to cause a less-than-significant impact related to VMT. Local-serving retail projects that are 50,000 square feet total or less may be screened out of a detailed VMT study. Retail use that exceeds the local retail size criteria is reviewed by City staff on a base-by-case basis using local knowledge to determine if the retail is local-serving.

The existing commercial building is larger than 50,000 square feet, but would not include any expansion of uses or building size. Although the prospective tenants have not yet been identified, they would include smaller tenant spaces that range from approximately 1,800 square feet to 32,000 square feet in size. The site was recently occupied by Kmart and is already incorporated as retail in the City's most recent General Plan and associated model for both existing and cumulative planning years. The General Plan complies with State greenhouse gas reduction goals. Furthermore, given the above, the commercial use consists of a locally-serving retail use that would be replaced with a similar use and is not anticipated to increase regional VMT; therefore, per guidance from the

³ Hayward, City of. 2014. *Hayward General Plan*. Hazards Element. July.

⁴ Kittelson & Associates. 2021. *CEQA Transportation Analysis, Hayward Retail Center*. March.

State of California Office of Planning and Research (OPR), transportation impacts can be presumed to be less than significant.⁵ As such, a more detailed analysis was not conducted, and the existing commercial part of the project is presumed to have a less-than-significant impact with the repurposing of the interior building space.

While the new drive through restaurants, individually and cumulatively, would be less than 50,000 square feet, it was determined that each are unique and may not represent typical local-serving retail. In-N-Out is well known for its loyal customer base, and the Raising Canes location would be the San Francisco Bay Area's first of an established chain with name recognition in California, Arizona, and Nevada. Thus, these tenants may have a broader trip attraction.

To assess the potential for increase in regional VMT related to the project, VMT under an existing conditions scenario (without the proposed project) and a plus-project scenario (existing conditions with the addition of the proposed project) was estimated using the City's General Plan model. The study area for model results includes the complete cities of Hayward and Union City to include a reasonable travel shed for expected travel to the sites. The model results include trips that start and end within the analysis region and trips that end within the analysis region but started outside of it. The model results are presented in Table 1.

Table 1: Total Daily VMT Results

Analysis Scenario	Total Daily VMT	Net Difference in Total Daily VMT
Existing Conditions	13,434,154	--
Plus-Project	13,433,780	-374 (<1 percent)

Source: Kittelson & Associates. 2020.

As shown in Table 1, total daily VMT for the region would decrease by approximately 374, or less than 1 percent. While this represents a negligible change, it does indicate these land uses are likely shortening trips for many residents and customers compared to existing no-project conditions. The OPR technical advisory documents this effect by explaining that, "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT." Therefore, the drive through restaurants would not be expected to increase regional VMT.

As with any construction project, the City would require the implementation of specific construction operation measures, which include, but are not limited to, adherence to construction hours, stormwater protection, and dust suppression. These specific measures, which apply to all construction projects throughout the City, would ensure that construction activities would not result in a significant effect on the environment due to unusual circumstances.

- d. *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock*

⁵ California, State of, Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*, pp. 16-17. December.

outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigated by an adopted negative declaration or certified EIR.

The closest State scenic highway is Interstate 580 (I-580) beginning at the San Leandro city limits, located approximately 5 miles north of the project site.⁶ Due to the distance, the project site would not be visible from I-580, and therefore would not significant damage a scenic resource within a State scenic highway.

e. Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Government Code Section 65962.5 states that the California Department of Toxic Substances Control (DTSC) shall compile and maintain annually a list of hazardous waste facilities subject to corrective action as part of the Health and Safety Code; this list is commonly referred to as the Cortese List.

The project site is not listed as a cleanup site on the Regional Water Quality Control Board's GeoTracker database⁷ or the DTSC's Envirostor database.⁸

f. Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

CEQA defines a "historical resource" as a resource which meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (CRHR);
- Listed in a local register of historical resources;
- Identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code; or
- Determined to be a historical resource by a project's lead agency.

For a cultural resource to qualify for listing in the CRHR it must be significant under one or more of the following criteria:

⁶ California Department of Transportation. 2021. Scenic Highways. Website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> (accessed January 2021).

⁷ California State Water Resources Control Board. 2021. GeoTracker. Website: <https://geotracker.waterboards.ca.gov/> (accessed January 2021).

⁸ California Department of Toxic Substances Control. 2021. EnviroStor. Website: <https://www.envirostor.dtsc.ca.gov/public/> (accessed January 2021).

- Criterion 1: Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Criterion 2: Associated with the lives of persons important in our past;
- Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to being significant under one or more of these criteria, a resource must retain enough of its historic character and appearance to be recognizable as an historical resource and be able to convey the reasons for its significance (CCR Title 14 Section 4852(c)). Generally, a cultural resources must be 50 years or older.

The proposed project would not include the removal of any buildings. The existing commercial building would be renovated, which would include alterations to the exterior façade. In addition, approximately 7,567 square feet of the exterior would be demolished. However, the existing commercial building does not meet any of the criteria listed above, as it was constructed in 1973 and has generally been occupied by large chain retailers since that time. Minor excavation for building footings and trenching for utilities would be undertaken as part of the proposed project, but these activities are not likely to affect buried cultural resources due to the previously disturbed nature of the project site.

CONCLUSION

As described above, the proposed project is eligible for a Class 1, 2, and 3 Categorical Exemption. Additionally, the exceptions to the use of Categorical Exemptions described in Section 15300.2 of the CEQA Guidelines are not applicable to the proposed project. Therefore, a Categorical Exemption is the appropriate terminal CEQA document for the proposed project.

Attachment: CEQA Transportation Analysis, Hayward Retail Center

**ATTACHMENT
CEQA TRANSPORTATION ANALYSIS**

CEQA Transportation Analysis – Draft Final Report

Hayward Retail Center

Hayward, California

Prepared For:

LSA

157 Park Place

Point Richmond, CA 94801

Prepared By:

Kittelson & Associates, Inc.

155 Grand Avenue, Suite 505

Oakland, California 94612

(510) 433-8083

Project Manager: Mike Alston, RSP

Project Principal: Damian Stefanakis

Project No. 25541, City of Hayward Planning Application #202002474

March 2021



EXECUTIVE SUMMARY

This report presents the findings, conclusions and CEQA transportation analysis conducted by Kittelson & Associates, Inc. (Kittelson) for the proposed Hayward Retail Center project (project) located in Hayward, California. The project is located at the former Kmart site at 26231 Mission Boulevard at the southwest corner of Mission Boulevard / Harder Road (assessor's parcel number 452-0020-009-01). The project would consist of:

- An approximately 3,267 square-foot drive-through restaurant
- An approximately 3,879 square-foot drive-through restaurant
- An approximately 88,000 square-foot commercial building, subdivided into nine tenants ranging from approximately 1,800 square feet to approximately 32,000 square feet

Vehicular access to the site would be provided by three existing driveways: two on Mission Boulevard and one on Harder Road at Dollar Street.

SUMMARY OF FINDINGS

The project components would not be expected to contribute additional VMT and would result in a **less-than-significant** impact under CEQA. No mitigation measures have been identified.

TABLE OF CONTENTS

1	METHODOLOGIES AND EXISTING CONDITIONS.....	3
1.1	Impact Criteria and Analysis Standards	3
1.1.1	VMT Impact Significance Criteria	5
1.2	Methodologies and Existing Traffic Volumes	6
1.2.1	Automobile Traffic Volumes	6
1.2.2	Pedestrian and Bicycle Volumes	14
2	VMT IMPACT ANALYSIS.....	16
2.1	Equivalent Land Use and Applicable Thresholds and Screening Criteria	18
2.2	VMT Screening.....	18
2.3	VMT Analysis	19
1.	Remodel of Commercial Building	19
2.	Drive-Through Restaurants	19
3	PROJECT TRIP GENERATION AND DISTRIBUTION.....	21
3.1	Trip Generation.....	21
3.2	Trip Distribution and Assignment.....	22
4	INTERSECTION TRAFFIC VOLUME FORECASTS	26
4.1	Existing Plus Project Traffic Volumes	26
4.2	Cumulative 2040 Traffic Volumes.....	26
4.3	Cumulative 2040 Plus Project Traffic Volumes	26
5	TRANSIT, PEDESTRIAN, AND BICYCLE ASSESSMENT	31
5.1	Transit Assessment	31
5.2	Pedestrian Assessment	31
5.3	Bicycle Assessment	32
6	SUMMARY OF FINDINGS.....	34

LIST OF FIGURES

Figure 1: Study Area and Project Site	4
Figure 2: Existing Automobile Peak Hour Volumes (Weekday AM and PM Peak Hours).....	13
Figure 3: Site Plan.....	17
Figure 4: Project Trip Distribution Percentages.....	24
Figure 5: Project Automobile Peak Hour-Only Trips (Weekday AM and PM Peak Hours)	25
Figure 6: Existing Plus Project Turning Movement Forecasts (Weekday AM and PM Peak Hours)	28
Figure 7: Cumulative 2040 Turning Movement Forecasts (Weekday AM and PM Peak Hours)	29

Figure 8: Cumulative 2040 Plus Project Turning Movement Forecasts (Weekday AM and PM Peak Hours) 30

LIST OF TABLES

Table 1: Thresholds of Significance for Residential and Employment Projects.....	5
Table 2: Screening Criteria for CEQA Transportation Analysis for Development Projects.....	5
Table 3: Study Intersections.....	7
Table 4: Mission Boulevard / Harder Road Intersection Volumes.....	8
Table 5: Adjusted Existing 2020 Weekday AM Peak Hour Counts	9
Table 6: Adjusted Existing 2020 Weekday PM Peak Hour Counts.....	10
Table 7: Former Kmart Trip Generation Estimate	11
Table 8: Pedestrian and Bicycle Volumes (Weekday AM Peak Hour).....	14
Table 9: Pedestrian and Bicycle Volumes (Weekday PM Peak Hour).....	15
Table 10: Thresholds of Significance for Residential and Employment Projects.....	18
Table 11: Project VMT Screening.....	18
Table 12: Total Daily VMT Results.....	20
Table 13: Project Trip Generation Rates.....	21
Table 14: Project Net-New Trip Generation Estimate	22

APPENDIXES

Appendix 1: Traffic Counts

Appendix 2: Alameda CTC Development Review Complete Streets Checklist

1 METHODOLOGIES AND EXISTING CONDITIONS

The project is located at the former Kmart site at 26231 Mission Boulevard at the southwest corner of Mission Boulevard / Harder Road (assessor's parcel number 452-0020-009-01). The project would entail the development of two new drive-through restaurants and a remodel of an existing 94,500 square-foot commercial building (to be demised into nine commercial tenants).

The site is approximately 10.5 acres in size. Although the project site is currently zoned as MB-CC (Mission Boulevard – Corridor Center), the project application was submitted and deemed complete before the July 2020 adoption of the MB-CC zoning and is subject to the former South Hayward BART Form-Based Code Urban General (S-T4) and Urban Center (S-T5) zones. The project site and study area are illustrated in Figure 1.

This CEQA transportation impact analysis is subject to the regulations and standards currently in place (or in place when the project's Planning Application was deemed complete) in the City of Hayward. These standards are outlined in the *Hayward 2040 General Plan – Mobility Element* (2014) and the City's recently adopted VMT criteria, as summarized below.

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

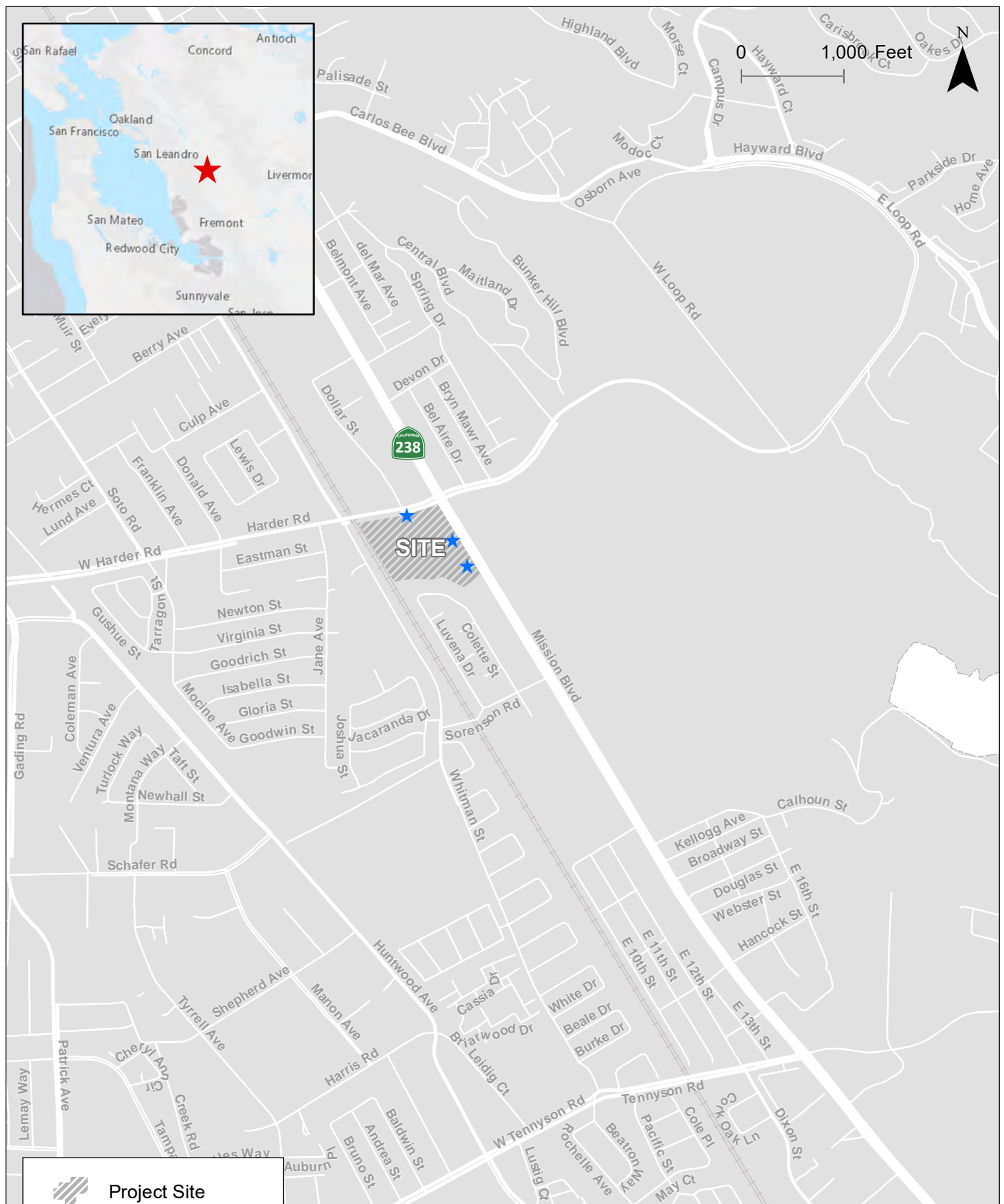
1.1 IMPACT CRITERIA AND ANALYSIS STANDARDS

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 as transportation impact metrics for California Environmental Quality Act (CEQA) impact analyses. The Governor's Office of Planning and Research (OPR) has updated the CEQA Guidelines and provided a final technical advisory in December 2018 which recommends vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts under CEQA.¹ 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.

¹ The Technical Advisory document is available online at
https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

H:\2022\2541 - Hayward Kmart Site Development\ER\GIS\Figure 01 Study Area and Project Site_25541_v3.mxd - gearsky - 6:06 PM 1/22/2021



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

**Figure
1**

1.1.1 VMT Impact Significance Criteria

The City's thresholds of significance by land use are shown in Table 1. 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. These screening criteria are shown in Table 2.

Table 1: Thresholds of Significance for Residential and Employment Projects

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

Source: City of Hayward, 2020.

Table 2: Screening Criteria for CEQA Transportation Analysis for Development Projects

Screen Type	Screening Criteria
Small Infill Projects	<ul style="list-style-type: none"> • Single-family detached housing of 15 units or less • Single-family attached or multi-family housing of 25 units or less • Office of 10,000 square feet of gross floor area (GFA) or less
Local Serving Retail	<ul style="list-style-type: none"> • 50,000 square feet of total gross floor area or less
Local Serving Public Facilities	<ul style="list-style-type: none"> • Local serving public facility (determined with staff input, depending on the land use)
Residential and Employment-Office Land Use Projects or Components	<ul style="list-style-type: none"> • Location: within a half mile of a major transit stop¹ or in an area with low (below the threshold) VMT per capita/employee and in an area with planned growth. • Density/FAR: <ul style="list-style-type: none"> ○ Minimum gross floor area ratio (FAR) of 0.75 as applicable for employment projects ○ Minimum of 35 units per acre as applicable for residential projects ○ If located in an area where zoning calls for lower than 0.75 FAR or fewer than 35 units per acre, the maximum FAR or units per acre density allowed must be used • Parking: No more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces • Does not replace affordable residential units (including naturally occurring affordable residential units) with a smaller number of moderate- or high-income residential units • Consistent with local plans for development priorities
Restricted Affordable Residential Projects or Components	<ul style="list-style-type: none"> • Affordability: 100% deed-restricted affordable housing (exception for the manager's unit(s)); affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes. Affordability for this purpose is restricted to households making 80% or less of the area's median income. • Location: within an area with below average VMT per capita • Parking: no more than the minimum number of parking spaces required; in cases where no minimum is required and a maximum is identified, no more than the maximum number of parking spaces

Source: City of Hayward, 2020.

1.2 METHODOLOGIES AND EXISTING TRAFFIC VOLUMES

1.2.1 Automobile Traffic Volumes

Because of the timing of this project and this analysis, any observed traffic volumes would be severely affected by the COVID-19 pandemic, which has influenced traffic volumes and resulted in lower than typical conditions as experienced before the pandemic or would be expected after the pandemic. One approach to arrive at representative traffic volumes would be to obtain counts at some locations in present conditions and compare to common study locations available in previous counts as shown in Table 3. The comparison could establish a percentage basis to adjust observed volumes to pre/post-pandemic levels.

However, the former Kmart on the project site closed in early 2020, making such an adjustment imprecise because all counts prior to 2020 would reflect a baseline condition with the Kmart operational. An adjustment would therefore account for both pandemic changes and the Kmart closure. Any 2020 counts that include the project's access points currently would show negligible or no site activity and could not be properly adjusted on a percentage basis. The result would be adjusted volumes in aggregate but with misleading adjustments related to site access. Therefore, traffic volumes available from previous counts were identified and used for the analysis. Table 3 identifies multimodal traffic counts available that were conducted as part of previous studies:

- Harder Elementary School Expansion (2016), located at 495 Wyeth Road,
- Hayward Mission Crossings (2017), located at 25501 Mission Boulevard, on the northwest corner of Mission Boulevard and Torrano Avenue,
- One Subaru (2019), located at 25000 Mission Boulevard, on the southeast corner of Mission Boulevard and Carlos Bee Boulevard, and,
- Meta Housing (2019), located at 29497-29553 Mission Boulevard, on the west side of Mission Boulevard north of Industrial Parkway.

Table 3: Study Intersections

#	Intersection	Traffic Control	Counts Available by Date		
			June 2, 2016	September 8, 2016	April 10, 2019
1	Mission Boulevard & Carlos Bee Boulevard / Orchard Avenue	Signal		X	X
2	Mission Boulevard & Berry Avenue	TWSC		X	X
3	Mission Boulevard & Torrano Avenue (North)	TWSC		X	X
4	Mission Boulevard & Torrano Avenue (South)	TWSC		X	X
5	Mission Boulevard & Tennyson Road	Signal		X	X
6	Mission Boulevard & Harder Road	Signal	X	X	X
7	Harder Road & Dollar Street	TWSC		X	
8	Harder Road & Jane Avenue	Signal	X		
9	Harder Road & Soto Road	Signal	X		

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

Source: June 2, 2016 counts Harder Elementary School Expansion Study; September 8, 2016 counts Hayward Mission Crossings study; April 10, 2019 counts, One Subaru study (Mission Boulevard / Harder Road) and Meta Housing Study (Mission Boulevard / Tennyson Road)

Therefore, Kittelson compiled historical traffic counts from recent studies for a number of years and arrived at analysis volumes using the following methodology:

1. Compare total entering vehicles at the Mission/Harder intersection across all three count dates presented in Table 3. The level of growth reflected between the average of the 2016 counts and the 2019 counts can be applied to the 2016 counts at intersections #7 and #8 to “bring them forward” to 2019 conditions by adjusting them to reflect traffic growth over the three years.
2. Use the most recently available counts for each intersection, with adjustments from Step 1 to bring them forward to 2020 levels.
3. Apply a 1 percent growth factor to all volumes to adjust them to a 2020 analysis year.

The adjusted volumes could then be used in relation to project trip generation. The intent is to develop consistent volumes that are not affected by COVID-19 and to avoid double-counting of project trips when conducting project analysis.

4. Estimate the traffic volumes related to the former Kmart site based on the Institute of Transportation Engineers (ITE) Trip Generation Manual.
5. Use the estimated former Kmart volumes to apply a credit against trip generation (discussed in next section).

Step 1: Determine Growth Factor between 2016 and 2019

The results of the comparison among Mission Boulevard / Harder Road counts are provided in Table 4. The 2019 counts were 5.6 percent higher in the a.m. peak hour compared to the average of 2016 counts and 15.2 percent higher in the p.m. peak hour. These percentages were applied to grow the volumes at intersections #6, #7, and #8.

Table 4: Mission Boulevard / Harder Road Intersection Volumes

Count Date	NB			SB			EB			WB			Total Entering	PCT Difference (2019 compared to 2016 Average)
	L	T	R	L	T	R	L	T	R	L	T	R		
Weekday AM Peak Hour														
6/2/2016	226	885	141	41	1,521	141	231	282	307	100	98	35	4,008	-
9/8/2016	261	1,160	73	15	1,740	141	269	102	362	162	101	17	4,403	-
4/10/2019	231	1,003	168	46	1,552	153	276	346	352	172	110	33	4,442	237 (5.6%)
Weekday PM Peak Hour														
6/2/2016	279	1,144	106	49	1,068	190	246	187	290	221	254	66	4,100	-
9/8/2016	263	1,504	137	52	1,167	198	324	140	343	107	119	32	4,386	-
4/10/2019	325	1,600	226	53	1,115	205	275	183	320	223	287	76	4,888	645 (15.2%)

Source: June 2, 2016 counts Harder Elementary School Expansion Study; September 8, 2016 counts Hayward Mission Crossings study; April 10, 2019 counts, One Subaru study (Mission Boulevard / Harder Road) and Meta Housing Study (Mission Boulevard / Tennyson Road)

Step 2 and 3: Adjust Volumes to 2020 Analysis Volumes

The most recent counts were all adjusted to analysis year 2020 levels to account for background growth from 2016 and from 2019. The final analysis volumes are presented for each peak hour in Table 5 and Table 6.

Table 5: Adjusted Existing 2020 Weekday AM Peak Hour Counts

Intersection	Count Date	NB			SB			EB			WB			Total Entering
		L	T	R	L	T	R	L	T	R	L	T	R	
1 Mission Blvd & Carlos Bee Blvd	4/10/2019	57	1,166	179	417	1,503	158	193	267	68	357	434	273	5,072
	Final	58	1,178	181	422	1,519	160	195	270	69	361	439	276	5,128
2 Mission Blvd & Berry Ave	4/10/2019	32	1,289	3	38	1,836	52	52	3	34	21	1	5	3,366
	Final	33	1,302	4	39	1,855	53	53	4	35	22	2	6	3,408
3 Mission Blvd & Torrano Ave: North Leg	4/10/2019	0	1,343	0	0	1,753	120	0	0	21	0	0	0	3,237
	Final	0	1,357	0	0	1,771	122	0	0	22	0	0	0	3,272
4 Mission Blvd & Torrano Ave: South Leg	4/10/2019	10	1,296	15	36	1,737	1	0	0	0	8	0	29	3,132
	Final	11	1,309	16	37	1,755	2	0	0	0	9	0	30	3,169
5 Mission Blvd & Tennyson Rd	4/10/2019	196	1,287	0	8	1,657	239	329	3	248	7	5	1	3,980
	Final	198	1,300	0	9	1,674	242	333	4	251	8	6	2	4,027
6 Mission Blvd & Harder Rd	4/10/2019	231	1,003	168	46	1,552	153	276	346	352	172	110	33	4,442
	Final	234	1,014	170	47	1,568	155	279	350	356	174	112	34	4,493
7 Harder Rd & Dollar St	9/8/2016	37	5	14	22	10	169	55	760	65	14	513	12	1,676
	Final	40	6	15	24	11	181	59	811	70	15	548	13	1,793
8 Harder Rd & Jane Ave	6/2/2016	25	46	48	164	18	317	197	712	4	18	357	137	2,043
	Final	27	49	51	175	19	338	210	760	4	19	623 ¹	146	2,179
9 Harder Rd & Soto Rd	6/2/2016	109	36	23	127	28	556	243	841	67	13	707	86	2,836
	Final	116	38	25	135	30	593	259	897	71	14	754	92	3,025

¹Note: The resulting low volume of through movements from the COVID adjustments was further adjusted to rebalance counts at adjacent intersections.

Source: June 2, 2016 counts Harder Elementary School Expansion Study; September 8, 2016 counts Hayward Mission Crossings study; April 10, 2019 counts, One Subaru study (Mission Boulevard / Harder Road) and Meta Housing Study (Mission Boulevard / Tennyson Road)

Table 6: Adjusted Existing 2020 Weekday PM Peak Hour Counts

Intersection	Count Date	NB			SB			EB			WB			Total Entering
		L	T	R	L	T	R	L	T	R	L	T	R	
1 Mission Blvd & Carlos Bee Blvd	4/10/2019	77	1,617	328	358	1,272	161	111	303	44	172	258	327	5,028
	Final	78	1,634	332	362	1,285	163	113	307	45	174	261	331	5,085
2 Mission Blvd & Berry Ave	4/10/2019	49	1,944	5	60	1,404	39	30	2	20	15	1	6	3,575
	Final	50	1,964	6	61	1,419	40	31	3	21	16	2	7	3,620
3 Mission Blvd & Torrano Ave: North Leg	4/10/2019	0	1,972	0	0	1,403	52	0	0	36	0	0	0	3,463
	Final	0	1,992	0	0	1,418	53	0	0	37	0	0	0	3,500
4 Mission Blvd & Torrano Ave: South Leg	4/10/2019	18	1,912	36	75	1,361	3	1	0	8	6	0	20	3,440
	Final	19	1,932	37	76	1,375	4	2	0	9	7	0	21	3,482
5 Mission Blvd & Tennyson Rd	4/10/2019	380	1,695	1	32	1,198	328	352	4	248	9	17	2	4,272
	Final	384	1,712	2	33	1,210	332	356	5	251	10	18	3	4,322
6 Mission Blvd & Harder Rd	4/10/2019	325	1,600	226	53	1,115	205	275	183	320	223	287	76	4,888
	Final	329	1,616	229	54	1,127	208	278	185	324	226	290	77	4,943
7 Harder Rd & Dollar St	9/8/2016	64	9	24	30	2	112	66	745	51	23	540	17	1,683
	Final	75	11	28	35	3	131	77	867	60	27	629	20	1,963
8 Harder Rd & Jane Ave	6/2/2016	18	16	25	97	31	204	299	603	21	53	665	183	2,215
	Final	21	19	29	113	36	237	348	702	24	62	774	213	2,577
9 Harder Rd & Soto Rd	6/2/2016	110	64	14	89	52	295	376	995	129	22	678	151	3,205
	Final	128	74	16	104	61	343	437	1,158	150	26	789	176	3,729

Source: June 2, 2016 counts Harder Elementary School Expansion Study; September 8, 2016 counts Hayward Mission Crossings study; April 10, 2019 counts, One Subaru study (Mission Boulevard / Harder Road) and Meta Housing Study (Mission Boulevard / Tennyson Road)

Step 4: Estimate Traffic Volumes Associated with Former Kmart

The former Kmart trips were estimated using data provided by ITE land use code 815 (free-standing discount store), as shown in Table 7. The project was estimated to generate 5,020 weekday daily vehicle trips.

Table 7: Former Kmart Trip Generation Estimate

Trip Generation Rates									
Land Use	ITE Code	Rate	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Free-Standing Discount Store	815	per KSF	53.12	69%	31%	1.17	50%	50%	4.83
Trip Generation Estimates									
Land Use	ITE Code	Size (KSF)	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Free-Standing Discount Store	815	94.5	5,020	77	34	111	228	228	456
50% reduction in Existing Use Trip Estimate			2,510	-38	-17	-55	-114	-114	-228
Pass-by Reduction (17% in PM) – Applied to 50% Trip Estimate			-	n/a	n/a	n/a	-19	-20	-39
NET PROJECT TRIPS TO BE APPLIED			2,510	39	17	56	95	94	189

Note: KSF = thousand square feet.

Source: Kittelson & Associates, Inc., 2021; ITE Trip Generation Handbook, 10th Ed.

A comparison of the estimated former Kmart trip numbers to the adjusted 2016 traffic counts at the Harder Road / Dollar Street intersection provides a reasonableness check for both estimates. (The south leg of the Harder Road / Dollar Street intersection is one of three driveways for the project and former Kmart site—the other two are along Mission Boulevard—and would be expected to account for a majority of the site's in and out traffic.) The adjusted 2020 volumes at the intersection (as presented in Table 5 and Table 6) show 157 in the AM peak hour (96 in, 61 out) and 204 trips in the PM peak hour (90 in, 114 out). In the PM peak hour, these numbers are within reason for what the ITE estimates provide, given that they account for a portion of project traffic. Given the Kmart site would have been more active during the PM peak hour, the AM peak hour trip patterns seem relatively high compared to ITE estimates; it is assumed that some drivers may have been using the site as a cut-through for eastbound right turn movements.

To avoid overstating the level of travel activity at the former Kmart in the adjusted 2016 and 2019 counts, it was determined that a 50 percent trip credit would be applied to project trip generation for analysis.

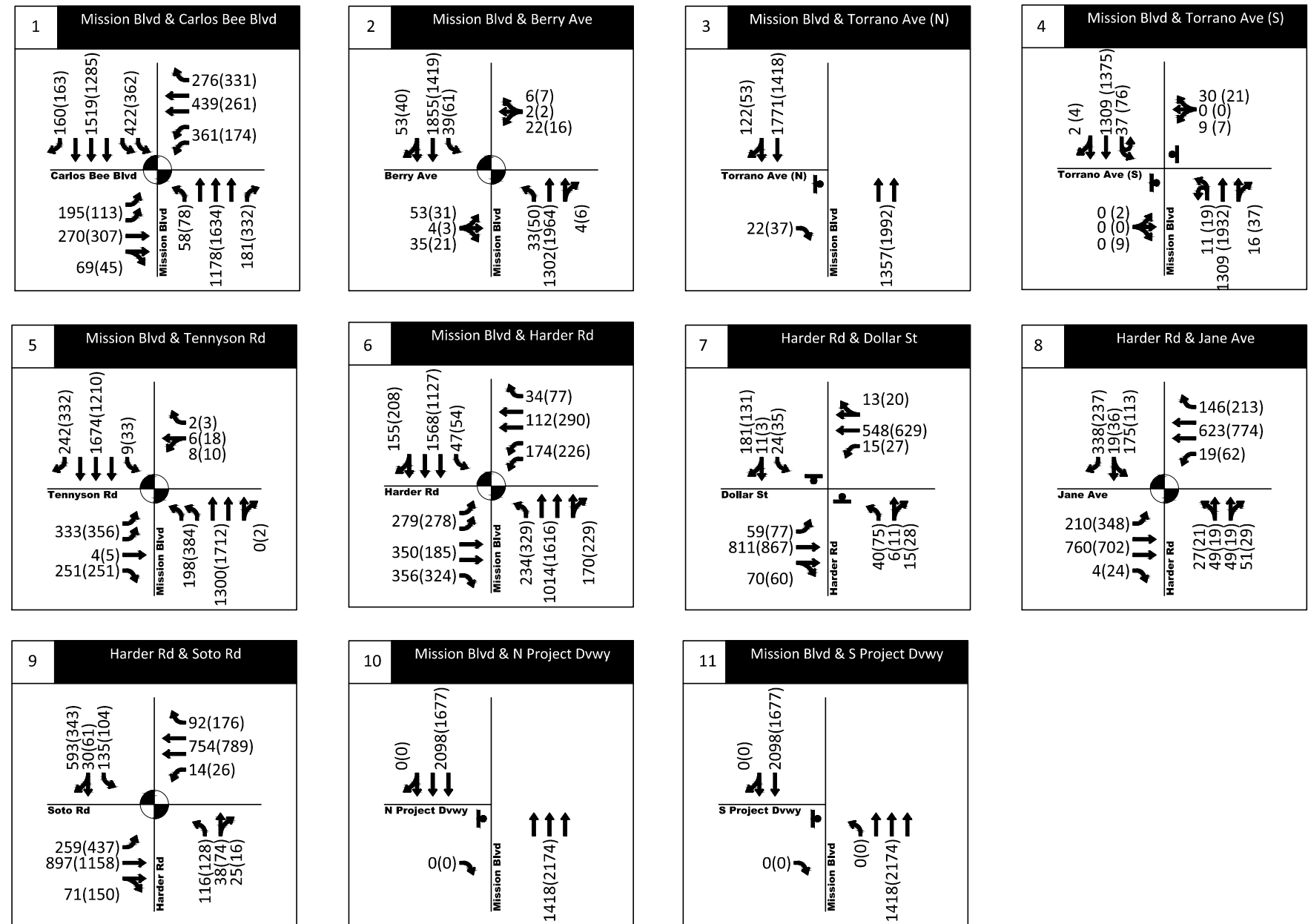
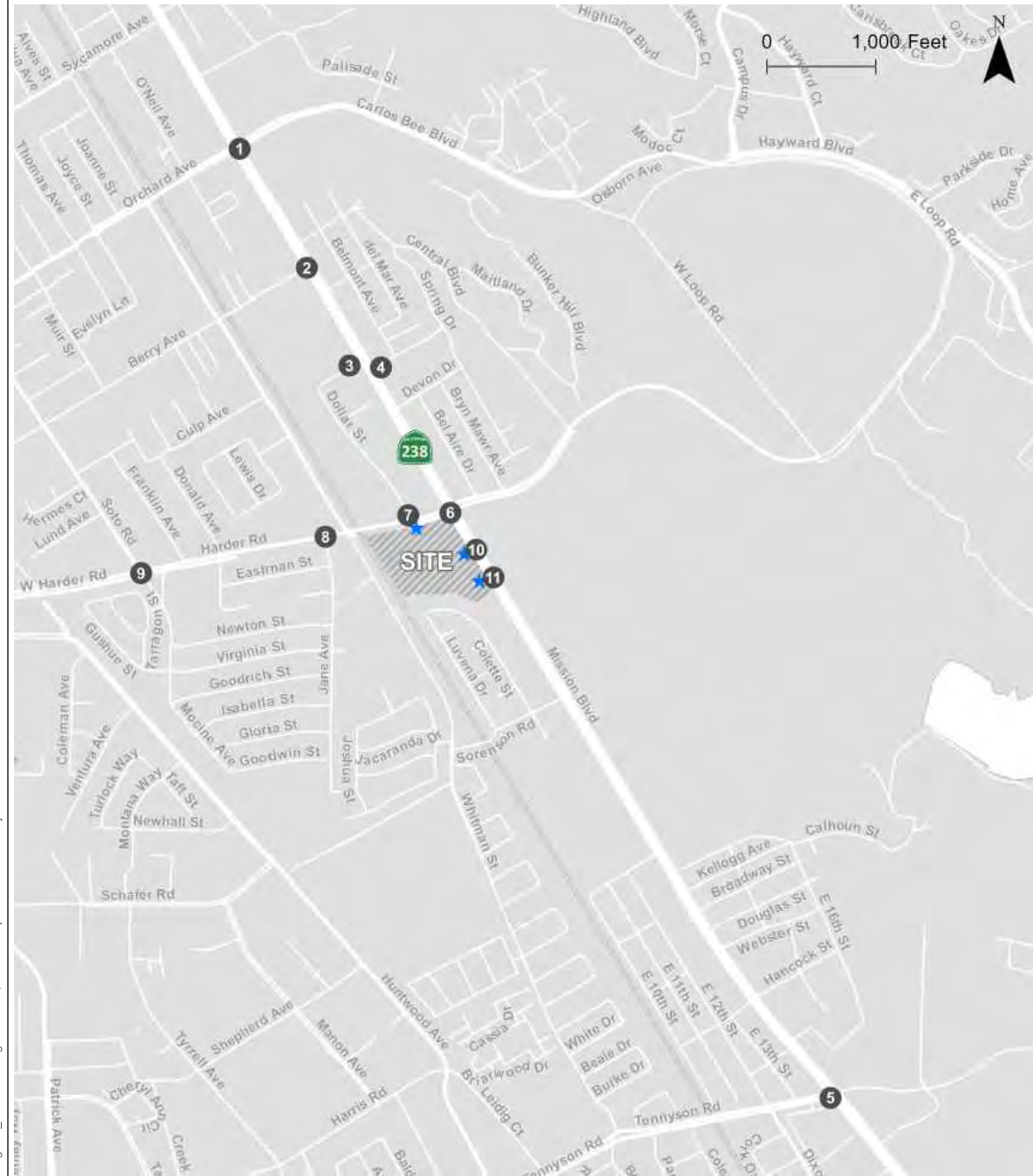
In addition, a pass-by reduction was applied to the 50 percent reduction to capture visitors that would normally be passing by the site on an adjacent roadway and would instead make an intermediate stop at the project site. Based on data available in the ITE Trip Generation Handbook, a 17 percent pass-by reduction was applied in the PM peak hour. Due to relatively low AM retail activity, pass-by data are not available for the relevant land use code for the AM peak hour, and no reduction was applied. The total credit associated with the former Kmart site is shown in the last row of Table 7: 2,510 daily trips

credited, 56 a.m. peak hour trips credited (39 in, 17 out), and 189 p.m. peak hour trips credited (95 in, 94 out).

Step 5: Use the estimated former Kmart volumes to apply a credit against trip generation

This step is presented and discussed in Section 3.1.

H:\25\5541 - Hayward Knart Site Development EIR\graphics\5541_volume figures_2020\307.dwg Mar 19, 2021 - 4:27pm - malkon Layout Tab: EX



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

Existing Automobile Peak Hour Volumes (Weekday AM and PM Peak Hours)
Hayward, CA

Figure
2

1.2.2 Pedestrian and Bicycle Volumes

As mentioned in section 1.2.1 above, no new traffic counts were conducted as a part of this project due to the effects of the COVID-19 pandemic. Therefore, multimodal traffic volumes available from previous counts were identified and used for the analysis. Growth factors were developed to adjust vehicular volumes to 2020 baseline. However, no sufficient information was available to identify necessary growth factors for adjusting historic pedestrian and bicycle volumes. Therefore, historic pedestrian and bicycle volumes were used without adjustments as a part of this analysis. Table 8 and Table 9 present the pedestrian and bicycle volume data used for the weekday AM and weekday PM peak hours, respectively.

Table 8: 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	Mission Boulevard & Carlos Bee Boulevard / Orchard Avenue	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0
2	Mission Boulevard & Berry Avenue	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0
3	Mission Boulevard & Torrance Avenue N	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4	Mission Boulevard & Torrance Avenue S	22	2	1 0	1 4	0	1	0	0	0	0	0	0	0	0	1	0
5	Mission Boulevard & Tennyson Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Mission Boulevard & Harder Road	0	1	0	0	1	0	0	1	0	1	1	1	0	1	0	0
7	Harder Road & Dollar Street	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8	Harder Road & Jane Avenue	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9	Harder Road & Soto Road	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Data Source: Quality Counts and Metro Traffic Data historic manual turning movement counts (June 2016, September 2016, April 2019)

Table 9: 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	Mission Boulevard & Carlos Bee Boulevard / Orchard Avenue	3	5	9	10	0	1	0	0	1	0	0	0	0	0	0	0
2	Mission Boulevard & Berry Avenue	2	0	2	3	0	0	0	0	2	0	0	0	0	0	1	0
3	Mission Boulevard & Torrano Avenue N	4	0	0	8	0	0	0	0	4	0	0	8	0	0	0	
4	Mission Boulevard & Torrano Avenue S	4	0	0	8	0	1	0	0	1 1	0	0	7	0	0	5	0
5	Mission Boulevard & Tennyson Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Mission Boulevard & Harder Road	0	9	1 6	0	0	1	0	0	0	0	0	0	0	0	1	0
7	Harder Road & Dollar Street	4	9	0	1	1	0	0	0	0	0	1	1	0	0	0	0
8	Harder Road & Jane Avenue	0	7	1	5	0	0	0	0	0	1	0	0	0	0	1	0
9	Harder Road & Soto Road	21	0	4	0	0	0	0	0	0	0	1	2	0	0	0	0

Data Source: Quality Counts and Metro Traffic Data historic manual turning movement counts (June 2016, September 2016, April 2019)

2 VMT IMPACT ANALYSIS

The project site is located at 26231 Mission Boulevard at the southwest corner of Mission Boulevard and Harder Road. The proposed site plan is shown in Figure 3. The project would consist of three elements:

- An approximately 3,267 square-foot new drive-through restaurant
- An approximately 3,879 square-foot new drive-through restaurant
- An approximately 88,000 square-foot existing commercial building, to be remodeled and demised into nine tenant spaces ranging from approximately 1,800 square feet to approximately 32,100 square feet

Vehicular access to the site would be provided by three existing driveways: two on Mission Boulevard and one on Harder Road at Dollar Street. The proposed site plan is shown in Figure 3.

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

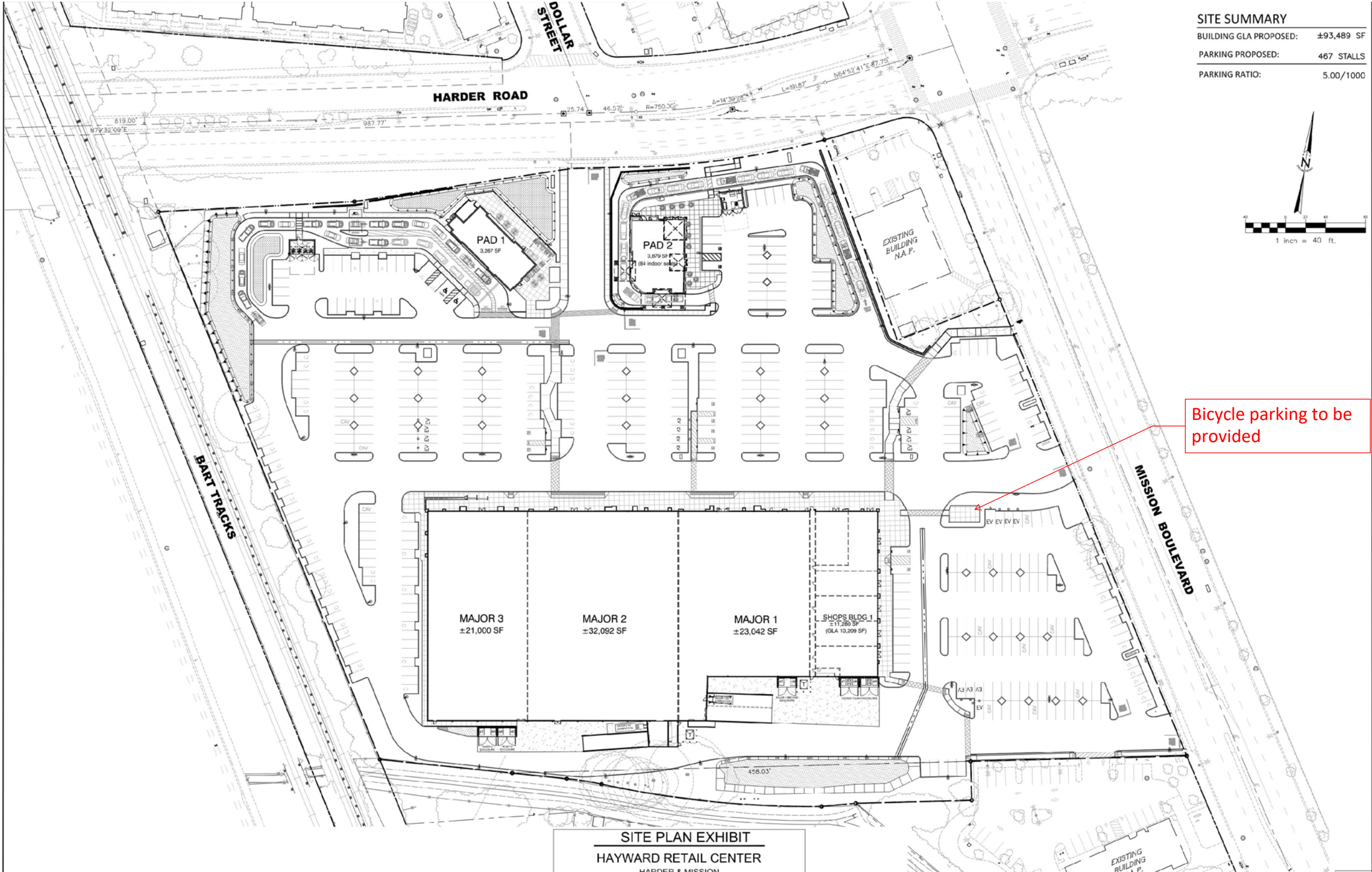


Figure 3

H:\25\25541 - Hayward Kmart Site Development ER\gis\25541_F3 site plan.mxd Date: 1/28/2021

2.1 EQUIVALENT LAND USE AND APPLICABLE THRESHOLDS AND SCREENING CRITERIA

The City of Hayward has developed VMT thresholds of significance and screening criteria that cover residential, office employment, industrial employment, and retail projects. The City's thresholds of significance by land use are shown in Table 1. Given that the project is retail, the project is evaluated based on the associated relative change in total regional VMT.

Table 10: Thresholds of Significance for Residential and Employment Projects

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

Source: City of Hayward, 2020

Bold signifies the appropriate significant impact threshold for this 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. Table 11 shows the City's screening criteria as they relate to the project.

Table 11: Project VMT Screening

Screen Type	Finding
Small Infill Projects	This criterion does not apply to the project.
Local Serving Retail	See discussion below.
Local Serving Public Facilities	This criterion does not apply to the project.
Residential and Employment-Office Land Use Projects or Components	This criterion does not apply to the project.
Restricted Affordable Residential Projects or Components	This criterion does not apply to the project.

Local serving retail projects that are 50,000 square feet total or smaller may not require detailed VMT study. Retail that exceeds the local retail size criteria will be reviewed on a case-by-case basis using local knowledge by City staff to determine if the retail is local-serving.

This retail project exceeds 50,000 square feet and requires VMT analysis as detailed below.

2.3 VMT ANALYSIS

This project includes two primary components:

1. A remodel of an existing 94,500 square-foot commercial building (former Kmart site) to be repurposed into use by 9 commercial tenants.
2. Two new drive-through restaurants

Each component is discussed below.

1. Remodel of Commercial Building

The remodel and repurposing of the former Kmart building is above 50,000 square feet but is a redevelopment of an existing retail building that is to be partitioned into 9 separate commercial tenants.² Although the prospective tenants have not yet been identified, they would include smaller tenant spaces that range from approximately 1,800 square feet to 32,100 square feet in size. The site was recently occupied (by Kmart) and is already incorporated as retail in the City's most recent *Hayward 2040 General Plan* and associated model for both existing and cumulative planning years.³ The General Plan complies with state greenhouse gas reduction goals. Therefore, no more detailed analysis was conducted, and the existing commercial part of the project is presumed to have a **less-than-significant** impact with the repurposing.

2. Drive-Through Restaurants

In consultation with the City, it was determined that the drive-through elements are unique and may not represent typical local serving retail despite their smaller size (less than 50,000 sf) due to prospective tenants potentially being "first-to-market" in Hayward. "First-to-market" tenants may have broader trip attraction than typical local serving retail for an initial period of time. As such, to ensure accuracy of the analysis and adopting a conservative approach, a draft VMT assessment was conducted.

To assess the potential for increase in VMT related to the project, Kittelson used the City of Hayward General Plan model to assess the project with two land use scenarios: existing conditions (without the drive-through uses), and a "plus project" scenario (existing conditions with the addition of the two drive-through uses) to assess the net change in daily VMT.

The study area for model results includes the complete cities of Hayward and Union City to include a reasonable travel shed for expected travel to the sites. The model results include the following trips:

- Daily trips that start and end within the analysis region

² Pages 16-17 of the OPR Technical Advisory discusses retail and redevelopment projects.

³ The Hayward 2040 General Plan is available online at <https://www.hayward2040generalplan.com/>.

- Daily trips that end within the analysis region but started outside of it

Table 12: Total Daily VMT Results

Analysis Scenario	Total Daily VMT	Net Difference in Total Daily VMT (%)
No-Project	13,434,154	-
Plus Project	13,433,780	-374 (<1%)

The VMT results, presented in Table 12, show a slight net decrease in daily VMT of 374, or less than 1 percent. While this represents a negligible change, it does indicate these land uses are likely shortening trips for many residents and customers compared to existing no-project conditions. The OPR technical advisory documents this effect by explaining that, “By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT.” Therefore, the drive-through uses would not be expected to increase regional VMT and would have a **less-than-significant** impact under CEQA.

Given that both project components would have a less-than-significant VMT impact, the project is presumed to have a **less-than-significant** VMT impact with respect under CEQA. As such, no TDM mitigations have been identified.

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 time periods:

- Weekday daily
- Weekday a.m. peak hour
- Weekday p.m. peak hour

Trips were estimated using data provided by ITE and shown in Table 13. As with the former Kmart trip generation, a pass-by reduction was applied to the trip generation estimates. A pass-by reduction captures visitors that would normally be passing by the site on an adjacent roadway and would instead make an intermediate stop at the project site. The pass-by reductions were applied based on data from the ITE Trip Generation Handbook.

- For the fast-food uses, AM peak hour and PM peak hour pass-by reductions of 49 percent and 50 percent were applied, respectively.
- For the shopping center use, a PM peak hour pass-by reduction of 34 percent was applied.

The resulting net-new project trip generation estimate is given in Table 14.

Table 13: Project Trip Generation Rates

Trip Generation Rates									
Land Use	ITE Code	Rate	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				In	Out	Total	In	Out	Total
Shopping Center	820	per KSF	37.75	62%	38%	0.94	48%	52%	3.81
Fast Food w/ Drive-through	934	per KSF	470.95	51%	49%	40.19	52%	48%	32.67

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

Notes: KSF signifies thousand square feet.

Table 14: Project Net-New Trip Generation Estimate

Land Use	Size (KSF)	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Uses								
Free-Standing Discount Store (ITE Code 815)	94.5	5,020	77	34	111	228	228	456
50% Reduction in Existing Use Trip Estimate		-2,510	-38	-17	-55	-114	-114	-228
Pass-by Reduction (17% in PM)		n/a	n/a	n/a	n/a	-19	-20	-39
Net Existing Use Project Trips		2,510	39	17	56	95	94	189
Proposed Uses								
Shopping Center (ITE Code 820)	88	3,322	51	32	83	161	174	335
Pass-By Reduction (34% in PM)		n/a	n/a	n/a	n/a	-55	-59	-114
Fast Food w/ Drive-through (ITE Code 934)	7.15	3,367	146	141	287	122	112	234
Pass-By Reduction (49% in AM; 50% in PM)		n/a	-72	-72	-144	-61	-56	-117
Net Proposed Use Project Trips		6,689	125	101	226	167	171	338
Trip Difference (Proposed Uses Minus Existing Uses)								
Net New Trip Difference		4,179	86	84	170	72	77	149

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

Notes: KSF signifies thousand square feet.

As shown in Table 14, with trip credits accounted for, the project is expected to generate a net total of 4,179 weekday daily vehicle trips, 170 weekday AM peak hour vehicle trips and 149 weekday PM peak hour vehicle trips. Discussion of the applicable trip credits is provided in Section 1.2.1.

3.2 TRIP DISTRIBUTION AND ASSIGNMENT

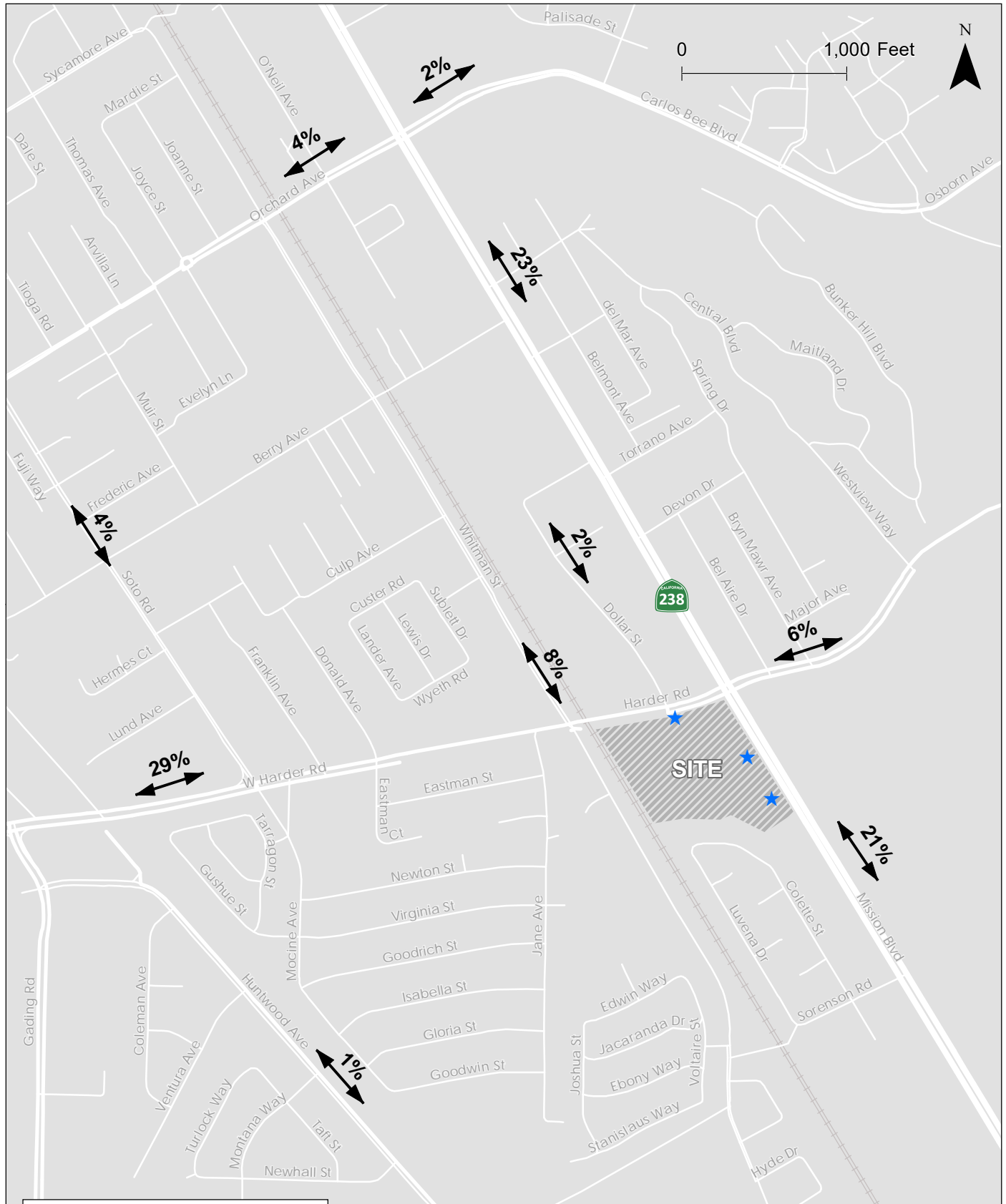
Project trip distribution was developed using the Hayward version of the Alameda CTC Countywide Model. The model is maintained by Alameda CTC and allows for forecast of land developments countywide. The model is periodically updated to be consistent with the most recent land use and socioeconomic database of the Association of Bay Area Governments and assumptions of the Metropolitan Transportation Commission's regional 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. Project trip distribution and study intersections are shown in Figure 4.

The trip distribution for the project is as follows:

- 23% to/from the north via Mission Boulevard (north of Carlos Bee Boulevard)
- 21% to/from the south via Mission (south of Harder Road)
- 2% to/from the east via Carlos Bee Boulevard
- 4% to/from the west via Orchard Avenue
- 6% to/from the east via Harder Road
- 29% to/from the west via Harder Road (west of Soto Road)
- 8% to/from the south via Whitman Street and Jane Avenue
- 4% to/from the north via Soto Road
- 2% to/from the north via Dollar Street
- 1% to/from the south via local streets

All trip distribution destinations total up to 100%.

Figure 5 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 are used in the Existing Plus Project and Cumulative 2040 Plus Project analyses.



Driveways

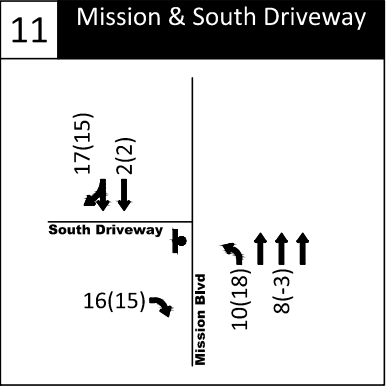
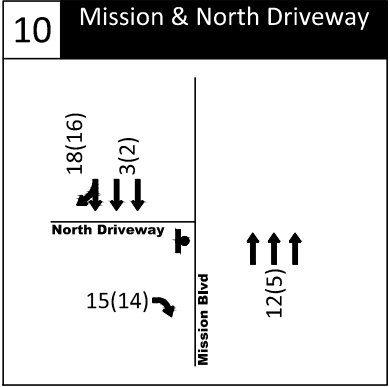
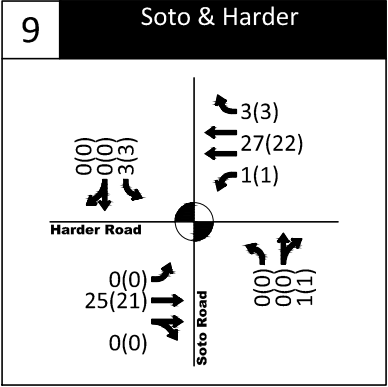
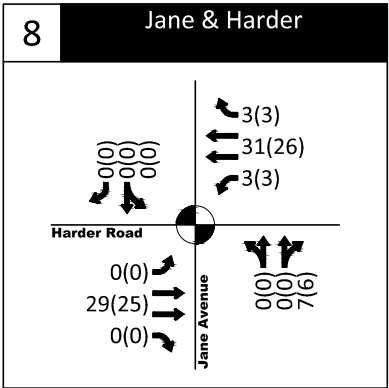
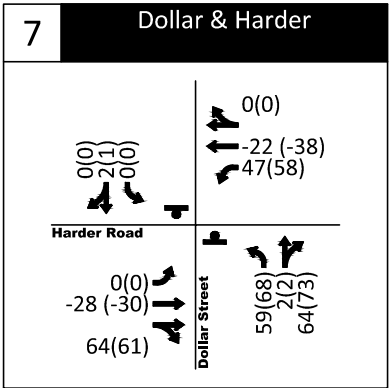
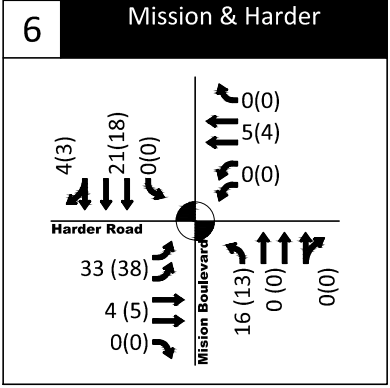
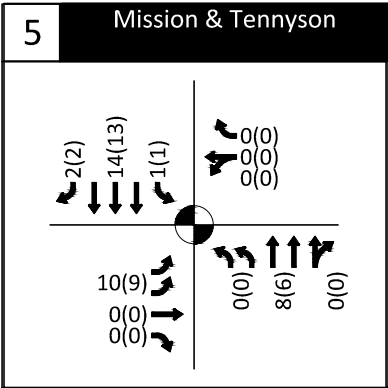
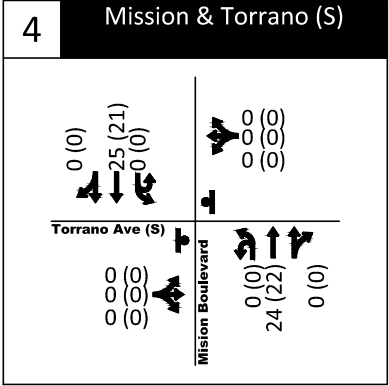
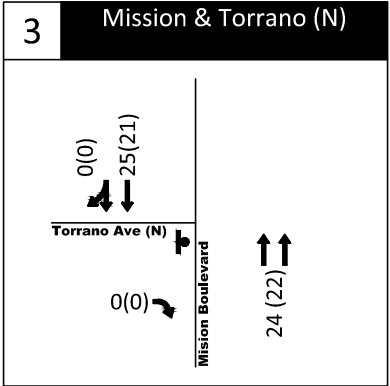
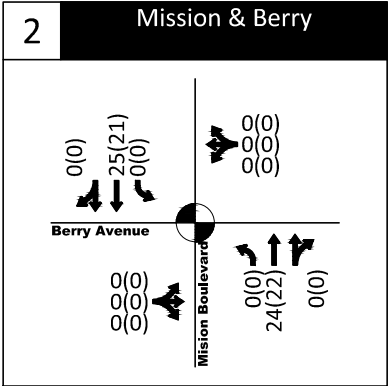
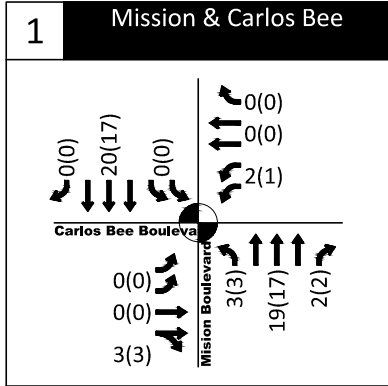
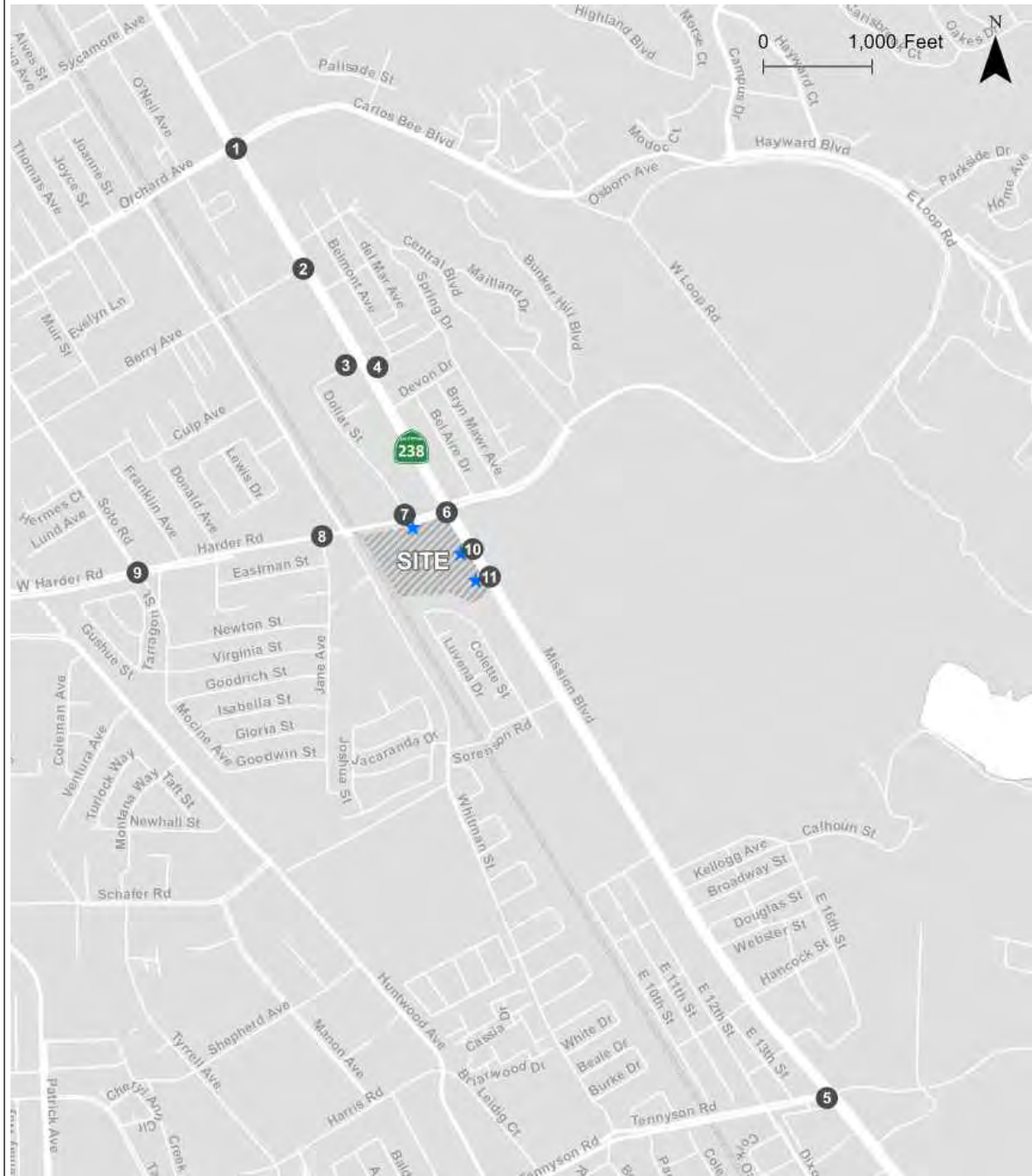


Hayward City Boundary

**Project Trip Distribution
Hayward, California**

**Figure
4**

C:\Users\malston\appdata\local\temp\AcPublish_463225541_volume figures_20200307.dwg Mar 19, 2021 - 4:24pm - malston Layout Tab: PR



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

Project Only Automobile Peak Hour Volumes (Weekday AM and PM Peak Hours)
Hayward, CA

Figure
5

4 INTERSECTION TRAFFIC VOLUME FORECASTS

This chapter provides the traffic volume forecasts at intersections in the study area for the Existing Plus Project, Cumulative 2040, and Cumulative 2040 Plus Project conditions.

4.1 EXISTING PLUS PROJECT TRAFFIC VOLUMES

The automobile turning movement counts for the Existing Plus Project scenario were developed from the sum of the Existing Conditions turning movement counts and the project-only turning movements described above (and displayed in Figure 5). Figure 6 presents the Existing Plus Project turning movements.

4.2 CUMULATIVE 2040 TRAFFIC VOLUMES

The model includes future development throughout the region. The 2035 forecasts are consistent with regional totals for growth projected by ABAG in their Projections 2009 report. Cumulative No-Project volumes were extracted from the travel model and adjusted based on the incremental or difference method described in NCHRP 255⁴ methods, consistent with the methodology used for the Hayward General Plan and other citywide Specific Plans. The method compares future year 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. When new roadway facilities are introduced, in some cases traffic growth would be allowed to reduce below existing count levels for some turn movements. In this case, there are no significant new roadway facilities in the immediate study area, so the incremental adjustment method did not produce negative traffic growth. To be consistent with the ABAG growth projections at 2040 levels and to align with the timing of the Hayward General Plan buildout, Kittelson extrapolated the 2035 turning movement volumes to 2040 by projecting the same growth out for five additional years.

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.

The automobile turning movement counts for the Cumulative 2040 scenario are displayed in Figure 7.

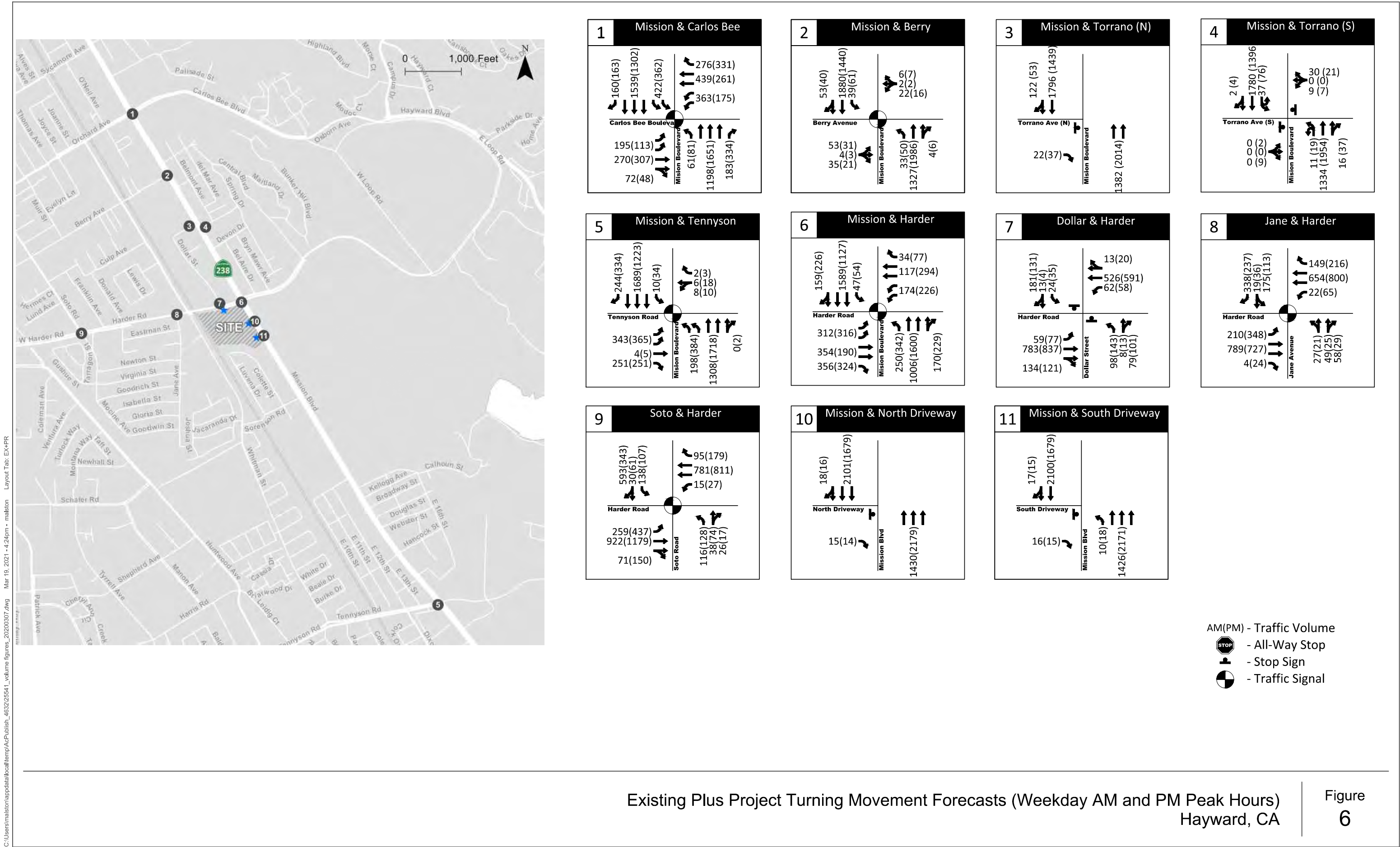
4.3 CUMULATIVE 2040 PLUS PROJECT TRAFFIC VOLUMES

Cumulative Plus Project scenario were developed from the sum of the Cumulative 2040 No Project volumes and the project Only turning movements. The Cumulative 2040 No Project volumes are

⁴ Highway Traffic Data for Urbanized Area Project Planning and Design, Transportation Research Board, 1992.

presented in Figure 7. Project-only volume development is described in Section 3, and the volumes are shown in Figure 5.

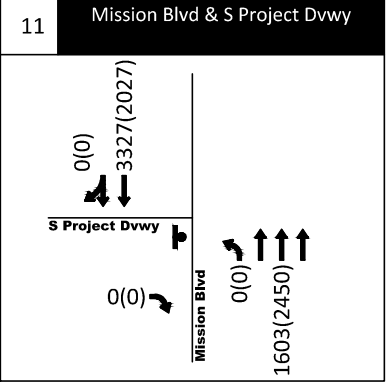
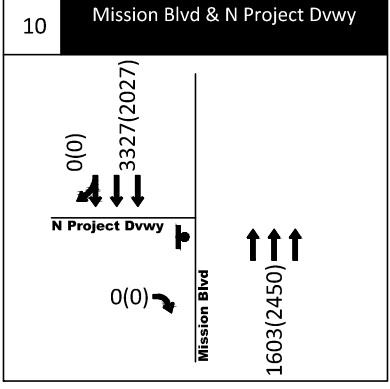
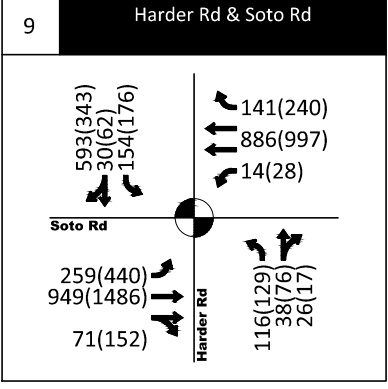
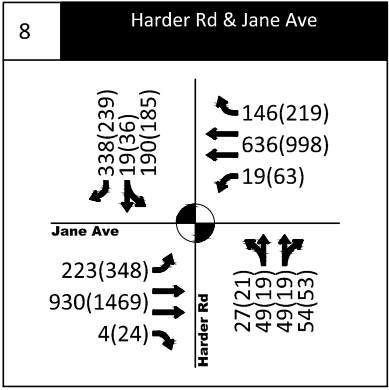
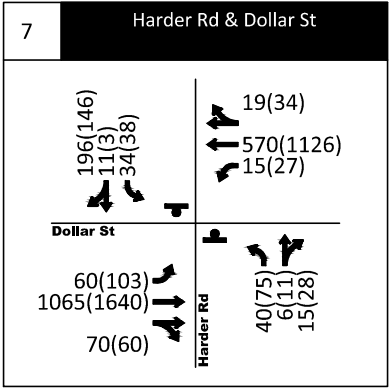
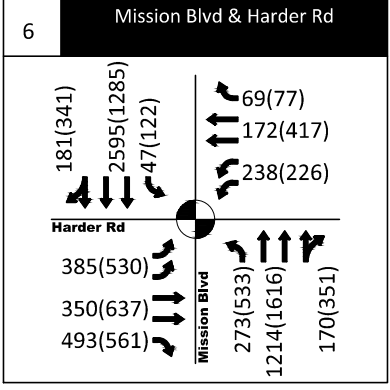
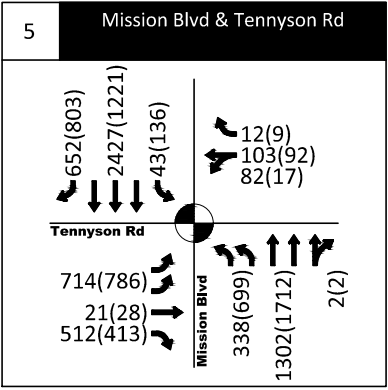
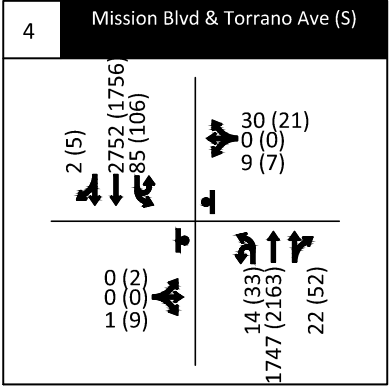
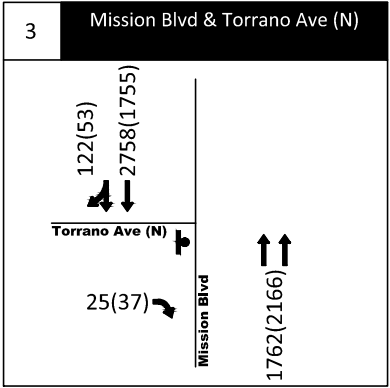
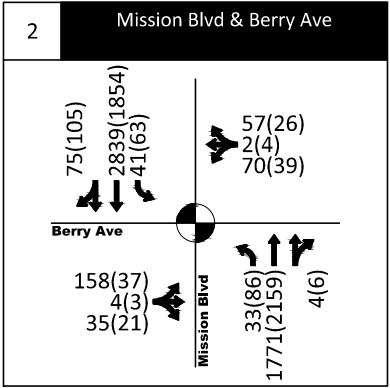
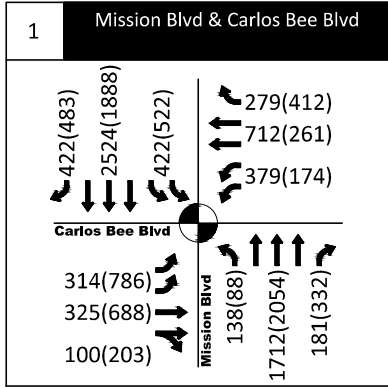
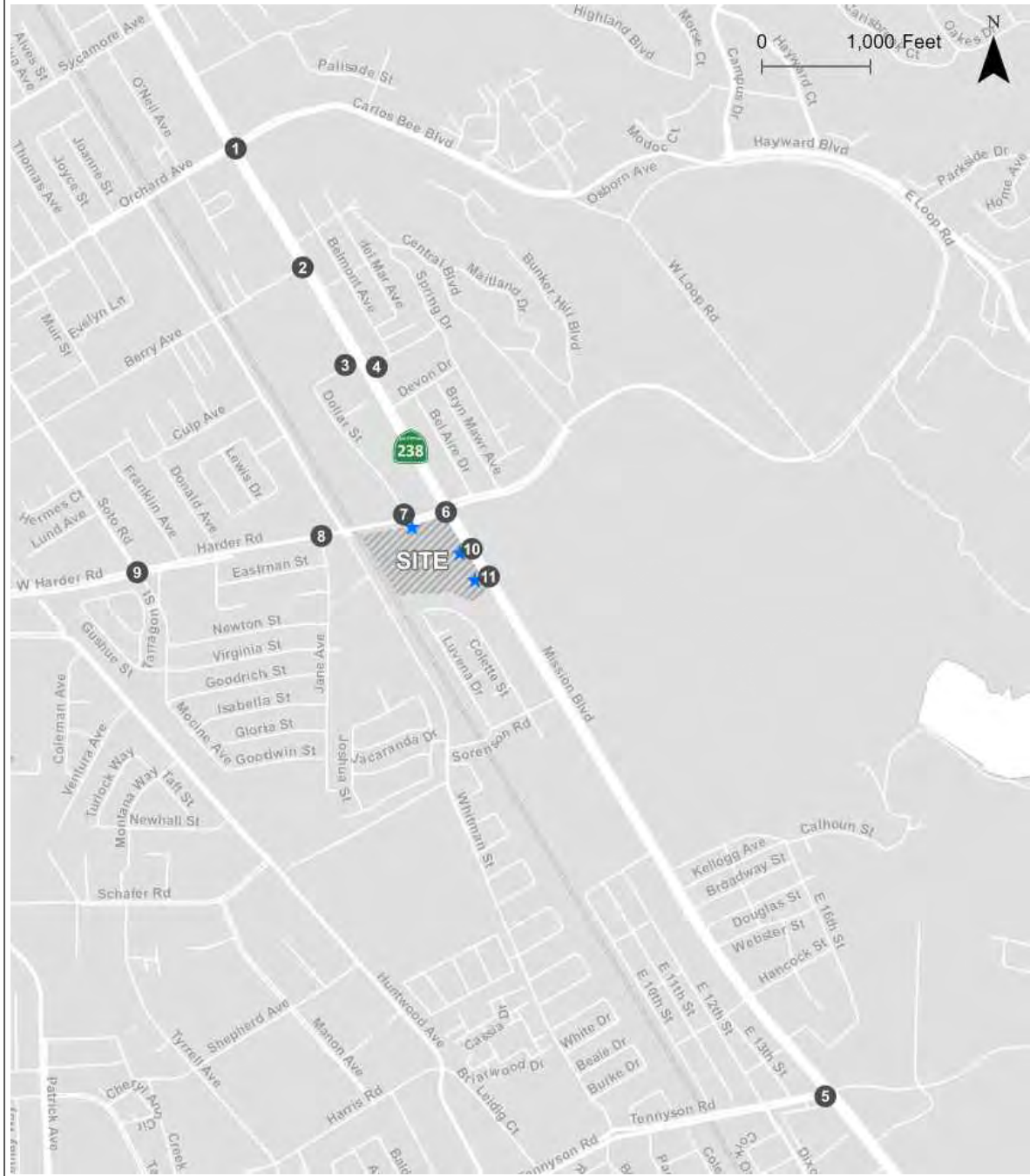
Cumulative 2040 Plus Project volumes are shown in Figure 8.



Existing Plus Project Turning Movement Forecasts (Weekday AM and PM Peak Hours)
Hayward, CA

Figure
6

C:\Users\malison\appdata\local\temp\AcPublish_463225541_volume figures_20200307.dwg Mar 19, 2021 - 4:24pm - malison Layout Tab: CUM

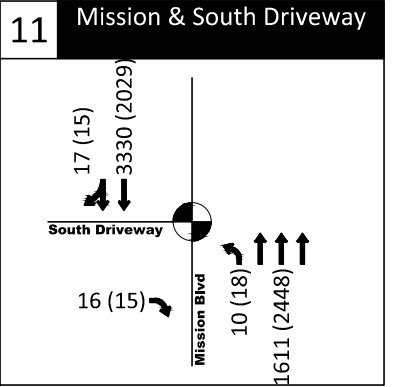
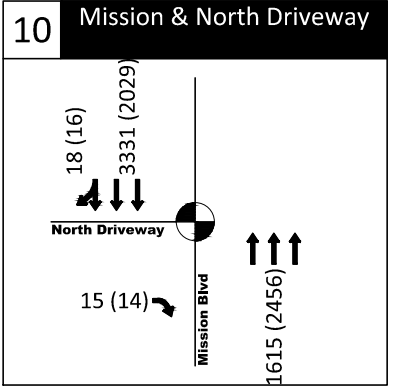
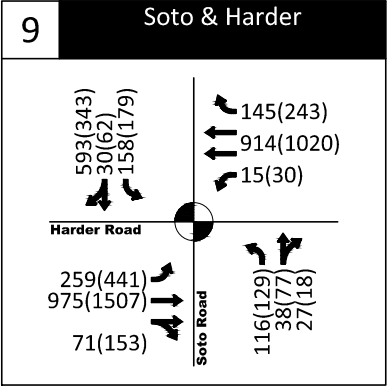
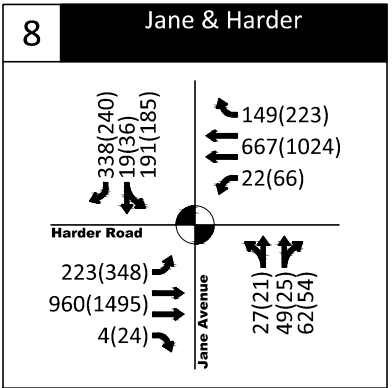
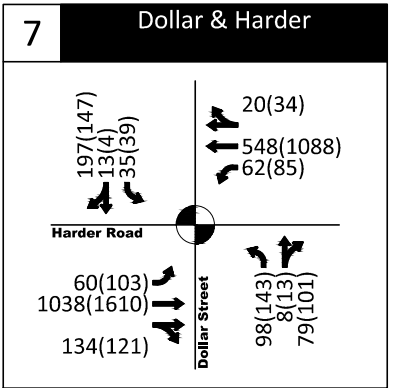
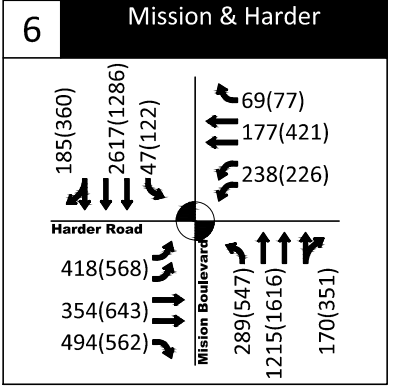
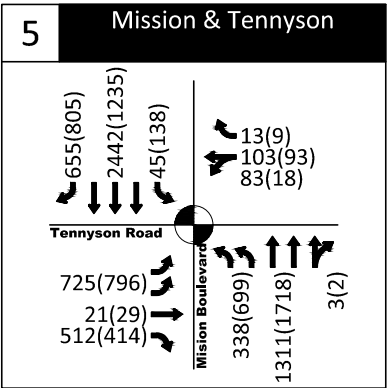
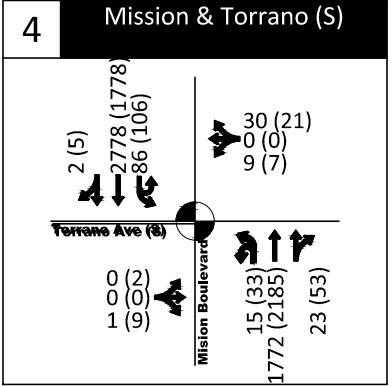
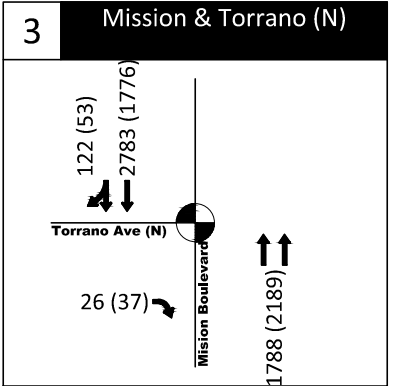
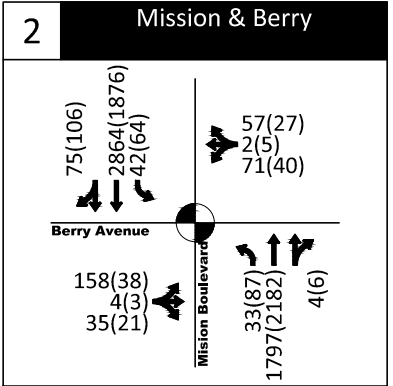
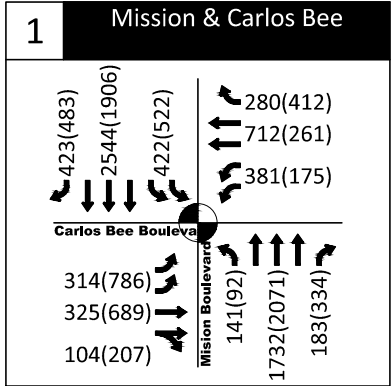
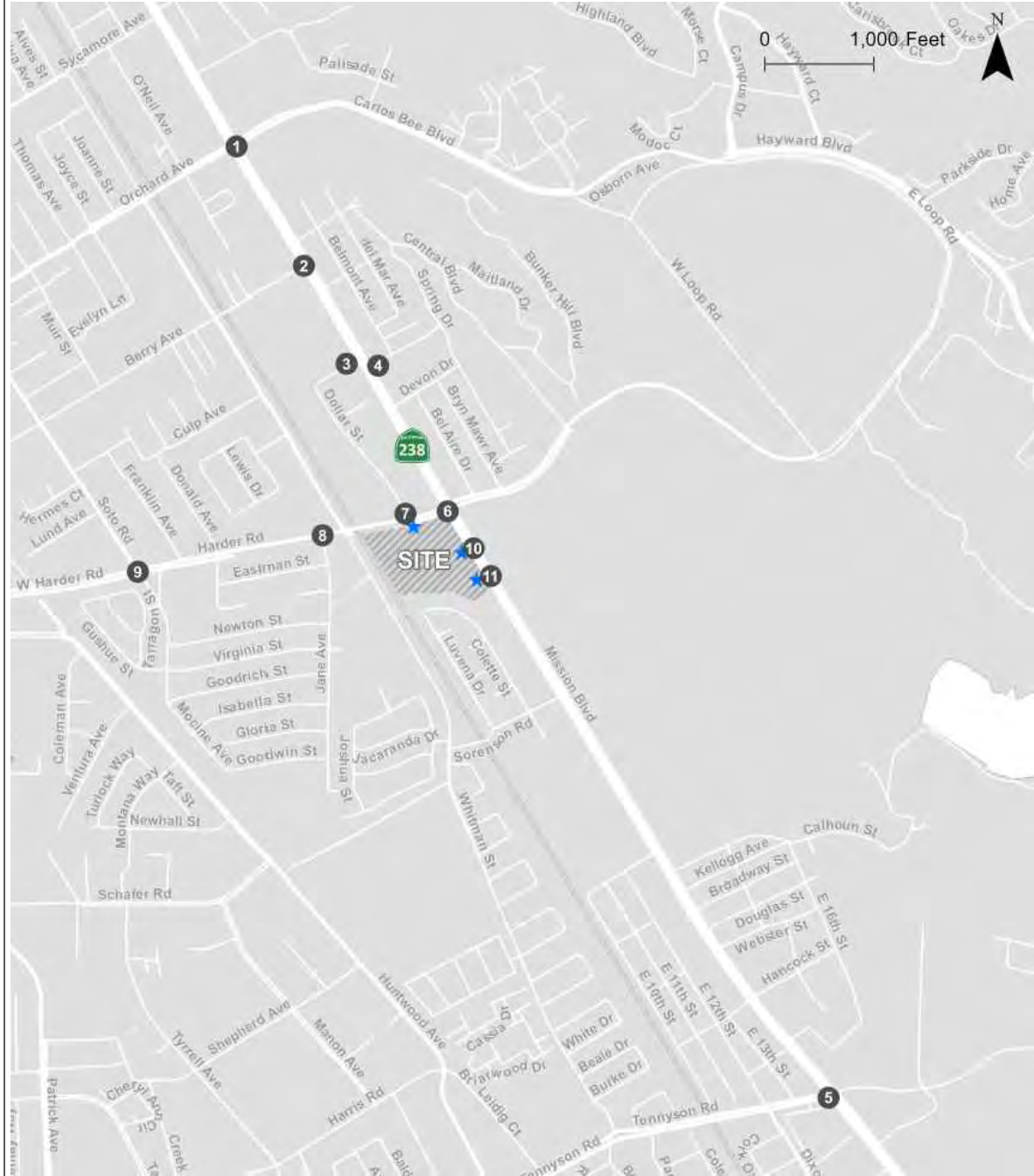


- AM(PM) - Traffic Volume
- All-Way Stop
 - Stop Sign
 - Traffic Signal

Cumulative 2040 Turning Movement Forecasts (Weekday AM and PM Peak Hours)
Hayward, CA

Figure
7

C:\Users\malston\appdata\local\temp\AcPublish_4632\25541_volume figures_20200307.dwg Mar 19, 2021 - 4:24pm - malston Layout Tab: CUM+PR



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

Cumulative 2040 Plus Project Turning Movement Forecasts (Weekday AM and PM Peak Hours)
Hayward, CA

Figure
8

5 TRANSIT, PEDESTRIAN, AND BICYCLE ASSESSMENT

This section discusses potential effects on 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 2.

5.1 TRANSIT ASSESSMENT

The project is not expected to degrade local access to bus stops along Mission Boulevard, which can be accessed via the local sidewalk network and existing facilities such as ADA curb ramps and continental crosswalks along Mission Boulevard. Therefore, implementation of the project would not conflict with plans, programs, and policies regarding transit facilities or decrease the performance and safety of such facilities.

The project's *Local Transportation Assessment* (LTA) evaluated vehicle operations at study intersection that serve local transit. Findings related to operations and delay are not a CEQA evaluation topic and are discussed in the LTA.

5.2 PEDESTRIAN ASSESSMENT

The study area features sidewalks, crosswalks, and curb ramps that are in good condition. Marked crosswalks (including continental crosswalks) and curb ramps with tactile warning devices are generally provided at arterial intersections. Residential street intersections tend to have unmarked crossings with ADA ramps.

As the project site plan shows (see Figure 3 on page 17), the project provides sidewalks and crossings for interior pedestrian access to the larger building or to the two smaller drive-through buildings from either access point. Pedestrians in the study area may also be affected due to an increase in vehicular trips to and from the site. Pedestrians traveling along Harder Road or Mission Boulevard may experience increased conflicts with vehicles entering or exiting the project site. Pedestrians will access the project site via either Harder Road access or the northern access driveway along Mission Boulevard.

Potential treatments at the project driveways can reduce the presence of these conflicts or reduce should be considered to increase pedestrian safety, as part of design review and conditions of approval. Treatments could include:

- Provide clear sight triangles at project driveways (i.e., free of landscaping and signage) and continue to disallow parking on the south side of Harder Road and the west side of Mission Street.
- Provide curb extensions for entering or exiting vehicles if possible, or design curb radii to manage vehicle turning speeds.

The LTA identified recommends a traffic signal be installed at the Harder Road / Dollar Street intersection. Accompanying signal installation, it provides the following recommendations related to pedestrian access and safety:

- Install KEEP CLEAR pavement markings in the Harder/Dollar intersection.
- Install high-visibility continental or ladder-style crosswalks and provide pedestrian phases across all four legs of the Harder/Dollar intersection. Dollar Street currently has a marked east-west crosswalk on the north leg. Include pushbutton actuation for pedestrians and APS.
- Include a four-second leading pedestrian interval for all four pedestrian crossing phases at the signal, which would give pedestrians a head start crossing in the intersection.

The 2020 Hayward Bicycle and Pedestrian Master Plan identified the full extent of Harder Road as a prioritized improvement corridor. The improvements above would address the project's frontage along the corridor.

Two other intersections along Harder Road are study intersections at which the project would add trips: Harder Road & Jane Road (#8) and Harder Road & Soto Road (#9). It is recommended that existing marked crosswalks at these intersections be restriped as high-visibility (continental) crosswalks, consistent with recommended strategies identified in the BPMP. Separate from this project, the City may consider similarly restriping existing marked crosswalks at Harder Road & Donald Avenue/Eastman Court (existing side-street crossings).

5.3 BICYCLE ASSESSMENT

The project site plan (Figure 3 on page 17) includes an enclosure for bicycle parking. California Green Building Code (CALGreen) requirements for developers include provision of bicycle parking for 5% of the vehicular parking spaces added on a site. The project site plan proposes to provide 467 vehicle parking stalls, so 5% of vehicular parking would be a minimum of 24 bike parking stalls.

People accessing the site by bicycle would be able to access the site via Class II bicycle lanes on Harder Road. To enter the site along Harder Road traveling westbound, people biking would need to merge across two through vehicle lanes into a left-turn pocket. The LTA recommended installing a traffic signal at Harder Road & Dollar Street and also made the following recommendations regarding the eventual design of the signal:

- To improve accessibility and provide left-turns for bicyclists, stripe two-stage turn boxes for both eastbound and westbound left turns if feasible. Pages 25-26 of Appendix D of the BPMP include details and guidance for designing and installing the treatment.
- Install an advanced stop bar ("bike box") on the eastbound approach to Harder/Dollar for bicyclists to position themselves in front of (and to the left of) drivers turning right at Dollar Street or Harder Road. The bike box would improve comfort and safety for people biking. Details and design guidance are provided on pages 23-24 of Appendix D to the BPMP.

- Provide green “crossbike” markings to continue the bicycle lane and clearly delineate space for people biking through the intersection along Harder Road eastbound and westbound. Pages 27-28 of Appendix D to the BPMP include details and design guidance. Appendix D of the 2020 Hayward Bicycle and Pedestrian Master Plan includes considerations for either treatment.

There are no existing bicycle facilities along Mission Boulevard. The site design does not degrade bicycle accessibility, but the Harder Road & Dollar Street access is more amenable to people biking than the Mission Boulevard driveways given the bicycle facilities.

The City’s BPMP includes recommendations for the following bicycle facilities, both of which front the project site:

- Class IV separated bike lanes on Mission Boulevard throughout the study area
- Class IV separated bike lanes on Harder Road throughout the study area

The project should coordinate with the City to funding for future Class IV separated bike lanes along Harder Road and Mission Boulevard along the project frontages or in-lieu funding for similar bicycle improvements in the project vicinity.

6 SUMMARY OF FINDINGS

As detailed in Section 2, the project would not be expected to contribute additional VMT and would result in a less-than-significant impact under CEQA. No mitigation measures have been identified.

The separate LTA conducted for this project provided a series of recommendations to be implemented as part of the project. Those findings are referenced throughout this report but are not summarized here so as not to conflate them with CEQA-related findings and recommendations.

The following recommendations are provided in this report as they relate to pedestrian and bicyclist conditions, to promote consistency with existing plans:

- The project should coordinate with the City to provide funding for future Class IV separated bike lanes along Harder Road and Mission Boulevard along the project frontages or in-lieu funding for similar bicycle improvements in the project vicinity.
- The project sponsor should coordinate with the City restripe existing marked crosswalks at Harder Road & Jane Road (#8) and Harder Road & Soto Road (#9) as high-visibility (continental) crosswalks.
- The project should coordinate with the City of Hayward to determine the number and location of short-term and long-term bicycle parking spaces to be provided.

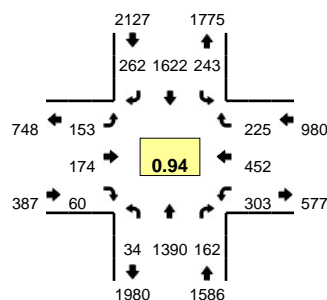
Appendix 1 Traffic Counts

Type of peak hour being reported: Intersection Peak

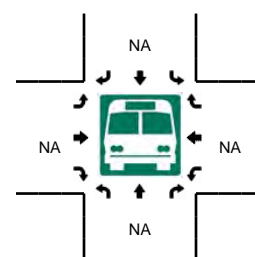
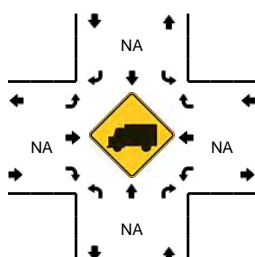
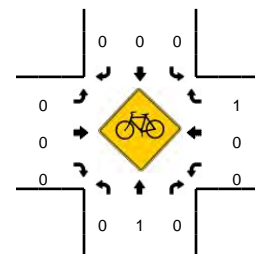
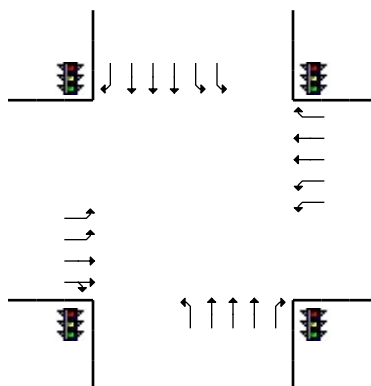
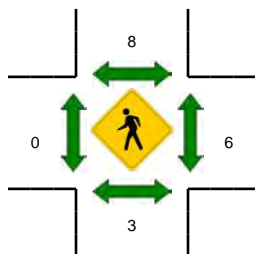
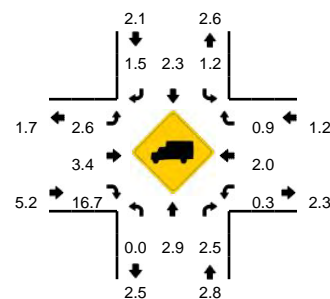
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Orchard Ave
CITY/STATE: Hayward, CA

QC JOB #: 13898107
DATE: Thu, Sep 08 2016



Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Orchard Ave (Eastbound)				Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	88	4	0	6	178	22	1	18	4	2	0	31	30	8	0	392	
7:05 AM	0	83	4	0	9	172	17	0	16	10	14	0	22	24	11	0	382	
7:10 AM	3	81	8	0	9	170	16	0	12	7	6	0	26	36	17	0	391	
7:15 AM	0	113	8	0	10	174	21	0	12	4	6	0	22	29	13	0	412	
7:20 AM	4	104	4	0	16	141	18	0	7	9	6	0	17	45	14	3	388	
7:25 AM	2	96	6	0	15	177	27	1	13	6	9	0	28	49	14	1	444	
7:30 AM	2	119	7	0	6	169	19	1	9	19	2	0	26	41	17	0	437	
7:35 AM	4	103	17	0	16	142	22	0	5	21	1	0	14	47	19	0	411	
7:40 AM	3	119	14	0	18	115	21	0	16	11	3	0	28	35	12	1	396	
7:45 AM	3	120	18	0	23	108	23	2	16	16	4	0	23	28	19	0	403	
7:50 AM	2	108	21	0	21	123	27	0	17	25	7	0	24	40	23	0	438	
7:55 AM	4	116	12	0	26	91	26	0	15	27	2	0	26	33	28	0	406	4900
8:00 AM	3	122	20	0	33	138	19	0	14	18	10	0	31	31	17	0	456	4964
8:05 AM	4	135	18	0	26	120	24	2	17	9	4	0	28	32	25	0	444	5026
8:10 AM	3	135	17	0	26	124	15	1	12	9	6	0	31	42	24	0	445	5080
8:15 AM	2	123	12	0	28	107	14	1	12	13	2	0	19	22	17	0	372	5040
8:20 AM	2	103	7	0	12	128	15	1	17	11	3	0	42	34	23	1	399	5051
8:25 AM	1	87	4	0	13	107	6	1	5	13	2	0	22	35	28	0	324	4931
8:30 AM	2	113	14	0	21	122	12	2	16	14	6	0	39	46	24	1	432	4926
8:35 AM	1	90	8	0	11	114	7	2	10	12	12	0	34	26	22	0	349	4864
8:40 AM	2	102	7	0	15	133	15	7	15	13	2	0	24	38	15	1	389	4857
8:45 AM	1	103	10	0	18	163	10	2	11	4	8	0	35	26	17	2	410	4864
8:50 AM	1	98	9	0	20	184	15	2	5	7	5	0	21	29	19	2	417	4843
8:55 AM	3	57	14	0	14	137	6	1	8	11	6	0	18	26	15	0	316	4753
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	40	1568	220	0	340	1528	232	12	172	144	80	0	360	420	264	0	5380	
Heavy Trucks	0	48	0	0	4	24	0	0	4	4	4	0	0	20	4	0	112	
Pedestrians	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

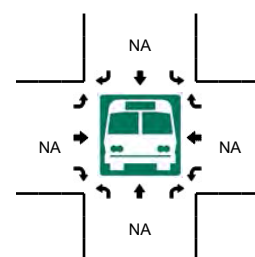
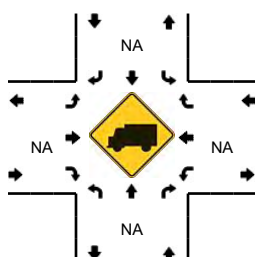
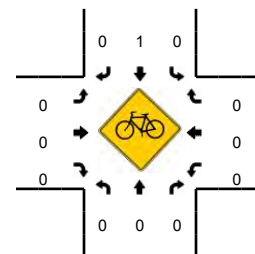
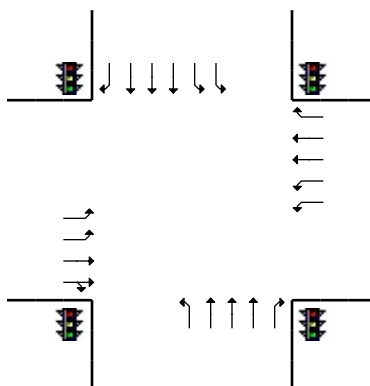
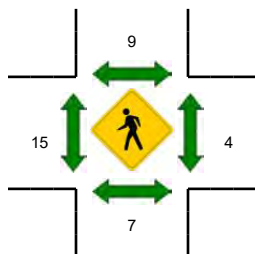
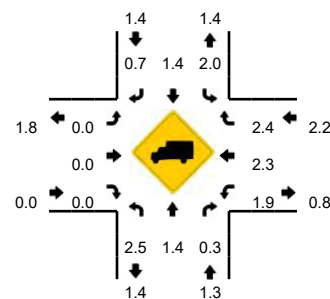
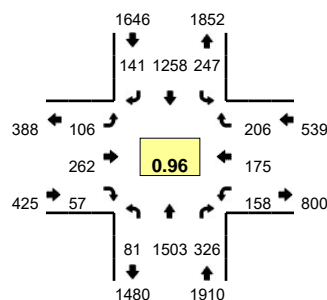
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Orchard Ave
CITY/STATE: Hayward, CA

QC JOB #: 13898108
DATE: Thu, Sep 08 2016

Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:25 PM -- 5:40 PM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Orchard Ave (Eastbound)				Orchard Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	132	30	1	14	78	11	8	9	11	5	0	17	16	17	1	354	
4:05 PM	10	140	27	0	13	113	12	5	17	26	7	0	15	13	26	1	425	
4:10 PM	2	142	23	2	9	104	16	3	17	17	1	0	14	5	20	1	376	
4:15 PM	4	130	15	2	12	63	5	4	12	19	3	0	13	17	27	3	329	
4:20 PM	4	111	20	2	19	109	9	3	9	13	2	0	12	15	14	3	345	
4:25 PM	7	132	22	0	15	112	15	2	7	22	8	0	19	14	23	0	398	
4:30 PM	6	131	34	2	18	95	10	3	9	16	1	1	22	9	22	0	379	
4:35 PM	4	100	18	0	16	99	9	1	9	8	7	0	18	11	15	0	315	
4:40 PM	7	116	20	2	15	86	4	4	7	34	3	1	9	16	16	1	341	
4:45 PM	1	119	20	3	18	123	11	5	7	24	6	0	13	11	16	0	377	
4:50 PM	5	130	26	1	6	102	7	2	6	20	5	0	13	16	12	1	352	
4:55 PM	5	108	24	2	17	106	11	1	9	27	8	1	15	11	16	0	361	4352
5:00 PM	4	95	21	1	18	107	25	3	11	28	3	0	19	23	21	0	379	4377
5:05 PM	10	99	29	1	22	65	9	4	8	21	10	0	9	19	29	0	335	4287
5:10 PM	5	132	34	0	23	131	20	2	7	22	4	0	14	12	23	1	430	4341
5:15 PM	3	144	27	1	17	110	12	3	14	15	4	0	11	12	14	0	387	4399
5:20 PM	6	117	23	0	20	107	10	4	9	28	2	0	9	13	8	1	357	4411
5:25 PM	7	145	23	0	16	128	12	5	8	17	3	0	14	11	16	0	405	4418
5:30 PM	7	124	30	0	20	91	8	4	10	28	4	0	8	15	20	0	369	4408
5:35 PM	4	139	33	1	16	122	8	2	11	22	4	0	14	16	13	0	405	4498
5:40 PM	7	130	20	2	15	107	8	5	7	12	3	0	17	6	19	0	358	4515
5:45 PM	8	140	36	1	19	82	11	3	5	22	7	0	12	21	15	0	382	4520
5:50 PM	4	109	25	3	21	105	21	5	9	6	3	0	11	15	11	0	348	4516
5:55 PM	2	102	20	4	24	91	9	4	12	23	4	0	18	14	15	0	342	4497
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	72	1632	344	4	208	1364	112	44	116	268	44	0	144	168	196	0	4716	
Heavy Trucks	4	12	0		4	24	4		0	0	0		4	0	8		60	
Pedestrians		12				4				12				4			32	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

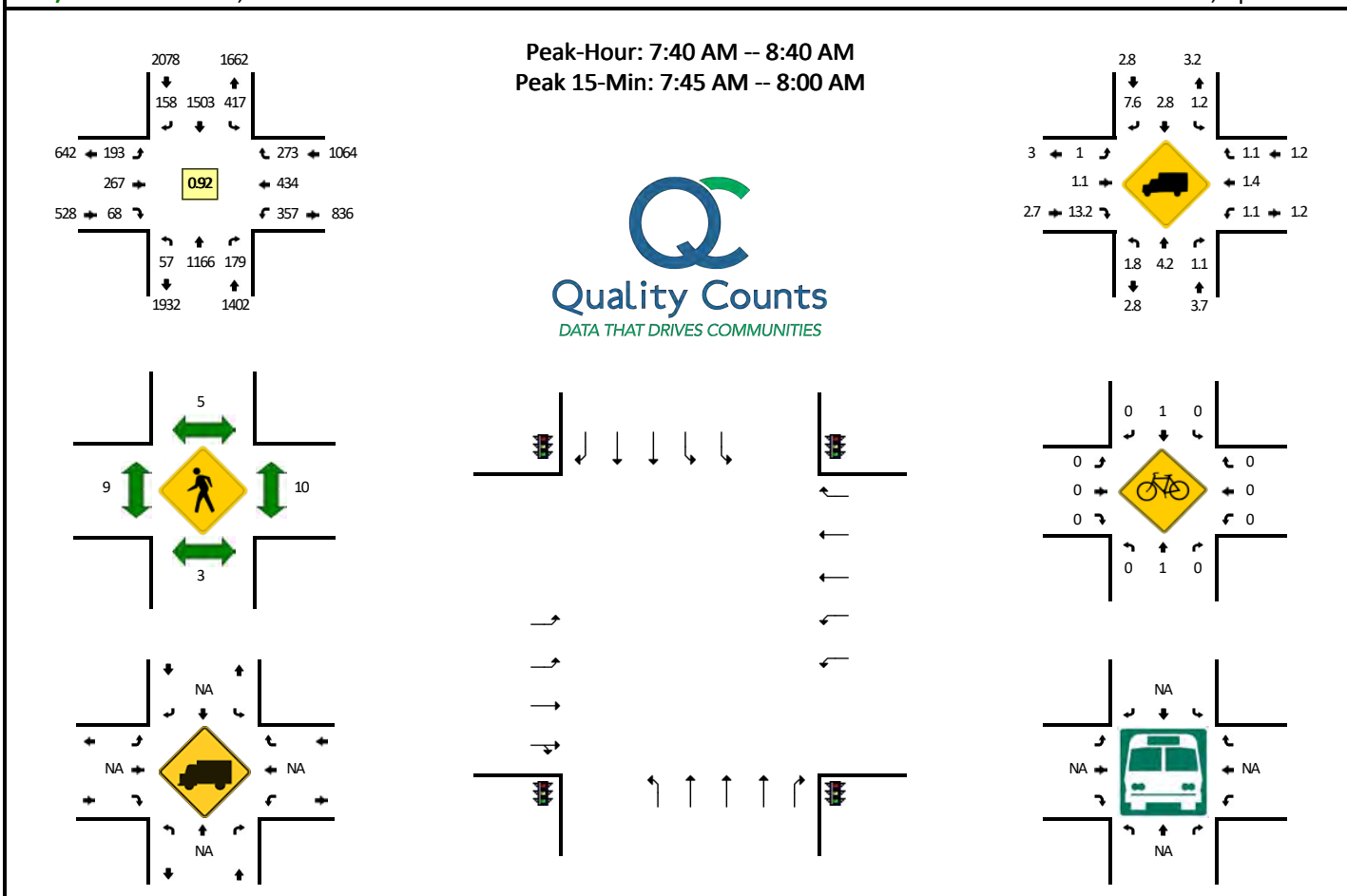
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 1. Mission Blvd -- Orchard Ave/Carlos Bee Blvd
CITY/STATE: Alameda, CA

QC JOB #: 14941001
DATE: Wed, Apr 10 2019



5-Min Count Period Beginning At	1. Mission Blvd (Northbound)				1. Mission Blvd (Southbound)				Orchard Ave/Carlos Bee Blvd (Eastbound)				Orchard Ave/Carlos Bee Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	64	0	0	12	154	13	1	11	10	5	0	29	25	23	0	351	
7:05 AM	4	80	4	0	13	119	12	1	12	4	4	0	19	25	24	0	321	
7:10 AM	2	95	6	0	13	131	12	0	11	4	7	0	27	30	13	0	351	
7:15 AM	6	41	7	0	11	99	10	2	13	5	5	0	28	36	20	1	284	
7:20 AM	3	108	3	1	20	150	11	1	9	4	3	0	28	31	22	0	394	
7:25 AM	3	110	6	0	17	149	17	1	11	13	10	0	23	27	22	0	409	
7:30 AM	4	77	4	0	27	92	21	2	12	9	4	0	24	32	26	0	334	
7:35 AM	2	91	6	1	29	150	9	1	7	24	2	0	29	39	15	0	405	
7:40 AM	3	98	12	0	26	117	17	2	10	14	8	0	27	27	22	0	383	
7:45 AM	3	105	27	0	51	158	7	0	22	26	6	0	33	29	18	0	485	
7:50 AM	5	115	22	1	51	109	14	3	18	29	4	0	30	41	18	0	460	
7:55 AM	8	90	20	0	39	121	15	1	18	30	2	0	22	38	23	0	427	4604
8:00 AM	7	111	24	2	33	106	15	1	21	33	2	0	25	36	14	0	430	4683
8:05 AM	6	112	11	0	29	126	10	1	14	37	5	0	29	31	25	0	436	4798
8:10 AM	2	85	11	0	19	81	12	2	17	17	7	0	40	48	21	0	362	4809
8:15 AM	4	108	12	2	28	143	10	1	14	25	6	0	31	34	28	0	446	4971
8:20 AM	5	101	11	0	25	131	17	7	17	19	10	0	35	40	32	1	451	5028
8:25 AM	2	86	8	0	25	121	16	4	10	19	5	0	30	40	35	1	402	5021
8:30 AM	2	79	5	0	24	121	20	3	12	9	5	0	31	33	19	0	363	5050
8:35 AM	3	76	16	2	37	169	5	5	20	9	8	0	21	37	18	1	427	5072
8:40 AM	4	87	5	1	20	129	9	9	13	15	4	0	26	28	18	0	368	5057
8:45 AM	3	66	6	1	42	122	12	3	15	15	3	0	23	36	31	1	379	4951
8:50 AM	6	73	3	1	35	104	10	2	14	12	3	0	25	33	22	1	344	4835
8:55 AM	2	62	11	0	31	117	8	1	15	17	6	0	16	36	17	1	340	4748
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	64	1240	276	4	564	1552	144	16	232	340	48	0	340	432	236	0	5488	
Heavy Trucks	4	60	4		4	52	16		0	4	4		0	8	0		156	
Pedestrians		4				0				12				4			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

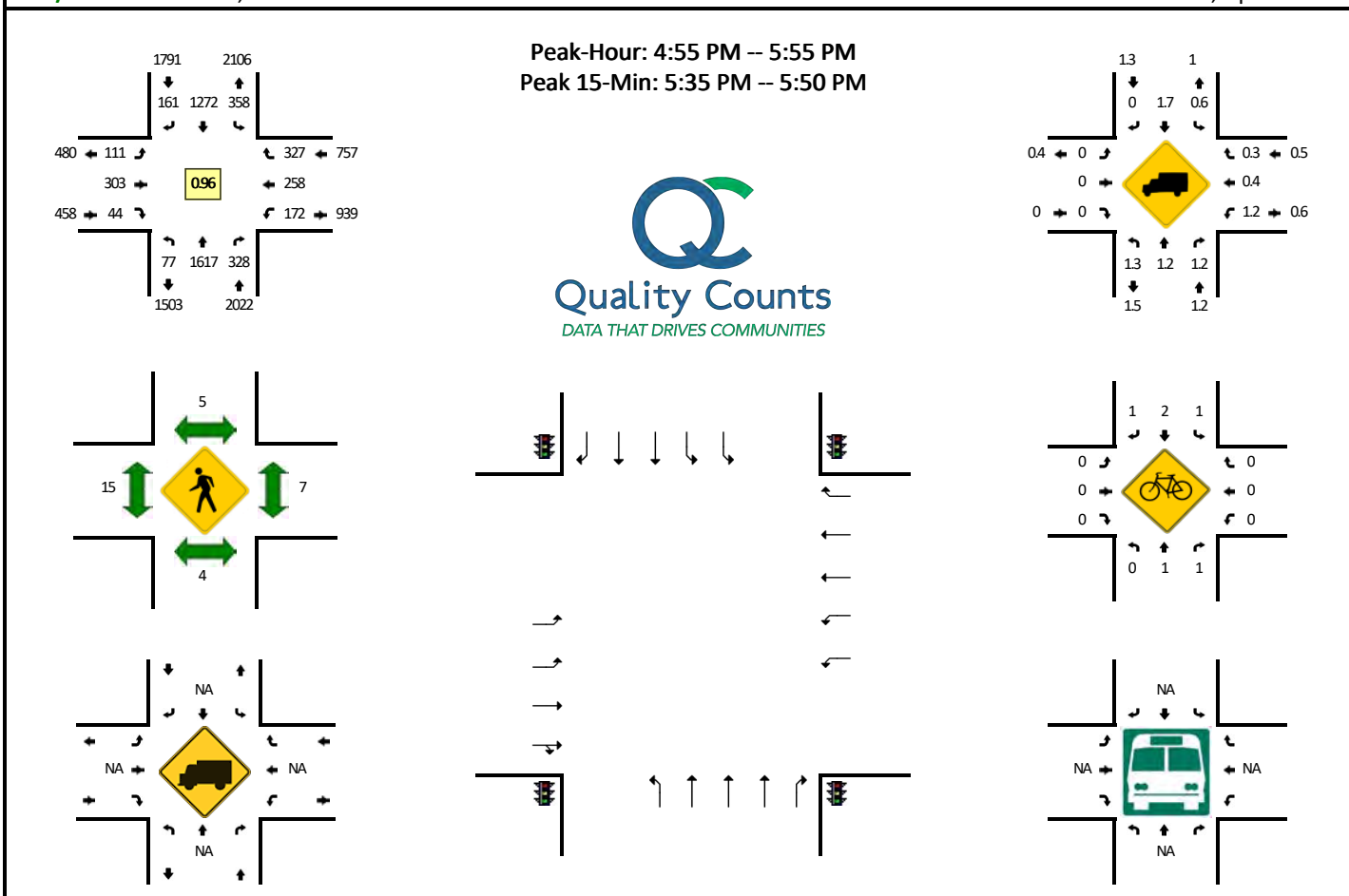
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 1. Mission Blvd -- Orchard Ave/Carlos Bee Blvd
CITY/STATE: Alameda, CA

QC JOB #: 14941002
DATE: Wed, Apr 10 2019



5-Min Count Period Beginning At	1. Mission Blvd (Northbound)				1. Mission Blvd (Southbound)				Orchard Ave/Carlos Bee Blvd (Eastbound)				Orchard Ave/Carlos Bee Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	140	20	4	16	60	14	3	14	16	8	0	6	17	21	1	342	
4:05 PM	7	133	42	1	20	95	20	9	10	14	3	1	14	12	15	0	396	
4:10 PM	4	130	23	3	24	97	12	3	7	14	5	0	19	26	21	0	388	
4:15 PM	3	122	24	3	25	116	6	6	7	14	2	0	17	21	20	1	387	
4:20 PM	5	123	26	1	22	99	13	3	7	23	4	0	12	18	24	0	380	
4:25 PM	4	122	19	2	24	95	12	2	5	21	5	0	14	18	17	0	360	
4:30 PM	4	159	25	1	31	115	15	4	7	16	5	0	8	20	15	0	425	
4:35 PM	5	121	24	0	26	98	13	6	16	29	3	0	16	23	22	0	402	
4:40 PM	7	125	26	0	31	96	16	6	1	19	3	0	11	28	34	0	403	
4:45 PM	4	132	23	0	25	96	11	2	12	22	4	0	9	21	30	2	393	
4:50 PM	5	134	24	2	34	103	11	6	13	25	2	0	11	20	29	0	419	
4:55 PM	5	146	30	0	23	93	12	2	14	24	3	0	22	27	41	0	442	4737
5:00 PM	2	151	22	1	24	96	12	4	11	25	4	0	11	27	33	0	423	4818
5:05 PM	5	149	21	2	19	105	15	5	6	17	3	0	13	20	28	0	408	4830
5:10 PM	8	121	30	1	22	109	6	6	9	26	2	0	18	21	31	0	410	4852
5:15 PM	6	124	29	0	24	83	13	5	11	29	5	0	10	16	24	0	379	4844
5:20 PM	5	138	37	1	27	140	15	4	10	25	4	0	17	9	24	0	456	4920
5:25 PM	2	112	27	0	26	110	15	4	6	29	5	0	11	20	25	0	392	4952
5:30 PM	4	130	23	0	22	102	13	6	11	26	2	0	10	16	19	0	384	4911
5:35 PM	8	136	27	3	24	112	19	2	7	24	6	0	11	24	33	0	436	4945
5:40 PM	5	148	29	2	33	122	16	5	8	22	0	0	8	24	22	0	444	4986
5:45 PM	7	142	26	0	28	70	13	7	11	26	5	0	27	34	29	0	425	5018
5:50 PM	4	120	27	6	35	130	12	1	7	30	5	0	13	20	18	1	429	5028
5:55 PM	3	114	21	0	19	92	7	6	9	27	5	0	14	16	28	0	361	4947
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	1704	328	20	340	1216	192	56	104	288	44	0	184	328	336	0	5220	
Heavy Trucks	4	12	0		8	20	0		0	0	0		4	0	4		52	
Pedestrians		4				0				8				0			12	
Bicycles	0	0	1		0	1	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:

Report generated on 4/18/2019 2:51 PM

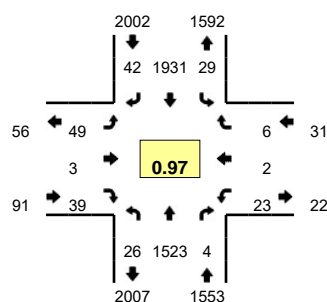
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

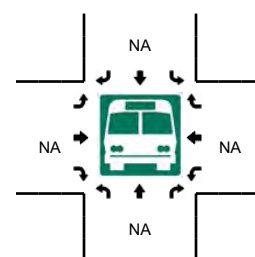
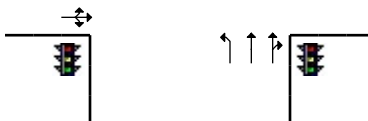
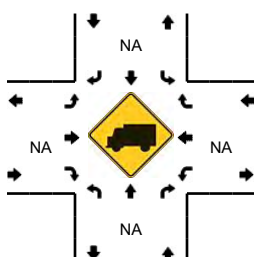
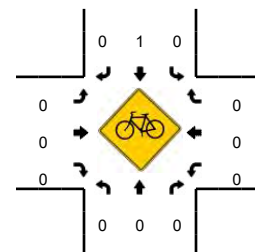
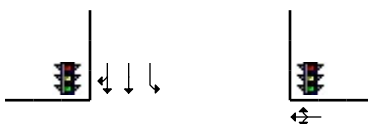
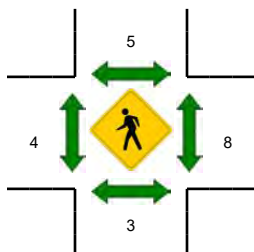
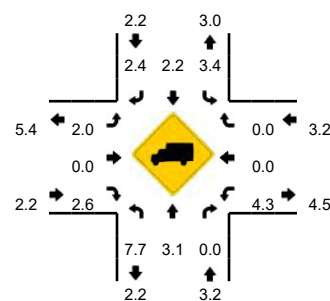
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Berry Ave
CITY/STATE: Hayward, CA

QC JOB #: 13898111
DATE: Thu, Sep 08 2016



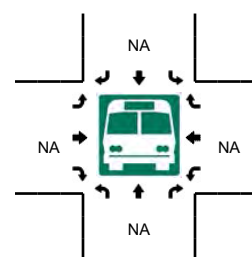
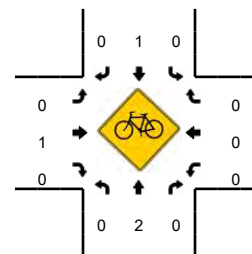
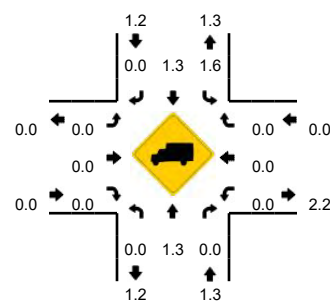
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:20 AM -- 7:35 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Berry Ave (Eastbound)				Berry Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	79	0	2	1	199	2	0	1	0	0	0	4	0	0	0	289	
7:05 AM	2	96	0	0	0	182	5	0	5	0	0	0	2	1	1	0	294	
7:10 AM	0	76	0	4	2	189	4	0	3	0	2	0	1	0	0	0	281	
7:15 AM	2	119	1	0	1	192	2	0	2	0	3	0	3	0	1	0	326	
7:20 AM	0	98	0	1	3	183	1	1	5	0	4	0	1	0	0	0	297	
7:25 AM	1	99	0	1	0	203	3	0	1	0	4	0	2	0	1	0	315	
7:30 AM	2	133	1	1	3	181	2	1	2	0	2	0	2	1	0	0	331	
7:35 AM	0	141	1	4	1	127	5	0	9	1	2	0	5	1	0	0	297	
7:40 AM	0	122	0	0	0	150	4	0	3	2	5	0	3	0	0	0	289	
7:45 AM	1	127	0	0	1	167	4	0	2	0	5	0	0	0	0	0	307	
7:50 AM	1	130	0	0	3	152	2	3	5	0	4	0	0	0	0	0	300	
7:55 AM	1	121	1	3	0	138	1	6	4	0	5	0	4	0	0	0	284	3610
8:00 AM	1	149	0	1	1	156	10	1	5	0	2	0	0	0	2	0	328	3649
8:05 AM	2	138	0	2	2	144	4	2	5	0	0	0	2	0	1	0	302	3657
8:10 AM	1	146	0	1	0	138	4	0	6	0	3	0	1	0	1	0	301	3677
8:15 AM	2	123	2	0	1	147	4	2	3	0	1	0	0	1	0	0	286	3637
8:20 AM	0	115	1	0	6	159	3	5	4	0	1	0	3	0	0	0	297	3637
8:25 AM	4	74	1	0	2	127	4	4	3	0	2	0	1	1	0	0	223	3545
8:30 AM	2	137	1	2	2	144	3	2	1	0	2	0	1	0	0	0	297	3511
8:35 AM	1	96	1	1	2	153	7	0	3	0	4	0	1	0	1	0	270	3484
8:40 AM	1	100	1	0	0	155	1	0	3	0	2	0	1	0	0	0	264	3459
8:45 AM	0	93	1	1	1	170	4	1	1	0	3	0	1	1	0	0	277	3429
8:50 AM	1	111	1	2	2	186	0	1	1	0	2	0	2	0	0	0	309	3438
8:55 AM	4	76	0	0	1	163	3	4	3	0	1	0	2	1	0	0	258	3412
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	12	1320	4	12	24	2268	24	8	32	0	40	0	20	4	4	0	3772	
Heavy Trucks	8	36	0		4	60	0		0	0	0		4	0	0		112	
Pedestrians	0				16				16				8				40	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

QC JOB #: 13898112
DATE: Thu, Sep 08 2016

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

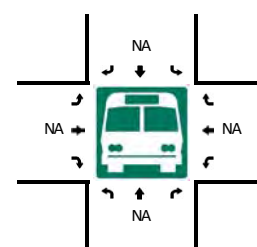
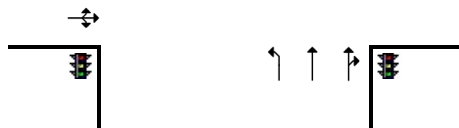
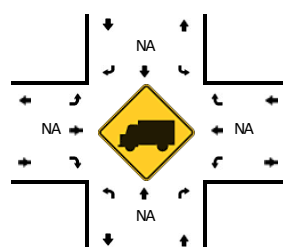
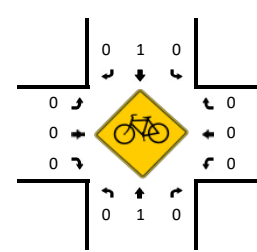
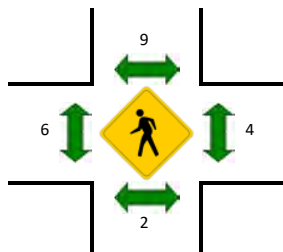
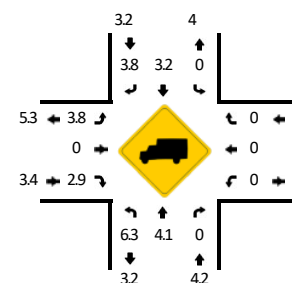
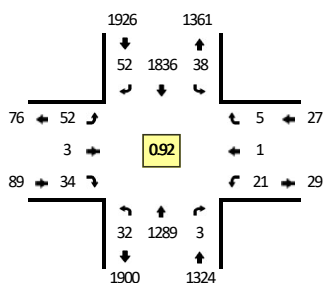
LOCATION: 2. Mission Blvd -- Berry Ave

CITY/STATE: Alameda, CA

QC JOB #: 14941003

DATE: Wed, Apr 10 2019

Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:40 AM -- 7:55 AM



5-Min Count Period Beginning At	2. Mission Blvd (Northbound)				2. Mission Blvd (Southbound)				Berry Ave (Eastbound)				Berry Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	68	0	1	2	182	4	1	4	0	0	0	0	0	0	0	265	
7:05 AM	1	77	0	0	2	158	2	1	4	0	1	0	2	0	1	0	249	
7:10 AM	3	95	0	0	0	153	1	0	5	0	2	0	5	0	0	0	264	
7:15 AM	0	85	0	0	0	151	2	1	0	0	3	0	1	0	0	0	243	
7:20 AM	0	93	0	2	0	160	0	2	5	0	0	0	3	0	0	0	265	
7:25 AM	0	96	0	0	0	166	4	0	1	1	3	0	0	0	0	0	271	
7:30 AM	2	98	1	0	0	123	2	0	2	0	7	0	1	0	0	0	236	
7:35 AM	0	80	0	3	0	165	1	1	5	0	5	0	3	0	0	0	263	
7:40 AM	2	129	0	1	1	169	4	1	2	0	3	0	1	0	1	0	314	
7:45 AM	2	122	0	1	1	168	5	0	3	0	3	0	2	0	1	0	308	
7:50 AM	0	118	0	1	3	147	4	1	8	0	2	0	3	1	1	0	289	
7:55 AM	1	88	1	0	1	139	2	1	12	0	3	0	2	0	1	0	251	3218
8:00 AM	3	147	0	1	2	146	3	0	5	0	5	0	2	0	0	0	314	3267
8:05 AM	1	121	1	0	1	138	2	2	1	0	3	0	4	0	1	0	275	3293
8:10 AM	2	76	0	0	0	142	11	1	4	0	0	0	1	0	0	0	237	3266
8:15 AM	4	130	1	1	3	145	5	1	6	0	1	0	0	0	0	0	297	3320
8:20 AM	1	97	0	0	3	168	6	2	3	2	3	0	2	0	0	0	287	3342
8:25 AM	2	98	0	0	2	135	4	2	4	0	4	0	4	0	0	0	255	3326
8:30 AM	3	65	0	3	5	162	1	4	0	0	2	0	0	0	0	0	245	3335
8:35 AM	2	98	0	1	1	177	5	0	4	1	5	0	0	0	0	0	294	3366
8:40 AM	1	77	0	0	2	168	5	3	1	0	0	0	0	0	0	0	257	3309
8:45 AM	1	75	0	0	1	121	2	3	2	0	0	0	0	0	2	0	207	3208
8:50 AM	0	69	0	0	0	156	1	2	4	0	3	0	1	0	0	0	236	3155
8:55 AM	0	81	3	2	0	117	5	1	1	0	1	0	0	0	0	0	211	3115
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	16	1476	0	12	20	1936	52	8	52	0	32	0	24	4	12	0	3644	
Heavy Trucks	4	56	0		0	44	4		4	0	4		0	0	0		116	
Pedestrians		0				12				16				0			28	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:

Report generated on 4/18/2019 2:51 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

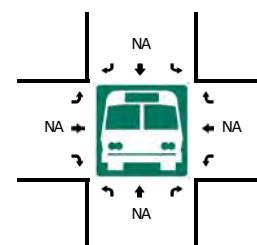
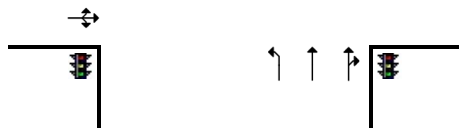
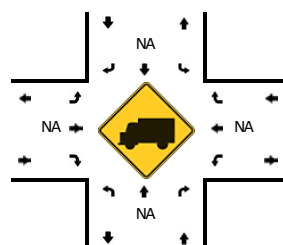
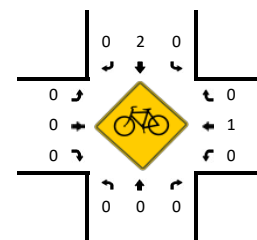
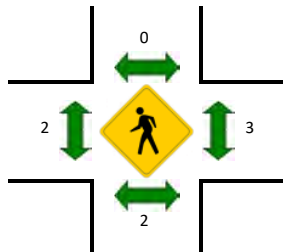
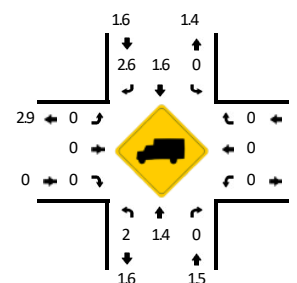
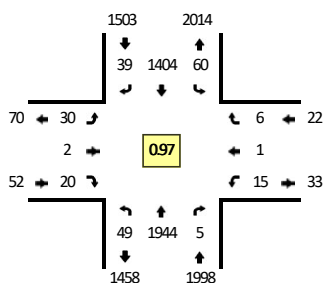
LOCATION: 2. Mission Blvd -- Berry Ave

CITY/STATE: Alameda, CA

QC JOB #: 14941004

DATE: Wed, Apr 10 2019

Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:35 PM -- 5:50 PM



5-Min Count Period Beginning At	2. Mission Blvd (Northbound)				2. Mission Blvd (Southbound)				Berry Ave (Eastbound)				Berry Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	165	0	1	0	72	2	1	4	0	2	0	1	0	0	0	252	
4:05 PM	1	173	0	2	3	99	2	5	2	0	2	0	2	0	0	0	291	
4:10 PM	1	148	2	1	4	126	3	1	1	0	0	0	2	0	2	0	291	
4:15 PM	2	153	0	2	3	124	4	3	4	0	2	0	1	0	1	0	299	
4:20 PM	2	148	1	1	2	106	3	2	2	0	2	0	2	0	2	0	273	
4:25 PM	4	142	0	3	3	107	6	4	1	0	4	0	1	0	1	0	276	
4:30 PM	2	181	0	0	1	122	1	2	2	0	1	0	1	0	0	0	313	
4:35 PM	6	137	0	2	3	103	2	4	1	0	1	0	0	0	2	0	261	
4:40 PM	4	153	2	1	0	111	5	1	6	0	1	0	2	0	1	0	287	
4:45 PM	0	162	0	0	2	99	3	0	4	0	2	0	0	0	2	0	274	
4:50 PM	3	153	1	3	3	123	1	3	2	0	1	0	1	0	0	0	294	
4:55 PM	4	171	0	0	1	111	2	6	3	1	0	0	0	0	0	0	299	3410
5:00 PM	1	170	0	3	3	98	3	2	2	0	1	0	2	0	0	0	285	3443
5:05 PM	5	177	2	2	0	114	4	2	4	0	4	0	0	1	1	0	316	3468
5:10 PM	3	150	1	0	2	129	4	2	1	0	1	0	1	0	1	0	295	3472
5:15 PM	3	163	1	0	2	91	6	3	2	1	0	0	1	0	0	0	273	3446
5:20 PM	2	151	0	3	2	143	5	2	2	0	2	0	3	0	1	0	316	3489
5:25 PM	1	147	0	3	5	119	2	5	4	0	1	0	1	0	1	0	289	3502
5:30 PM	0	157	1	1	4	99	7	2	3	0	2	0	2	0	2	0	280	3469
5:35 PM	4	163	0	4	0	129	1	3	2	0	5	0	3	0	0	0	314	3522
5:40 PM	1	173	0	1	4	120	2	2	4	0	3	0	1	0	0	0	311	3546
5:45 PM	3	168	0	2	1	117	1	2	3	0	1	0	0	0	0	0	298	3570
5:50 PM	3	154	0	0	2	134	2	3	0	0	0	0	1	0	0	0	299	3575
5:55 PM	2	137	1	5	2	116	1	2	1	0	2	0	1	0	1	0	271	3547
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	32	2016	0	28	20	1464	16	28	36	0	36	0	16	0	0	0	3692	
Heavy Trucks	0	16	0		0	24	0		0	0	0		0	0	0		40	
Pedestrians		0				0				0				12			12	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

Comments:

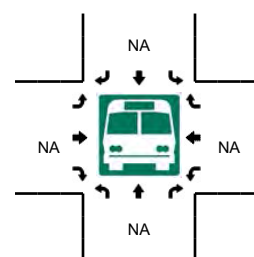
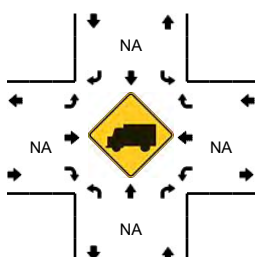
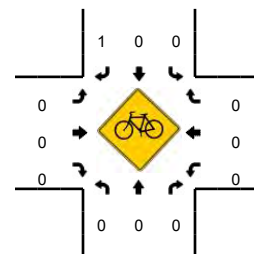
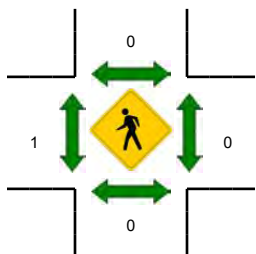
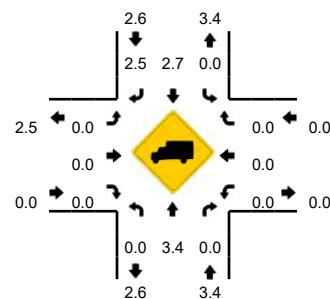
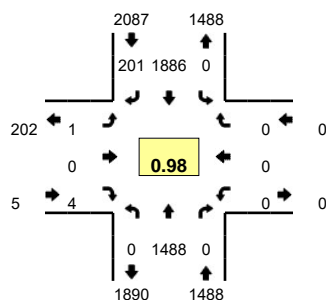
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Torrano Ave (North Offset)
CITY/STATE: Hayward, CA

QC JOB #: 13898101
DATE: Thu, Sep 08 2016

Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:25 AM -- 7:40 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Torrano Ave (North Offset) (Eastbound)				Torrano Ave (North Offset) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	77	0	0	0	195	9	0	0	0	0	0	0	0	0	0	281	
7:05 AM	0	100	0	0	0	192	7	0	0	0	0	0	0	0	0	0	299	
7:10 AM	0	107	0	0	0	181	14	0	0	0	0	1	0	0	0	0	303	
7:15 AM	0	96	0	0	0	207	13	0	0	0	0	0	0	0	0	0	316	
7:20 AM	0	99	0	0	0	162	8	0	0	0	2	0	0	0	0	0	271	
7:25 AM	0	103	0	0	0	202	11	0	0	0	0	0	0	0	0	0	316	
7:30 AM	0	135	0	0	0	167	17	0	0	0	1	0	0	0	0	0	320	
7:35 AM	0	143	0	0	0	130	5	0	0	0	0	0	0	0	0	0	278	
7:40 AM	0	122	0	0	0	144	17	0	0	0	0	0	0	0	0	0	283	
7:45 AM	0	130	0	0	0	154	28	0	0	0	0	0	0	0	0	0	312	
7:50 AM	0	134	0	0	0	132	14	0	0	0	1	0	0	0	0	0	281	
7:55 AM	0	138	0	0	0	130	23	0	0	0	0	0	0	0	0	0	291	3551
8:00 AM	0	139	0	0	0	139	26	0	0	0	0	0	0	0	0	0	304	3574
8:05 AM	0	142	0	0	0	138	25	0	0	0	0	0	0	0	0	0	305	3580
8:10 AM	0	153	0	0	0	125	10	0	0	0	3	0	0	0	0	0	291	3568
8:15 AM	0	125	0	0	0	130	20	0	0	0	1	0	0	0	0	0	276	3528
8:20 AM	0	125	0	0	0	165	12	0	0	0	0	0	0	0	0	0	302	3559
8:25 AM	0	88	0	0	0	131	7	0	0	0	0	0	0	0	0	0	226	3469
8:30 AM	0	126	0	0	0	157	5	0	0	0	2	0	0	0	0	0	290	3439
8:35 AM	0	108	0	0	0	162	4	0	0	0	0	0	0	0	0	0	274	3435
8:40 AM	0	95	0	0	0	136	7	0	0	0	3	0	0	0	0	0	241	3393
8:45 AM	0	98	0	0	0	156	18	0	0	0	1	0	0	0	0	0	273	3354
8:50 AM	0	119	0	0	0	173	22	0	0	0	0	0	0	0	0	0	314	3387
8:55 AM	0	82	0	0	0	149	6	0	0	0	0	0	0	0	0	0	237	3333
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	1524	0	0	0	1996	132	0	0	0	4	0	0	0	0	0	3656	
Heavy Trucks	0	52	0	0	0	48	0	0	0	0	0	0	0	0	0	0	100	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

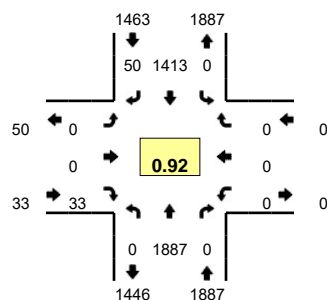
Comments:

Type of peak hour being reported: Intersection Peak

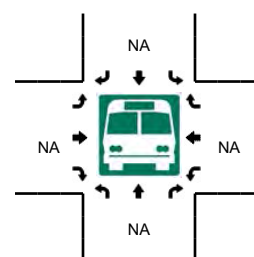
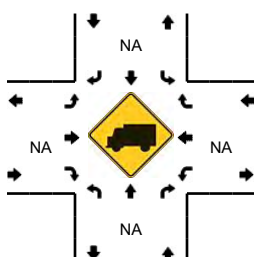
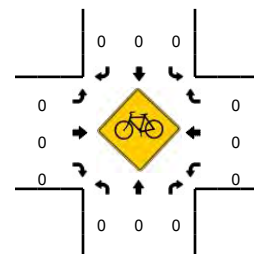
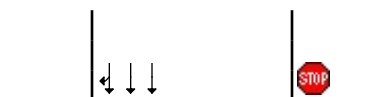
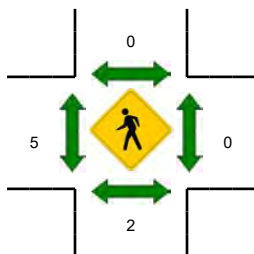
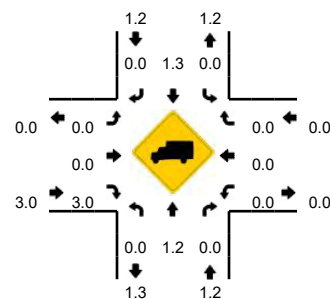
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Torrano Ave (North Offset)
CITY/STATE: Hayward, CA

QC JOB #: 13898102
DATE: Thu, Sep 08 2016



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Torrano Ave (North Offset) (Eastbound)				Torrano Ave (North Offset) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	168	0	0	0	105	3	0	0	0	3	0	0	0	0	0	279	
4:05 PM	0	152	0	0	0	107	10	0	0	0	3	0	0	0	0	0	272	
4:10 PM	0	152	0	0	0	103	4	0	0	0	1	0	0	0	0	0	260	
4:15 PM	0	165	0	0	0	85	2	0	0	0	3	0	0	0	0	0	255	
4:20 PM	0	150	0	0	0	105	2	0	0	0	5	0	0	0	0	0	262	
4:25 PM	0	170	0	0	0	124	3	0	0	0	1	0	0	0	0	0	298	
4:30 PM	0	159	0	0	0	120	5	0	0	0	1	0	0	0	0	0	285	
4:35 PM	0	126	0	0	0	113	4	0	0	0	5	0	0	0	0	0	248	
4:40 PM	0	172	0	0	0	107	3	0	0	0	3	0	0	0	0	0	285	
4:45 PM	0	171	0	0	0	104	3	0	0	0	2	0	0	0	0	0	280	
4:50 PM	0	140	0	0	0	145	6	0	0	0	0	0	0	0	0	0	291	
4:55 PM	0	147	0	0	0	96	2	0	0	0	2	0	0	0	0	0	247	3262
5:00 PM	0	130	0	0	0	126	7	0	0	0	6	0	0	0	0	0	269	3252
5:05 PM	0	158	0	0	0	97	3	0	0	0	1	0	0	0	0	0	259	3239
5:10 PM	0	160	0	0	0	134	7	0	0	0	6	0	0	0	0	0	307	3286
5:15 PM	0	197	0	0	0	106	2	0	0	0	2	0	0	0	0	0	307	3338
5:20 PM	0	159	0	0	0	136	4	0	0	0	3	0	0	0	0	0	302	3378
5:25 PM	0	135	0	0	0	119	1	0	0	0	4	0	0	0	0	0	259	3339
5:30 PM	0	170	0	0	0	97	5	0	0	0	3	0	0	0	0	0	275	3329
5:35 PM	0	148	0	0	0	146	7	0	0	0	1	0	0	0	0	0	302	3383
5:40 PM	0	166	0	0	0	109	1	0	0	0	1	0	0	0	0	0	277	3375
5:45 PM	0	151	0	0	0	116	4	0	0	0	1	0	0	0	0	0	272	3367
5:50 PM	0	161	0	0	0	109	5	0	0	0	3	0	0	0	0	0	278	3354
5:55 PM	0	142	0	0	0	118	2	0	0	0	4	0	0	0	0	0	266	3373
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	2064	0	0	0	1504	52	0	0	0	44	0	0	0	0	0	3664	
Heavy Trucks	0	24	0	0	0	8	0	0	0	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

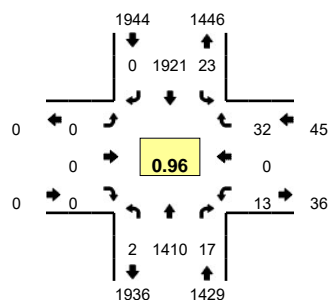
Comments:

Type of peak hour being reported: Intersection Peak

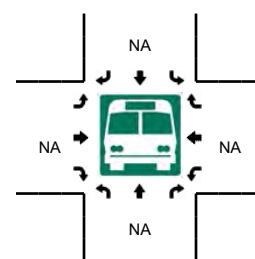
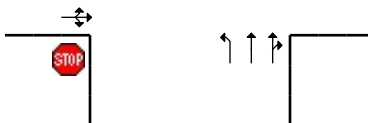
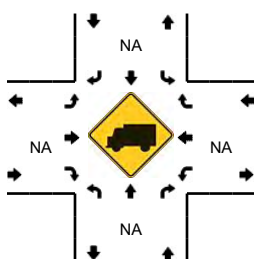
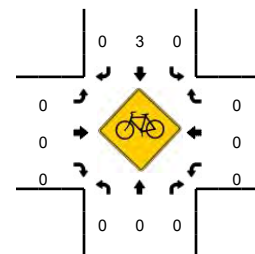
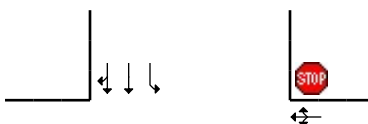
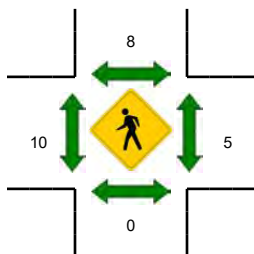
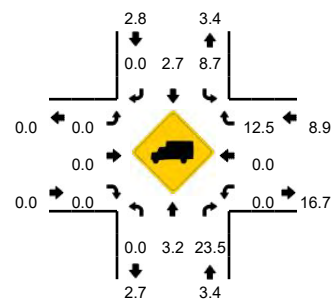
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Torrano Ave (South Offset)
CITY/STATE: Hayward, CA

QC JOB #: 13898103
DATE: Thu, Sep 08 2016



Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:25 AM -- 7:40 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Torrano Ave (South Offset) (Eastbound)				Torrano Ave (South Offset) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	74	0	0	1	194	0	0	0	0	0	0	1	0	3	0	273	
7:05 AM	0	96	1	0	4	188	0	0	0	0	0	0	2	0	4	0	295	
7:10 AM	0	104	3	0	2	179	0	0	0	0	0	0	0	0	3	0	291	
7:15 AM	0	94	0	0	2	205	0	0	0	0	0	0	1	0	2	0	304	
7:20 AM	0	99	1	0	2	160	0	0	0	0	0	0	1	0	0	0	263	
7:25 AM	0	100	3	0	0	202	0	0	0	0	0	0	2	0	3	0	310	
7:30 AM	0	130	2	0	3	164	0	0	0	0	0	0	2	0	5	0	306	
7:35 AM	0	138	1	0	0	130	0	1	0	0	0	0	1	0	4	0	275	
7:40 AM	0	122	0	0	1	143	0	0	0	0	0	0	1	0	0	0	267	
7:45 AM	0	127	2	0	1	153	0	0	0	0	0	0	1	0	3	0	287	
7:50 AM	0	128	1	0	1	131	0	2	0	0	0	0	0	0	4	0	267	
7:55 AM	0	137	1	1	1	129	0	0	0	0	0	0	2	0	1	0	272	3410
8:00 AM	0	135	2	1	2	137	0	1	0	0	0	0	0	0	3	0	281	3418
8:05 AM	0	141	0	1	2	136	0	1	0	0	0	0	0	0	0	0	281	3404
8:10 AM	0	148	1	0	1	124	0	3	0	0	0	0	1	0	2	0	280	3393
8:15 AM	0	118	1	1	2	128	0	3	0	0	0	0	1	0	4	0	258	3347
8:20 AM	0	123	1	0	6	159	0	0	0	0	0	0	0	0	2	0	291	3375
8:25 AM	0	87	2	0	2	129	0	0	0	0	0	0	1	0	1	0	222	3287
8:30 AM	0	121	2	0	1	156	0	3	0	0	0	0	1	0	2	0	286	3267
8:35 AM	0	105	1	0	5	157	0	2	0	0	0	0	0	0	1	0	271	3263
8:40 AM	0	91	2	1	0	136	0	2	0	0	0	0	0	0	2	0	234	3230
8:45 AM	0	95	1	1	3	153	0	2	0	0	0	0	0	0	1	0	256	3199
8:50 AM	0	117	1	1	1	172	0	1	0	0	0	0	0	0	1	0	294	3226
8:55 AM	0	81	2	1	2	147	0	1	0	0	0	0	0	0	0	0	234	3188
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	1472	24	0	12	1984	0	4	0	0	0	0	20	0	48	0	3564	
Heavy Trucks	0	40	8		0	48	0		0	0	0		0	0	12		108	
Pedestrians	0				12				8				12				32	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

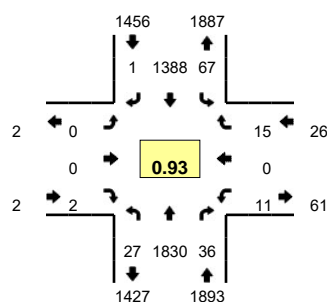
Comments:

Type of peak hour being reported: Intersection Peak

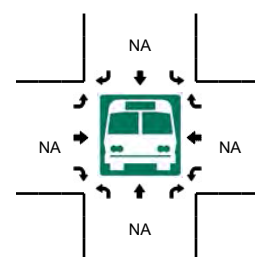
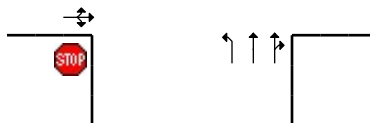
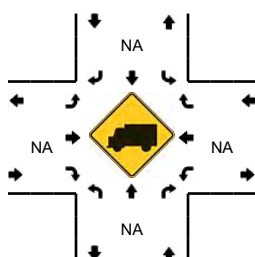
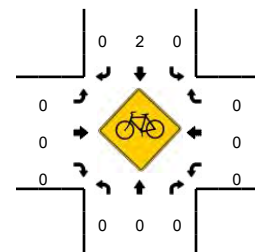
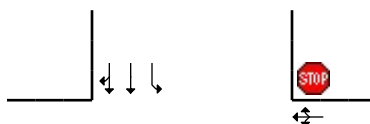
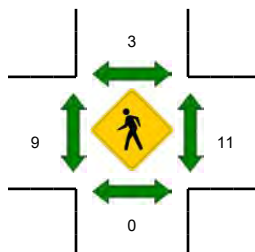
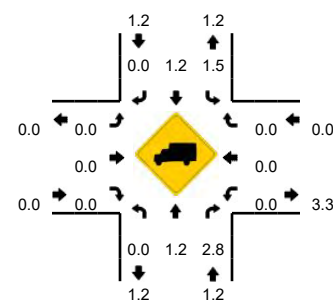
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Torrano Ave (South Offset)
CITY/STATE: Hayward, CA

QC JOB #: 13898104
DATE: Thu, Sep 08 2016



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Torrano Ave (South Offset) (Eastbound)				Torrano Ave (South Offset) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	161	2	2	3	102	1	4	0	0	0	0	1	0	3	0	279	
4:05 PM	0	147	3	2	5	102	0	2	0	0	0	0	1	0	3	0	265	
4:10 PM	0	146	2	1	1	102	1	1	0	0	0	0	2	0	5	0	261	
4:15 PM	0	160	4	0	1	84	0	3	0	0	1	0	2	0	2	0	257	
4:20 PM	1	142	3	1	3	102	0	6	0	0	0	0	0	0	2	0	260	
4:25 PM	0	167	1	1	2	122	0	3	0	0	2	0	0	0	0	0	298	
4:30 PM	0	157	2	4	0	120	1	1	0	0	0	0	0	0	1	0	286	
4:35 PM	0	118	4	0	2	111	1	6	0	0	0	0	1	0	2	0	245	
4:40 PM	0	164	1	3	2	105	0	7	0	0	0	0	3	0	1	0	286	
4:45 PM	0	169	2	2	1	103	0	2	0	0	0	0	1	0	0	0	280	
4:50 PM	0	134	3	1	3	142	0	4	0	0	0	0	1	0	2	0	290	
4:55 PM	0	143	2	5	1	95	0	2	0	0	0	0	0	0	2	0	250	3257
5:00 PM	0	123	1	2	2	124	0	5	0	0	0	0	1	0	2	0	260	3238
5:05 PM	0	150	3	2	3	94	0	7	0	0	0	0	2	0	1	0	262	3235
5:10 PM	0	156	4	1	2	132	0	3	0	0	0	0	0	0	1	0	299	3273
5:15 PM	0	193	2	2	2	104	0	3	0	0	1	0	1	0	1	0	309	3325
5:20 PM	0	155	0	1	3	133	1	4	0	0	0	0	1	0	0	0	298	3363
5:25 PM	0	132	5	3	3	116	0	2	0	0	1	0	0	0	1	0	263	3328
5:30 PM	1	165	5	2	1	96	0	2	0	0	0	0	1	0	3	0	276	3318
5:35 PM	0	146	8	2	2	144	0	1	0	0	0	0	0	0	1	0	304	3377
5:40 PM	0	164	4	1	4	105	0	1	0	0	0	0	1	0	1	0	281	3372
5:45 PM	0	149	3	1	1	115	1	1	0	0	2	0	0	0	1	0	274	3366
5:50 PM	0	158	4	1	5	104	0	3	0	0	0	0	0	0	0	0	275	3351
5:55 PM	0	135	6	0	3	115	0	5	0	0	0	0	0	0	2	0	266	3367
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	2016	24	16	28	1476	4	40	0	0	4	0	8	0	8	0	3624	
Heavy Trucks	0	24	4		0	8	0		0	0	0		0	0	0		36	
Pedestrians	0				4				4				20				28	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:



Location: 3. Mission Blvd & Torrano Ave
Date: 10/4/2019
Site Code: 14941005

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left	U-Turn	Right	Thru	Left to Mitsubishi Dwy	Left	U-Turn	Right	Thru	Left	Left to Mitsubishi Dwy	U-Turn	Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave	U-Turn	Right to Mitsubishi Dwy	Right	Thru	Left	U-Turn
7:00 AM	11	0	186	0	0	2	0	0	0	1	0	77	0	0	0	0	0	0	0	0	1	0	0	0	0
7:05 AM	8	0	148	2	0	2	0	0	1	0	1	85	0	0	0	0	0	0	0	0	1	0	0	1	0
7:10 AM	7	0	150	0	1	1	0	0	0	0	2	80	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	0	150	4	0	4	0	0	0	0	1	87	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	5	0	172	0	0	3	0	0	1	0	2	89	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	5	0	151	3	1	1	0	0	0	0	2	89	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	8	0	122	0	0	2	0	0	0	0	2	107	0	0	0	0	0	0	0	0	0	2	0	1	0
7:35 AM	12	0	163	2	0	2	0	0	0	0	0	102	0	0	1	0	0	0	0	0	0	1	0	1	1
7:40 AM	7	0	178	0	0	5	0	0	0	0	0	92	0	0	1	0	0	0	0	0	1	0	0	1	0
7:45 AM	9	0	157	0	0	4	0	0	0	0	2	131	0	0	1	0	0	0	0	0	0	0	1	0	0
7:50 AM	15	0	142	4	1	3	0	0	1	0	0	119	0	0	0	0	0	0	0	0	0	0	0	0	3
7:55 AM	16	0	121	2	1	2	0	0	1	0	1	125	0	0	2	0	0	0	0	0	0	1	0	0	0
8:00 AM	12	0	148	1	0	5	0	0	0	0	2	108	0	0	0	0	0	0	0	0	0	0	0	1	0
8:05 AM	17	0	127	2	0	2	0	0	3	0	2	114	0	0	0	0	0	0	0	0	0	0	0	1	0
8:10 AM	5	0	134	0	0	1	0	0	1	0	0	81	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	7	0	130	1	1	3	0	0	1	0	3	127	0	0	1	0	0	0	0	0	0	0	1	1	0
8:20 AM	5	0	170	4	0	0	0	0	1	0	1	86	0	0	3	0	0	0	0	0	0	0	0	0	0
8:25 AM	7	0	140	0	2	0	0	0	0	0	2	104	0	0	0	0	0	0	0	0	0	1	0	2	0
8:30 AM	7	0	137	4	0	0	0	0	1	0	3	78	0	0	0	0	0	0	0	0	0	0	0	1	1
8:35 AM	4	0	181	6	1	1	0	0	0	0	0	86	0	0	0	0	0	0	0	0	1	0	1	0	0
8:40 AM	11	0	164	4	0	0	0	0	3	0	1	76	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	4	0	118	2	0	4	0	0	1	0	3	72	0	0	0	0	0	0	0	0	1	1	2	0	0
8:50 AM	6	0	151	0	2	0	0	0	1	0	2	70	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	1	3	111	5	0	1	0	0	2	0	0	79	0	0	2	0	0	0	0	0	0	0	2	1	1
Total	194	3	3551	46	10	48	0	0	18	0	32	2264	0	0	12	0	0	0	0	0	2	8	3	16	9

Peak Hour: 7:30 AM - 8:30 AM
Peak 15: 7:40 AM - 7:55 AM
PHF: 0.9259681



Location: 3. Mission Blvd & Torrano Ave

Date: 10/4/2019

Site Code: 14941005

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left	U-Turn	Right	Thru	Left to Mitsubishi Dwy	Left	U-Turn	Right	Thru	Left	Left to Mitsubishi Dwy	U-Turn	Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave	U-Turn	Right to Mitsubishi Dwy	Right	Thru	Left	U-Turn
7:00 AM	9	0	180	0	0	2	0	0	0	0	0	76	0	0	0	0	0	0	0	0	1	0	0	0	0
7:05 AM	8	0	143	2	0	2	0	0	1	0	1	80	0	0	0	0	0	0	0	0	1	0	0	1	0
7:10 AM	7	0	147	0	1	1	0	0	0	0	2	78	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	0	142	3	0	4	0	0	0	0	1	83	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	5	0	169	0	0	3	0	0	1	0	2	85	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	5	0	147	3	1	1	0	0	0	0	2	86	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	8	0	117	0	0	2	0	0	0	0	2	101	0	0	0	0	0	0	0	0	2	0	0	1	0
7:35 AM	12	0	156	2	0	2	0	0	0	0	0	97	0	0	1	0	0	0	0	0	1	0	1	1	1
7:40 AM	7	0	172	0	0	5	0	0	0	0	0	90	0	0	1	0	0	0	0	0	1	0	0	1	0
7:45 AM	8	0	155	0	0	4	0	0	0	0	1	124	0	0	1	0	0	0	0	0	0	1	0	0	0
7:50 AM	15	0	141	3	1	3	0	0	1	0	0	114	0	0	0	0	0	0	0	0	0	0	0	0	3
7:55 AM	16	0	113	2	1	2	0	0	1	0	1	121	0	0	2	0	0	0	0	0	1	0	0	0	0
8:00 AM	12	0	141	1	0	5	0	0	0	0	2	101	0	0	0	0	0	0	0	0	0	0	0	1	0
8:05 AM	16	0	122	1	0	2	0	0	3	0	2	108	0	0	0	0	0	0	0	0	0	0	0	1	0
8:10 AM	5	0	131	0	0	1	0	0	1	0	0	79	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	7	0	128	1	1	3	0	0	1	0	3	120	0	0	1	0	0	0	0	0	0	1	1	1	0
8:20 AM	4	0	165	4	0	0	0	0	1	0	1	82	0	0	3	0	0	0	0	0	0	0	0	0	0
8:25 AM	7	0	136	0	2	0	0	0	0	0	2	100	0	0	0	0	0	0	0	0	0	0	2	0	0
8:30 AM	7	0	129	4	0	0	0	0	1	0	3	76	0	0	0	0	0	0	0	0	0	0	0	1	1
8:35 AM	4	0	176	6	1	1	0	0	0	0	0	83	0	0	0	0	0	0	0	0	1	0	1	1	0
8:40 AM	11	0	160	4	0	0	0	0	3	0	1	76	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	4	0	112	2	0	4	0	0	1	0	3	65	0	0	0	0	0	0	0	0	1	1	2	0	0
8:50 AM	6	0	147	0	2	0	0	0	1	0	2	66	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	1	3	107	4	0	1	0	0	2	0	0	73	0	0	2	0	0	0	0	0	0	0	2	1	1
Total	189	3	3436	42	10	48	0	0	18	0	31	2164	0	0	12	0	0	0	0	0	2	7	3	16	9



Location: 3. Mission Blvd & Torrano Ave

Date: 10/4/2019

Site Code: 14941005

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left		Right	Thru	Left to Mitsubishi Dwy	Left		Right	Thru	Left	Left to Mitsubishi Dwy		Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave		Right to Mitsubishi Dwy	Right	Thru	Left	
7:00 AM	2	0	6	0		0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
7:05 AM	0	0	5	0		0	0	0	0		0	5	0	0		0	0	0	0		0	0	0	0	
7:10 AM	0	0	3	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
7:15 AM	0	0	8	1		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
7:20 AM	0	0	3	0		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
7:25 AM	0	0	4	0		0	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
7:30 AM	0	0	5	0		0	0	0	0		0	6	0	0		0	0	0	0		0	0	0	0	
7:35 AM	0	0	7	0		0	0	0	0		0	5	0	0		0	0	0	0		0	0	0	0	
7:40 AM	0	0	6	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
7:45 AM	1	0	2	0		0	0	0	0		1	7	0	0		0	0	0	0		0	0	0	0	
7:50 AM	0	0	1	1		0	0	0	0		0	5	0	0		0	0	0	0		0	0	0	0	
7:55 AM	0	0	8	0		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
8:00 AM	0	0	7	0		0	0	0	0		0	7	0	0		0	0	0	0		0	0	0	0	
8:05 AM	1	0	5	1		0	0	0	0		0	6	0	0		0	0	0	0		0	0	0	0	
8:10 AM	0	0	3	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
8:15 AM	0	0	2	0		0	0	0	0		0	7	0	0		0	0	0	0		0	0	0	0	
8:20 AM	1	0	5	0		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
8:25 AM	0	0	4	0		0	0	0	0		0	4	0	0		0	0	0	0		0	1	0	0	
8:30 AM	0	0	8	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
8:35 AM	0	0	5	0		0	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
8:40 AM	0	0	4	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:45 AM	0	0	6	0		0	0	0	0		0	7	0	0		0	0	0	0		0	0	0	0	
8:50 AM	0	0	4	0		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
8:55 AM	0	0	4	1		0	0	0	0		0	6	0	0		0	0	0	0		0	0	0	0	
Total	5	0	115	4		0	0	0	0		1	100	0	0		0	0	0	0		0	1	0	0	



Location: 3. Mission Blvd & Torrano Ave

Date: 10/4/2019

Site Code: 14941005

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left	Peds	Right	Thru	Left to Mitsubishi Dwy	Left	Peds	Right	Thru	Left	Left to Mitsubishi Dwy	Peds	Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave	Peds	Right to Mitsubishi Dwy	Right	Thru	Left	Peds
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	9	0	0	0	0	1	7	0	1	0	0	0	0	0	0	0	20	0	0	0	2



Location: 3. Mission Blvd & Torrano Ave
Date: 10/4/2019
Site Code: 14941006

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left	U-Turn	Right	Thru	Left to Mitsubishi Dwy	Left	U-Turn	Right	Thru	Left	Left to Mitsubishi Dwy	U-Turn	Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave	U-Turn	Right to Mitsubishi Dwy	Right	Thru	Left	U-Turn
4:00 PM	7	0	80	0		1	0	0	1	0	1	173	0	0	2	1	0	1	0	0	0	0	0	2	0
4:05 PM	1	0	95	1	0	0	0	0	0	0	5	163	0	0	0	0	0	0	0	0	0	1	0	0	0
4:10 PM	3	0	124	4	3	2	0	0	0	0	1	148	0	0	1	0	0	1	0	0	0	0	0	1	0
4:15 PM	5	0	116	1	4	2	0	0	1	0	2	145	0	0	3	0	0	0	0	0	1	0	0	1	0
4:20 PM	5	0	112	0	1	1	0	0	0	0	2	159	0	0	1	0	0	0	0	0	0	1	0	2	0
4:25 PM	3	0	99	5	1	1	0	0	1	0	1	147	0	0	1	0	0	0	0	0	0	1	0	0	0
4:30 PM	5	1	100	4	1	3	0	0	0	0	2	158	0	0	2	0	0	0	0	0	0	3	0	4	0
4:35 PM	5	0	108	3	3	4	0	0	0	0	3	146	0	0	0	0	0	0	0	0	0	1	1	2	0
4:40 PM	2	0	105	2	1	1	0	0	1	0	3	141	0	0	4	0	0	0	0	0	0	2	0	1	0
4:45 PM	4	0	95	3	4	1	0	0	0	0	0	162	0	0	2	0	0	0	0	0	0	3	0	4	0
4:50 PM	3	0	118	3	0	1	0	0	0	0	4	155	0	0	0	1	0	0	0	0	0	3	0	3	0
4:55 PM	2	0	112	0	2	2	0	0	0	0	0	163	0	0	3	0	0	0	0	0	0	0	0	3	0
5:00 PM	5	0	100	3	0	2	0	0	0	0	1	172	0	0	3	0	0	0	0	0	0	3	2	2	0
5:05 PM	5	0	105	5	2	3	0	0	1	0	1	160	0	0	0	0	0	0	0	0	0	1	0	1	0
5:10 PM	4	0	123	0	1	2	0	0	2	0	4	147	0	0	2	1	0	0	0	0	0	1	0	4	0
5:15 PM	3	0	100	1	2	2	0	0	1	0	5	167	0	0	2	1	0	0	0	0	0	1	0	2	0
5:20 PM	7	1	122	5	2	0	0	0	0	0	1	143	0	0	0	0	0	1	0	0	0	0	0	0	0
5:25 PM	9	0	114	2	2	3	0	0	0	0	5	153	0	1	0	1	0	0	0	0	0	0	0	1	0
5:30 PM	2	0	99	3	2	1	0	0	0	0	4	150	0	0	2	0	0	0	0	0	0	1	0	2	0
5:35 PM	1	0	122	3	1	1	0	0	0	0	3	165	0	0	2	0	0	0	0	0	0	0	0	0	0
5:40 PM	7	2	117	5	0	2	0	0	1	0	3	171	0	0	2	4	0	0	0	0	0	0	0	1	0
5:45 PM	4	0	118	4	2	1	0	0	1	0	5	166	0	0	1	0	0	0	0	0	0	1	0	4	0
5:50 PM	6	0	112	3	1	0	0	0	0	0	2	147	0	0	1	0	0	0	0	0	1	1	0	2	0
5:55 PM	7	0	110	1	1	1	0	0	1	0	3	130	0	0	1	1	0	0	0	0	0	0	0	3	0
Total	105	4	2606	61	36	37	0	0	11	0	61	3731	0	2	34	11	0	3	0	0	2	23	4	45	0

Peak Hour: 4:50 PM - 5:50 PM
Peak 15: 5:35 PM - 5:50 PM
PHF: 0.948913



Location: 3. Mission Blvd & Torrano Ave

Date: 10/4/2019

Site Code: 14941006

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left	U-Turn	Right	Thru	Left to Mitsubishi Dwy	Left	U-Turn	Right	Thru	Left	Left to Mitsubishi Dwy	U-Turn	Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave	U-Turn	Right to Mitsubishi Dwy	Right	Thru	Left	U-Turn
4:00 PM	7	0	76	0	0	1	0	0	1	0	1	172	0	0	2	1	0	1	0	0	0	0	0	2	0
4:05 PM	1	0	91	1	0	0	0	0	0	0	5	159	0	0	0	0	0	0	0	0	0	1	0	0	0
4:10 PM	3	0	118	4	3	2	0	0	0	0	1	144	0	0	1	0	0	1	0	0	0	0	0	1	0
4:15 PM	5	0	112	1	4	1	0	0	1	0	2	142	0	0	3	0	0	0	0	0	1	0	0	1	0
4:20 PM	5	0	109	0	1	1	0	0	0	0	2	152	0	0	1	0	0	0	0	0	0	1	0	2	0
4:25 PM	3	0	95	5	1	1	0	0	1	0	1	147	0	0	1	0	0	0	0	0	0	0	1	0	0
4:30 PM	5	1	100	4	1	3	0	0	0	0	2	152	0	0	2	0	0	0	0	0	0	3	0	4	0
4:35 PM	5	0	107	3	3	4	0	0	0	0	3	143	0	0	0	0	0	0	0	0	0	1	1	2	0
4:40 PM	2	0	101	2	1	0	0	0	0	0	3	139	0	0	4	0	0	0	0	0	0	2	0	1	0
4:45 PM	3	0	92	3	4	1	0	0	0	0	0	160	0	0	2	0	0	0	0	0	0	3	0	4	0
4:50 PM	3	0	116	2	0	1	0	0	0	0	4	155	0	0	0	1	0	0	0	0	0	3	0	3	0
4:55 PM	2	0	111	0	2	2	0	0	0	0	0	157	0	0	3	0	0	0	0	0	0	0	0	3	0
5:00 PM	5	0	96	3	0	2	0	0	0	0	1	171	0	0	3	0	0	0	0	0	0	2	2	2	0
5:05 PM	4	0	104	5	2	3	0	0	1	0	1	159	0	0	0	0	0	0	0	0	0	1	0	1	0
5:10 PM	4	0	122	0	1	2	0	0	2	0	4	144	0	0	2	1	0	0	0	0	0	1	0	4	0
5:15 PM	3	0	99	1	2	2	0	0	1	0	5	165	0	0	2	1	0	0	0	0	0	1	0	2	0
5:20 PM	7	1	120	5	2	0	0	0	0	0	1	140	0	0	0	0	0	1	0	0	0	0	0	0	0
5:25 PM	9	0	112	2	2	3	0	0	0	0	5	153	0	1	0	1	0	0	0	0	0	0	0	1	0
5:30 PM	2	0	95	3	2	1	0	0	0	0	4	148	0	0	2	0	0	0	0	0	0	1	0	2	0
5:35 PM	1	0	121	3	1	1	0	0	0	0	3	163	0	0	2	0	0	0	0	0	0	0	0	0	0
5:40 PM	7	2	114	5	0	2	0	0	1	0	3	170	0	0	2	4	0	0	0	0	0	0	0	1	0
5:45 PM	4	0	116	4	2	1	0	0	1	0	5	164	0	0	1	0	0	0	0	0	0	1	0	4	0
5:50 PM	6	0	112	2	1	0	0	0	0	0	2	144	0	1	0	1	0	0	0	0	1	1	0	2	0
5:55 PM	7	0	110	1	1	1	0	0	1	0	3	129	0	0	1	1	0	0	0	0	0	0	0	3	0
Total	103	4	2549	59	36	35	0	0	10	0	61	3672	0	2	34	11	0	3	0	0	2	22	4	45	0



Location: 3. Mission Blvd & Torrano Ave

Date: 10/4/2019

Site Code: 14941006

Start Time	Mission Blvd Southbound					Torrano Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrano Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left		Right	Thru	Left to Mitsubishi Dwy	Left		Right	Thru	Left	Left to Mitsubishi Dwy		Right to Mission Blvd	Right to Torrano Ave	Left to Mission Blvd	Left to Torrano Ave		Right to Mitsubishi Dwy	Right	Thru	Left	
4:00 PM	0	0	4	0		0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
4:05 PM	0	0	4	0		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
4:10 PM	0	0	6	0		0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0	
4:15 PM	0	0	4	0		1	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
4:20 PM	0	0	3	0		0	0	0	0		0	7	0	0		0	0	0	0		0	0	0	0	
4:25 PM	0	0	4	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:30 PM	0	0	0	0		0	0	0	0		0	6	0	0		0	0	0	0		0	0	0	0	
4:35 PM	0	0	1	0		0	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
4:40 PM	0	0	4	0		1	0	0	1		0	2	0	0		0	0	0	0		0	0	0	0	
4:45 PM	1	0	3	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
4:50 PM	0	0	2	1		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:55 PM	0	0	1	0		0	0	0	0		0	6	0	0		0	0	0	0		0	0	0	0	
5:00 PM	0	0	4	0		0	0	0	0		0	1	0	0		0	0	0	0		0	1	0	0	
5:05 PM	1	0	1	0		0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
5:10 PM	0	0	1	0		0	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
5:15 PM	0	0	1	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
5:20 PM	0	0	2	0		0	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
5:25 PM	0	0	2	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
5:30 PM	0	0	4	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
5:35 PM	0	0	1	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
5:40 PM	0	0	3	0		0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
5:45 PM	0	0	2	0		0	0	0	0		0	2	0	0		0	0	0	0		0	0	0	0	
5:50 PM	0	0	0	1		0	0	0	0		0	3	0	0		0	0	0	0		0	0	0	0	
5:55 PM	0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
Total	2	0	57	2		2	0	0	1		0	59	0	0		0	0	0	0		0	1	0	0	



Location: 3. Mission Blvd & Torrono Ave

Date: 10/4/2019

Site Code: 14941006

	Mission Blvd Southbound					Torrono Ave Westbound					Mission Blvd Northbound					Hayward Mitsubishi Dwy Northeastbound					Torrono Ave Eastbound				
	Right	Right to Mitsubishi Dwy	Thru	Left	Peds	Right	Thru	Left to Mitsubishi Dwy	Left	Peds	Right	Thru	Left	Left to Mitsubishi Dwy	Peds	Right to Mission Blvd	Right to Torrono Ave	Left to Mission Blvd	Left to Torrono Ave	Peds	Right to Mitsubishi Dwy	Right	Thru	Left	Peds
Start Time	Right	Right to Mitsubishi Dwy	Thru	Left	Peds	Right	Thru	Left to Mitsubishi Dwy	Left	Peds	Right	Thru	Left	Left to Mitsubishi Dwy	Peds	Right to Mission Blvd	Right to Torrono Ave	Left to Mission Blvd	Left to Torrono Ave	Peds	Right to Mitsubishi Dwy	Right	Thru	Left	Peds
4:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	3
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:10 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
4:40 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1
4:50 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2
4:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	2	0	4	0	16	0	0	0	0	5	0	4	0	0	0	0	0	0	0	20	0	0	0	0	13

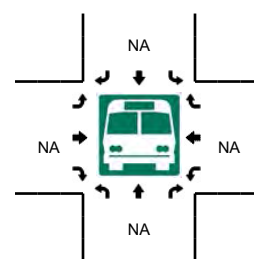
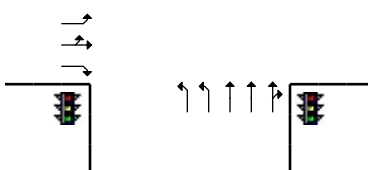
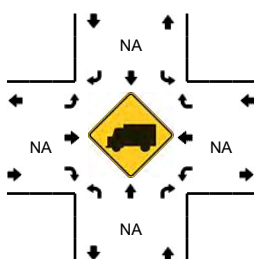
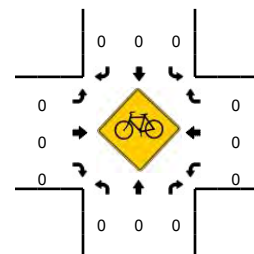
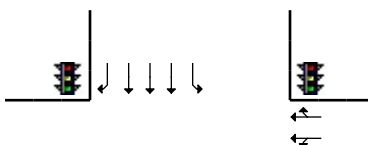
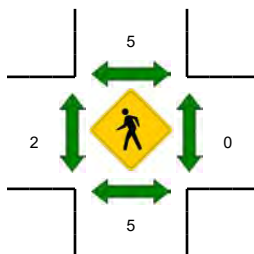
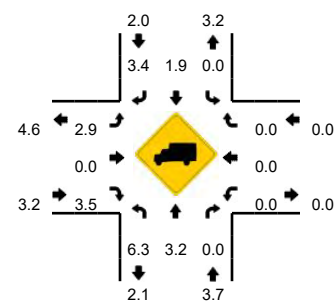
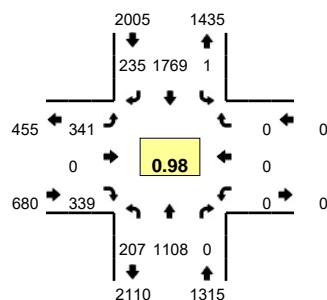
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Tennyson Rd
CITY/STATE: Hayward, CA

QC JOB #: 13898109
DATE: Thu, Sep 08 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:20 AM -- 7:35 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Tennyson Rd (Eastbound)				Tennyson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	65	0	0	0	215	16	0	13	0	24	3	0	0	0	0	349	
7:05 AM	9	74	0	0	0	203	14	1	22	0	28	0	0	0	0	0	351	
7:10 AM	10	84	0	1	0	148	12	0	17	0	29	2	0	0	0	0	303	
7:15 AM	15	69	0	0	0	169	15	0	18	0	29	1	0	0	0	0	316	
7:20 AM	24	98	0	0	0	177	18	0	16	0	28	0	0	0	0	0	361	
7:25 AM	17	97	0	0	0	147	16	0	23	0	26	1	0	0	0	0	327	
7:30 AM	22	97	0	0	0	118	16	0	31	0	48	2	0	0	0	0	334	
7:35 AM	16	90	0	0	0	133	27	0	28	0	19	1	0	0	0	0	314	
7:40 AM	15	108	0	0	0	117	24	0	41	0	27	0	0	0	0	0	332	
7:45 AM	18	132	0	1	0	117	25	0	39	0	27	2	0	0	0	0	361	
7:50 AM	20	112	0	0	0	102	21	0	44	0	23	2	0	0	0	0	324	
7:55 AM	26	82	0	0	0	123	31	0	34	0	31	1	0	0	0	0	328	4000
8:00 AM	15	104	0	1	0	119	21	0	37	0	34	1	0	0	0	0	332	3983
8:05 AM	11	94	0	0	0	122	28	0	44	0	31	0	0	0	0	0	330	3962
8:10 AM	29	95	0	3	0	135	16	0	21	0	30	0	0	0	0	0	329	3988
8:15 AM	15	70	0	1	0	158	26	1	18	0	25	1	0	0	0	0	315	3987
8:20 AM	17	72	0	0	0	143	32	0	16	0	35	5	0	0	0	0	320	3946
8:25 AM	26	75	0	2	0	102	18	0	30	0	40	2	0	0	0	0	295	3914
8:30 AM	18	81	0	0	0	147	25	0	19	0	26	0	0	0	0	0	316	3896
8:35 AM	13	64	0	0	0	159	22	2	21	0	18	1	0	0	0	0	300	3882
8:40 AM	15	77	0	0	0	95	25	0	14	0	19	0	0	0	0	0	245	3795
8:45 AM	16	76	0	0	0	153	17	0	16	0	18	0	0	0	0	0	296	3730
8:50 AM	17	61	0	1	0	127	24	0	31	0	17	2	0	0	0	0	280	3686
8:55 AM	13	81	0	0	0	116	16	1	21	0	22	1	0	0	0	0	271	3629
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	252	1168	0	0	0	1768	200	0	280	0	408	12	0	0	0	0	4088	
Heavy Trucks	20	40	0		0	32	8		8	0	12		0	0	0		120	
Pedestrians	8				0				0				0				8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

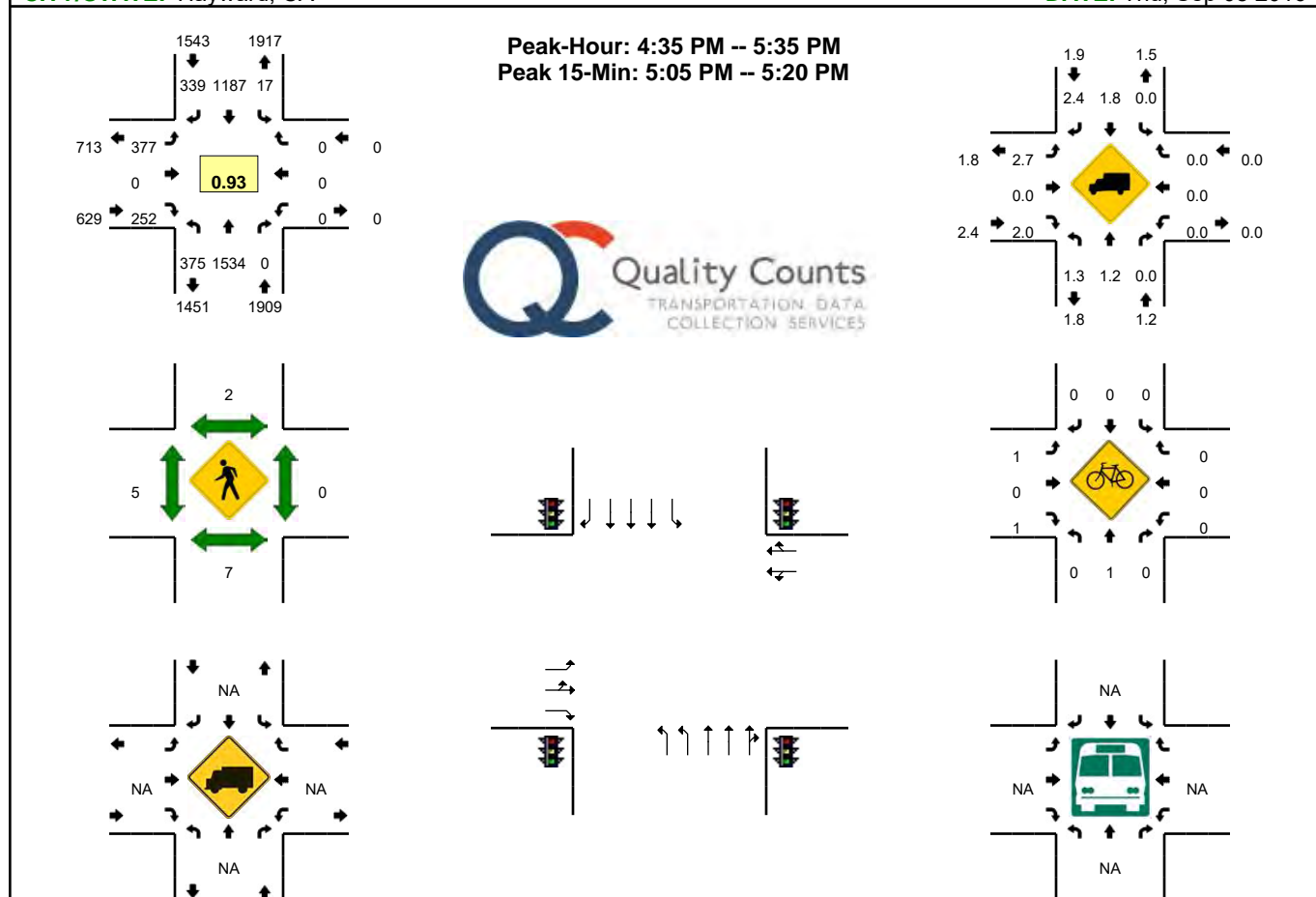
Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Tennyson Rd
CITY/STATE: Hayward, CA

QC JOB #: 13898110
DATE: Thu, Sep 08 2016



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Tennyson Rd (Eastbound)				Tennyson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	143	0	0	0	99	13	1	39	0	23	0	0	0	0	0	338	
4:05 PM	20	152	0	0	0	71	24	1	18	0	15	0	0	0	0	0	301	
4:10 PM	27	96	0	1	0	86	28	0	32	0	16	1	0	0	0	0	287	
4:15 PM	35	152	0	3	0	87	20	2	18	0	14	0	0	0	0	0	331	
4:20 PM	22	137	0	0	0	94	25	0	18	0	25	1	0	0	0	0	322	
4:25 PM	24	137	0	0	0	77	24	1	34	0	22	0	0	0	0	0	319	
4:30 PM	44	127	0	3	0	64	23	1	29	0	20	0	0	0	0	0	311	
4:35 PM	22	140	0	4	0	120	22	0	30	0	18	0	0	0	0	0	356	
4:40 PM	22	113	0	0	0	82	35	3	30	0	25	1	0	0	0	0	311	
4:45 PM	29	148	0	3	0	83	32	0	21	0	20	0	0	0	0	0	336	
4:50 PM	39	128	0	0	0	116	28	1	30	0	20	1	0	0	0	0	363	
4:55 PM	24	94	0	0	0	93	29	2	34	0	14	1	0	0	0	0	291	3866
5:00 PM	29	85	0	2	0	70	17	1	37	0	21	0	0	0	0	0	262	3790
5:05 PM	30	146	0	0	0	102	25	2	32	0	15	3	0	0	0	0	355	3844
5:10 PM	25	151	0	2	0	124	33	2	16	0	24	3	0	0	0	0	380	3937
5:15 PM	31	137	0	1	0	84	31	0	43	0	29	1	0	0	0	0	357	3963
5:20 PM	42	100	0	0	0	92	25	3	28	0	21	0	0	0	0	0	311	3952
5:25 PM	36	160	0	0	0	135	34	0	29	0	22	0	0	0	0	0	416	4049
5:30 PM	34	132	0	0	0	86	28	3	36	0	23	1	0	0	0	0	343	4081
5:35 PM	35	115	0	2	0	75	21	2	41	0	21	0	0	0	0	0	312	4037
5:40 PM	28	147	0	1	0	102	25	1	23	0	21	0	0	0	0	0	348	4074
5:45 PM	29	120	0	1	0	94	26	3	28	0	25	0	0	0	0	0	326	4064
5:50 PM	21	117	0	1	0	89	41	2	43	0	21	1	0	0	0	0	336	4037
5:55 PM	41	119	0	1	0	104	27	1	26	0	12	0	0	0	0	0	331	4077
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	344	1736	0	12	0	1240	356	16	364	0	272	28	0	0	0	0	4368	
Heavy Trucks	0	12	0		0	20	12		8	0	4		0	0	0		56	
Pedestrians		12				0				4				0			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

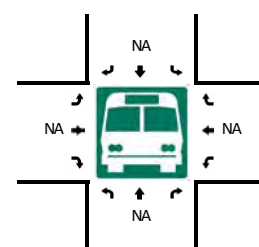
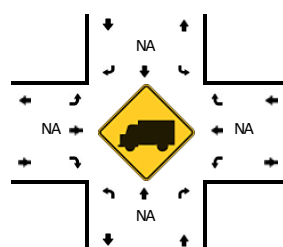
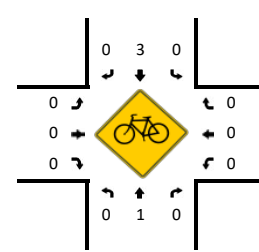
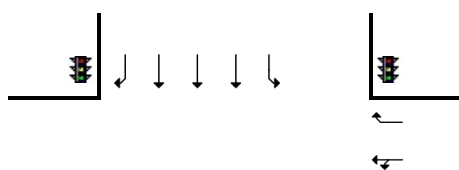
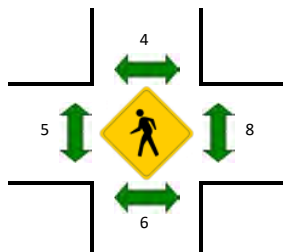
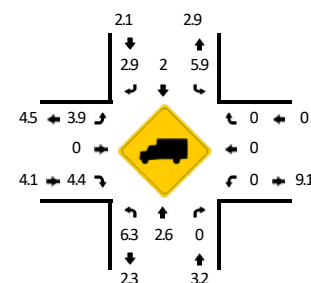
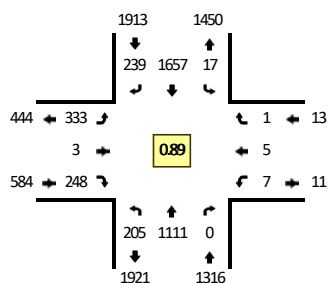
LOCATION: Mission Blvd -- Tennyson Rd

CITY/STATE: Alameda, CA

QC JOB #: 14937705

DATE: Wed, Apr 10 2019

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:40 AM -- 7:55 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Tennyson Rd (Eastbound)				Tennyson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	47	0	1	0	159	14	1	24	0	19	0	0	0	0	0	275	
7:05 AM	6	73	0	1	0	214	26	0	20	1	17	0	0	0	0	0	358	
7:10 AM	18	37	0	0	0	122	16	3	15	0	28	1	0	0	0	0	240	
7:15 AM	11	86	0	1	1	170	8	1	16	0	19	0	1	2	0	0	316	
7:20 AM	16	86	0	0	0	104	11	1	21	0	18	1	0	0	0	0	258	
7:25 AM	12	82	0	0	2	153	15	0	21	0	18	0	0	0	0	0	303	
7:30 AM	12	77	0	1	1	94	12	1	27	0	21	0	1	0	0	0	247	
7:35 AM	8	102	0	0	0	145	11	0	29	0	22	0	0	0	0	0	317	
7:40 AM	14	94	0	0	0	172	19	1	32	0	17	0	2	0	0	0	351	
7:45 AM	14	157	0	0	0	136	28	0	23	1	19	0	0	0	1	0	379	
7:50 AM	18	117	0	0	0	122	17	1	38	1	29	0	1	1	0	0	345	
7:55 AM	25	75	0	1	1	129	24	3	28	0	21	1	1	0	0	0	309	3698
8:00 AM	17	94	0	3	1	172	32	0	25	1	16	1	1	0	0	0	363	3786
8:05 AM	25	78	0	1	1	132	35	0	41	0	29	1	0	1	0	0	344	3772
8:10 AM	24	63	0	2	1	128	27	1	28	0	19	0	0	1	0	0	294	3826
8:15 AM	20	65	0	1	0	132	18	1	28	1	23	2	0	0	0	0	291	3801
8:20 AM	11	53	0	0	1	123	19	3	24	0	17	1	0	1	0	0	253	3796
8:25 AM	18	77	0	1	0	137	14	0	22	0	29	1	1	1	0	0	301	3794
8:30 AM	17	53	0	0	0	120	13	2	21	0	20	1	0	1	0	0	248	3795
8:35 AM	13	71	0	0	0	125	23	0	27	0	19	1	0	0	0	0	279	3757
8:40 AM	10	57	0	0	0	135	14	1	13	0	19	0	0	0	0	0	249	3655
8:45 AM	11	64	0	0	0	125	24	1	16	0	15	0	0	1	0	0	257	3533
8:50 AM	13	43	0	0	0	115	20	1	22	0	11	0	1	1	2	0	229	3417
8:55 AM	8	53	0	0	0	114	23	0	18	0	16	0	1	0	0	0	233	3341
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	184	1472	0	0	0	1720	256	8	372	8	260	0	12	4	4	0	4300	
Heavy Trucks	16	28	0	0	0	32	8	0	12	0	16	0	0	0	0	0	112	
Pedestrians	8				8				8				12				36	
Bicycles	0	1	0		0	1	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

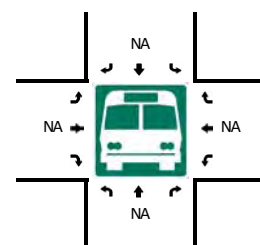
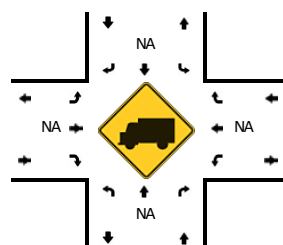
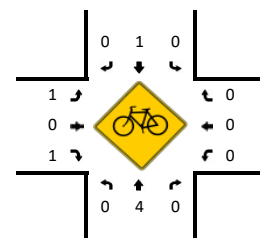
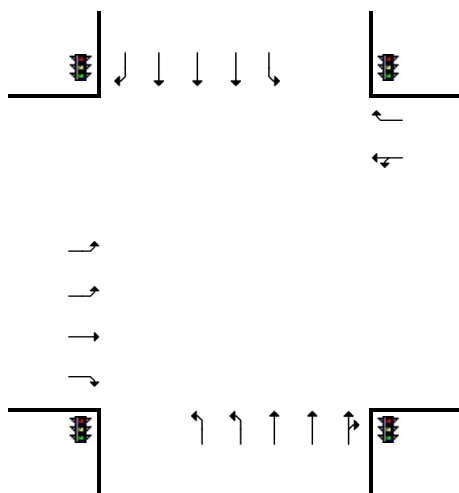
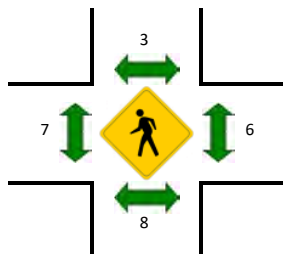
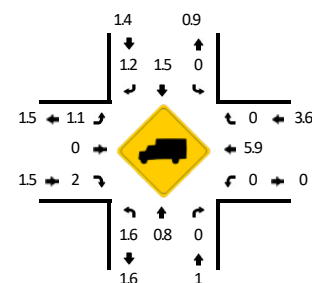
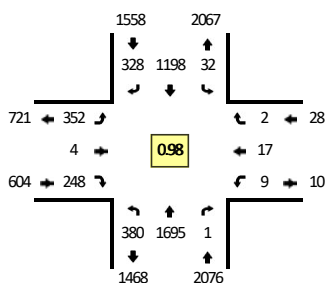
LOCATION: Mission Blvd -- Tennyson Rd

CITY/STATE: Alameda, CA

QC JOB #: 14937706

DATE: Wed, Apr 10 2019

Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:20 PM -- 5:35 PM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Tennyson Rd (Eastbound)				Tennyson Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	31	135	0	3	0	92	30	0	26	0	14	0	1	2	0	0	334	
4:05 PM	31	132	0	1	0	80	13	2	27	0	15	0	0	0	3	0	304	
4:10 PM	14	120	0	0	0	85	17	0	32	1	20	0	0	0	0	0	289	
4:15 PM	35	136	1	1	0	100	24	3	27	0	19	2	0	0	0	0	348	
4:20 PM	25	154	0	1	3	84	33	2	40	0	26	0	0	1	0	0	369	
4:25 PM	24	124	0	0	1	100	31	2	15	0	11	1	1	2	2	0	314	
4:30 PM	20	142	0	3	1	84	25	1	26	2	32	0	1	0	1	0	338	
4:35 PM	19	152	0	1	0	74	16	2	41	1	12	2	0	3	2	0	325	
4:40 PM	23	148	0	1	0	113	22	2	25	0	19	1	0	0	1	0	355	
4:45 PM	27	159	0	1	1	74	21	2	27	1	18	1	1	1	0	0	334	
4:50 PM	42	129	0	0	0	100	25	2	34	1	12	0	1	2	0	0	348	4037 4046 4088 4167 4181
4:55 PM	28	146	0	1	0	107	27	2	32	0	27	3	1	5	0	0	379	
5:00 PM	28	143	0	1	0	97	33	4	23	0	12	0	0	1	1	0	343	
5:05 PM	31	137	0	2	2	78	27	1	38	0	26	3	0	1	0	0	346	
5:10 PM	33	145	1	1	0	108	30	1	21	0	24	1	1	2	0	0	368	
5:15 PM	26	136	0	0	0	103	29	2	36	0	28	2	0	0	0	0	362	
5:20 PM	29	153	0	1	1	99	21	3	20	0	22	0	0	1	0	0	350	
5:25 PM	33	134	0	0	0	111	31	1	29	0	19	0	0	0	0	0	358	
5:30 PM	33	157	0	2	2	86	29	2	34	0	28	0	0	2	0	0	375	
5:35 PM	25	145	0	0	0	97	23	2	25	1	20	0	0	1	0	0	339	4257
5:40 PM	34	137	0	2	0	96	23	2	16	0	13	0	3	1	0	0	327	4229
5:45 PM	25	133	0	3	0	116	30	5	35	2	17	0	3	1	1	0	371	4266
5:50 PM	28	145	0	2	0	81	26	0	28	0	18	2	0	1	1	0	332	4250
5:55 PM	25	143	0	0	0	100	22	4	10	0	21	0	4	1	0	0	330	4201
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	380	1776	0	12	12	1184	324	24	332	0	276	0	0	12	0	0	4332	
Heavy Trucks	4	12	0		0	24	8		4	0	4		0	0	0		56	
Pedestrians		8				0				0				8			16	
Bicycles	0	4	0		0	1	0		0	0	0		0	0	0		5	
Railroad																		
Stopped Buses																		

Comments:

Report generated on 4/18/2019 3:02 PM

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



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, CA 94612

LOCATION Mission Blvd @ Harder Rd
COUNTY Alameda
COLLECTION DATE Thursday, June 02, 2016

LATITUDE 37.651118°
LONGITUDE -122.067056°
WEATHER Sunny and Clear

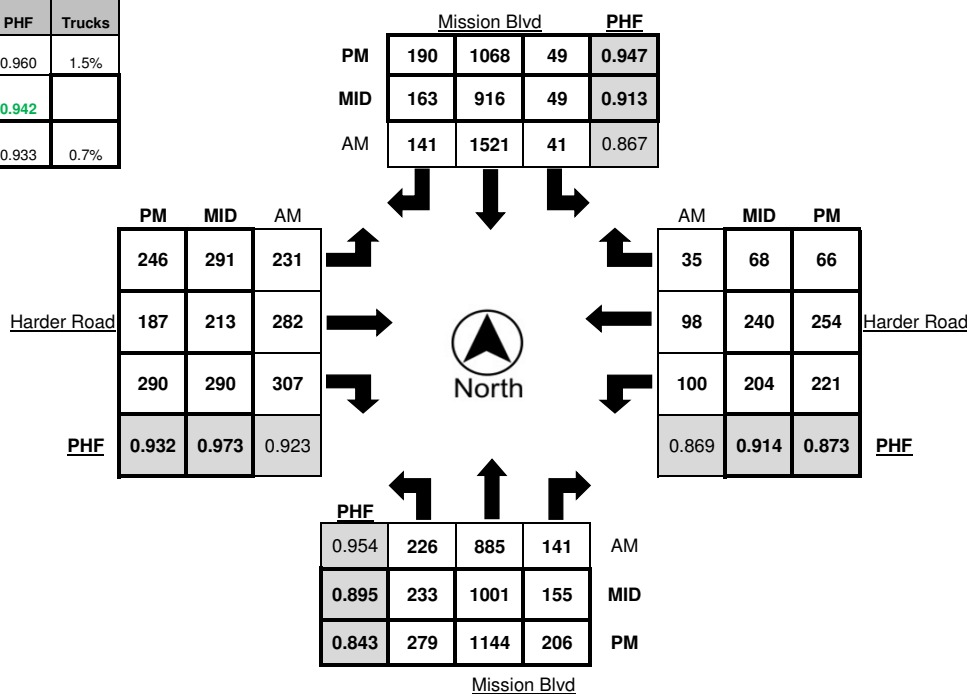
	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	20	200	18	7	7	408	31	9	39	14	33	1	20	19	8	1
7:15 AM - 7:30 AM	28	213	13	8	1	395	36	8	59	24	44	4	23	13	2	1
7:30 AM - 7:45 AM	35	221	34	4	8	450	33	10	54	62	60	1	30	26	5	1
7:45 AM - 8:00 AM	54	225	44	6	13	386	33	5	53	92	77	1	25	31	11	1
8:00 AM - 8:15 AM	72	219	37	2	11	351	37	9	67	69	86	3	27	22	9	2
8:15 AM - 8:30 AM	65	220	26	6	9	334	38	9	57	59	84	1	18	19	10	0
8:30 AM - 8:45 AM	61	243	35	3	10	385	47	12	45	48	51	1	16	5	5	2
8:45 AM - 9:00 AM	43	189	30	7	10	375	41	10	38	61	69	2	21	20	6	1
TOTAL	378	1730	237	43	69	3084	296	72	412	429	504	14	180	155	56	9

	Northbound				Southbound				Eastbound				Westbound			
Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	37	227	32	2	14	172	39	11	41	65	56	1	54	84	22	2
2:15 PM - 2:30 PM	47	267	31	6	7	212	43	12	60	34	71	3	41	55	25	2
2:30 PM - 2:45 PM	55	257	26	10	8	188	34	6	66	31	72	2	45	52	16	1
2:45 PM - 3:00 PM	64	364	36	13	5	194	23	4	61	28	67	2	44	54	11	1
3:00 PM - 3:15 PM	55	232	26	4	7	223	39	7	70	45	89	3	40	52	12	1
3:15 PM - 3:30 PM	61	253	31	5	13	246	50	6	83	44	76	1	53	55	21	1
3:30 PM - 3:45 PM	61	242	40	4	12	222	42	8	74	58	68	1	59	69	12	4
3:45 PM - 4:00 PM	56	274	58	1	17	225	32	6	64	66	57	1	52	64	23	1
TOTAL	436	2116	280	45	83	1682	302	60	519	371	556	14	388	485	142	13
2:15 PM - 3:15 PM Trucks	221	1120	119	33	27	817	139	29	257	138	299	10	170	213	64	5
				2%												

Time	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	46	262	50	6	8	254	37	10	73	43	67	1	58	56	25	1
4:15 PM - 4:30 PM	61	271	34	12	8	239	51	6	62	44	66	1	52	51	22	2
4:30 PM - 4:45 PM	54	312	46	7	10	244	39	4	68	53	80	4	40	51	14	1
4:45 PM - 5:00 PM	66	314	58	4	8	247	45	7	81	34	79	1	46	44	13	1
5:00 PM - 5:15 PM	66	320	37	6	10	274	46	3	68	35	72	2	55	56	20	0
5:15 PM - 5:30 PM	63	236	30	3	14	283	48	5	62	59	73	1	73	63	19	0
5:30 PM - 5:45 PM	65	280	49	0	10	266	44	1	54	41	72	0	44	52	15	0
5:45 PM - 6:00 PM	85	308	90	7	15	245	52	0	62	52	73	0	49	83	12	0
TOTAL	506	2303	394	45	83	2052	362	36	530	361	582	10	417	456	140	5

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	226	885	141	18	41	1521	141	33	231	282	307	6	100	98	35	4
3:00 PM - 4:00 PM	233	1001	155	14	49	916	163	27	291	213	290	6	204	240	68	7
5:00 PM - 6:00 PM	279	1144	206	16	49	1068	190	9	246	187	290	3	221	254	66	0

	PHF	Trucks
AM	0.960	1.5%
MID	0.942	
PM	0.933	0.7%





Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, CA 94612

LOCATION Mission Blvd @ Harder Rd

COUNTY Alameda

COLLECTION DATE Thursday, June 02, 2016

LATITUDE 37.651118°

LONGITUDE -122.067056°

WEATHER Sunny and Clear

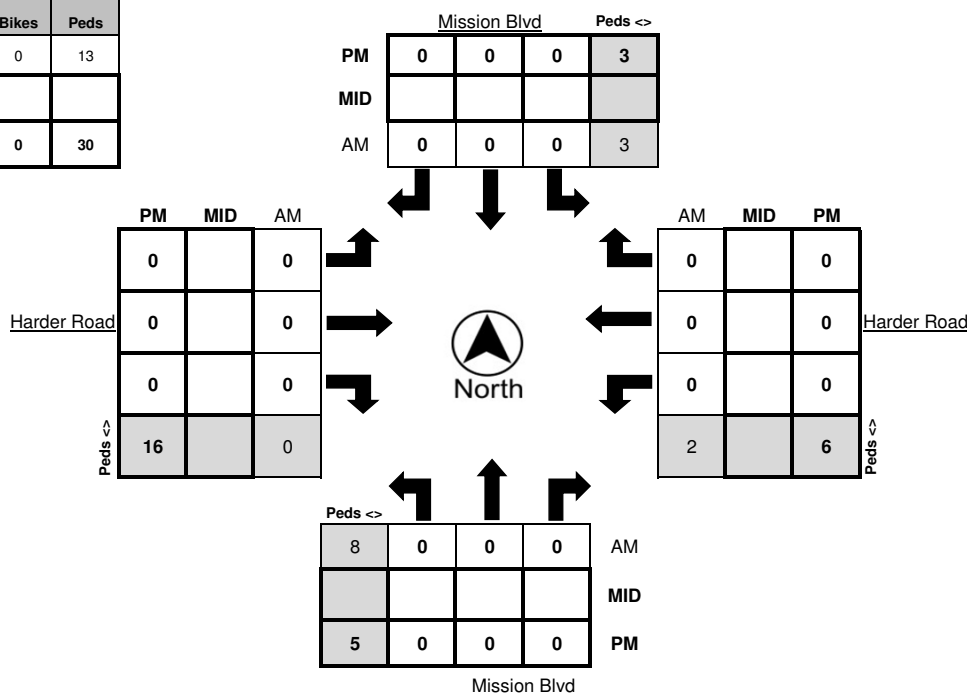
Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	1
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	2
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
TOTAL	0	0	0	6	0	0	0	22	0	0	0	6	0	0	0	4

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
2:00 PM - 2:15 PM	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	5
2:15 PM - 2:30 PM	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5
2:30 PM - 2:45 PM	0	0	0	5	0	0	0	5	0	0	0	4	0	0	0	4
2:45 PM - 3:00 PM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2
3:00 PM - 3:15 PM	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	1
3:15 PM - 3:30 PM	0	0	0	6	0	1	0	3	0	0	0	1	0	0	0	7
3:30 PM - 3:45 PM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	2
3:45 PM - 4:00 PM	0	0	0	2	0	1	0	3	0	0	0	4	0	0	0	1
TOTAL	0	0	0	32	0	3	0	16	0	0	0	16	0	0	0	27
2:15 PM - 3:15 PM	0	0	0	15	0	0	0	10	0	0	0	10	0	0	0	12

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM - 5:00 PM	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	9
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	3	0	0	0	5	0	0	0	6	0	0	0	16

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	3	0	0	0	8	0	0	0	2	0	0	0	0
5:00 PM - 6:00 PM	0	0	0	3	0	0	0	5	0	0	0	6	0	0	0	16

	Bikes	Peds
AM	0	13
MID		
PM	0	30





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

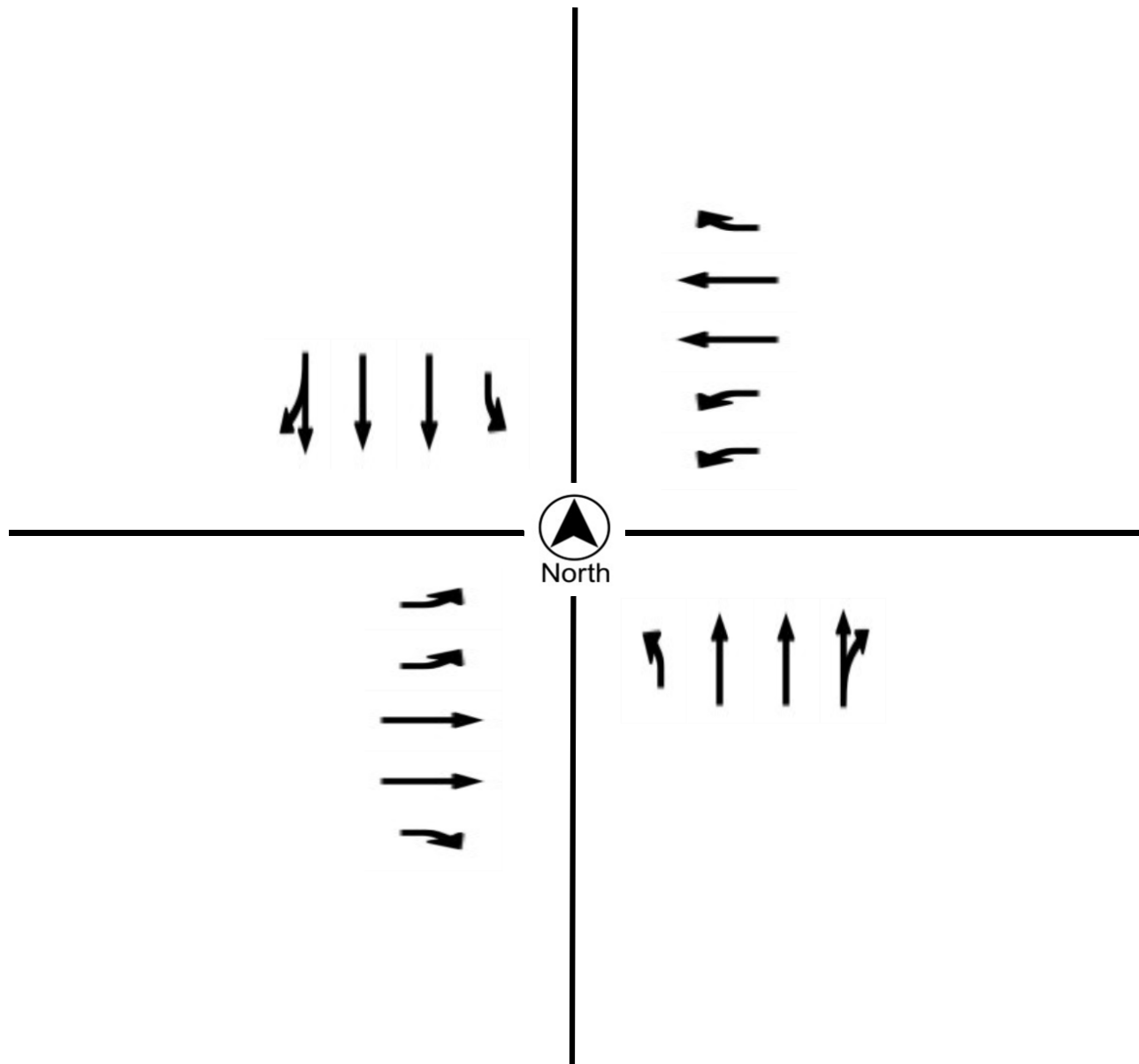
Prepared For:

Kittelson & Associates, Inc.
 155 Grand Avenue, Suite 900
 Oakland, CA 94612

LOCATION Mission Blvd @ Harder Rd
COUNTY Alameda
COLLECTION DATE Thursday, June 02, 2016
CYCLE TIME 140 Seconds

N/S STREET Mission Blvd
E/W STREET Harder Road
WEATHER Sunny and Clear
CONTROL TYPE Signal

COMMENTS All approaches have protected left turns.

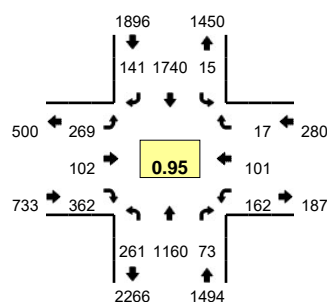


Type of peak hour being reported: Intersection Peak

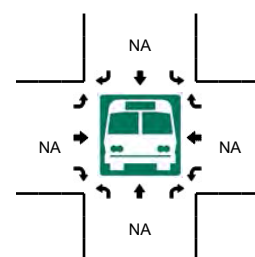
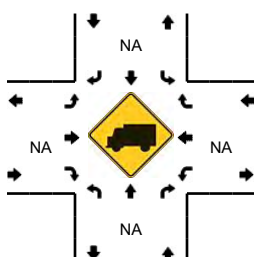
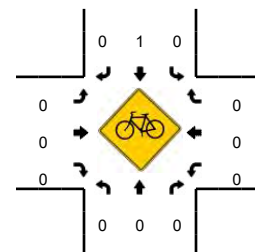
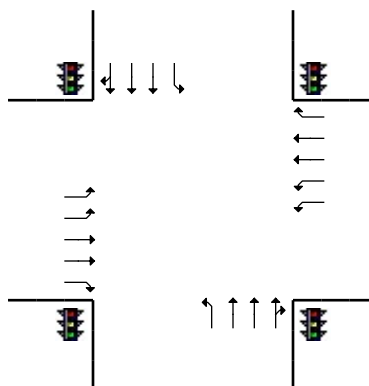
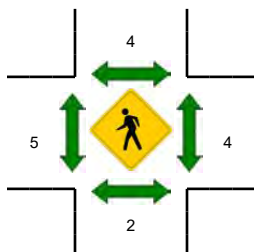
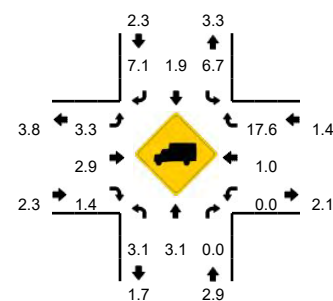
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Harder Rd
CITY/STATE: Hayward, CA

QC JOB #: 13898105
DATE: Thu, Sep 08 2016



Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:55 AM -- 8:10 AM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Harder Rd (Eastbound)				Harder Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	12	55	3	0	0	167	11	0	17	6	18	0	9	4	4	0	306	
7:05 AM	11	79	3	1	0	158	12	1	15	4	24	0	6	10	1	0	325	
7:10 AM	14	87	3	0	0	197	6	1	16	7	22	0	6	2	5	0	366	
7:15 AM	17	78	4	0	1	166	9	0	23	5	21	0	15	14	1	0	354	
7:20 AM	7	67	2	0	0	189	16	0	20	9	18	0	14	8	0	0	350	
7:25 AM	18	78	6	0	0	142	16	0	19	8	24	0	18	8	1	0	338	
7:30 AM	14	99	6	0	0	141	12	0	28	7	29	0	16	7	1	0	360	
7:35 AM	28	132	7	2	1	117	5	0	18	5	36	0	11	6	1	0	369	
7:40 AM	24	96	2	0	3	130	9	0	27	6	40	0	14	14	1	0	366	
7:45 AM	27	83	12	0	2	128	15	2	31	6	41	0	25	7	2	1	382	
7:50 AM	28	100	4	0	0	119	9	0	24	12	37	0	18	12	1	0	364	
7:55 AM	32	103	13	1	0	128	15	1	21	18	36	0	9	7	4	0	388	4268
8:00 AM	29	114	11	0	2	126	10	0	26	11	21	0	6	8	0	0	364	4326
8:05 AM	20	123	3	0	2	157	19	0	16	8	37	0	9	8	0	0	402	4403
8:10 AM	28	114	9	1	3	99	15	0	26	10	22	0	6	7	3	0	343	4380
8:15 AM	28	92	3	0	1	119	8	1	34	10	25	0	7	3	2	0	333	4359
8:20 AM	21	99	5	0	2	153	18	0	19	11	34	0	8	6	2	0	378	4387
8:25 AM	11	69	10	0	4	121	15	0	22	7	34	0	8	4	0	0	305	4354
8:30 AM	13	92	8	0	1	139	16	0	22	14	21	0	5	7	3	0	341	4335
8:35 AM	30	88	8	1	3	99	13	0	21	13	22	0	7	8	2	0	315	4281
8:40 AM	22	81	3	0	2	112	12	0	17	1	25	0	6	7	0	0	288	4203
8:45 AM	20	61	5	0	0	134	6	2	25	9	14	0	4	4	1	0	285	4106
8:50 AM	17	93	6	0	0	154	20	0	19	9	23	0	5	0	1	0	347	4089
8:55 AM	19	68	6	0	0	133	18	0	14	6	13	0	1	3	0	0	281	3982
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	324	1360	108	4	16	1644	176	4	252	148	376	0	96	92	16	0	4616	
Heavy Trucks	16	44	0		4	16	16		4	12	0		0	0	0		112	
Pedestrians	4				0				4				0				8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

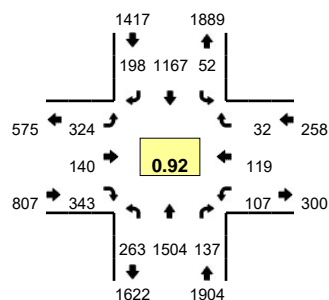
Comments:

Type of peak hour being reported: Intersection Peak

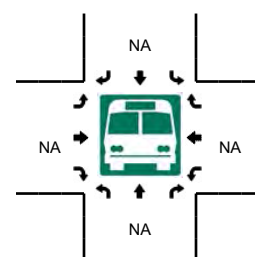
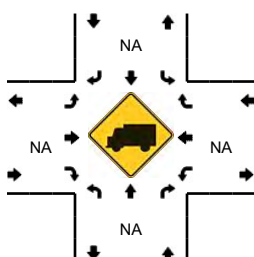
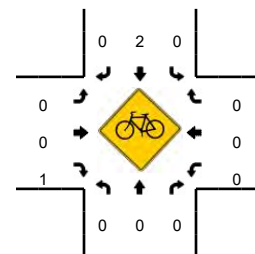
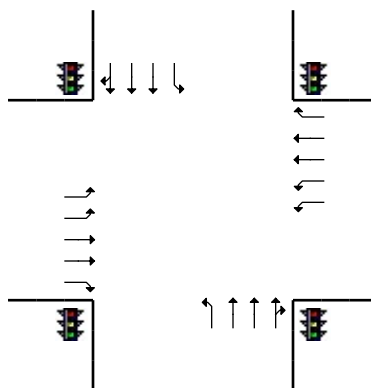
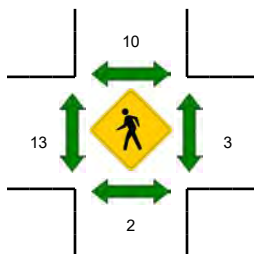
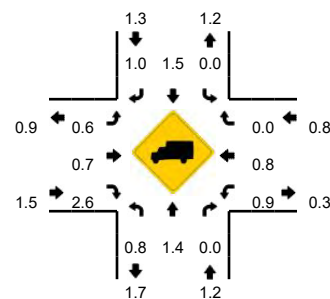
Method for determining peak hour: Total Entering Volume

LOCATION: Mission Blvd -- Harder Rd
CITY/STATE: Hayward, CA

QC JOB #: 13898106
DATE: Thu, Sep 08 2016



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	Mission Blvd (Northbound)				Mission Blvd (Southbound)				Harder Rd (Eastbound)				Harder Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	30	137	9	1	3	84	13	1	22	2	23	0	7	15	5	0	352	
4:05 PM	27	122	10	0	1	93	17	3	21	9	35	0	13	17	3	0	371	
4:10 PM	24	109	9	0	1	105	17	3	23	7	23	1	9	10	3	0	344	
4:15 PM	19	125	8	1	2	60	20	3	23	12	35	0	9	16	6	0	339	
4:20 PM	20	142	8	1	1	75	15	3	13	7	21	0	8	7	3	0	324	
4:25 PM	21	152	18	0	2	97	18	1	24	10	34	0	4	7	4	0	392	
4:30 PM	23	102	17	0	3	82	18	2	28	10	26	0	11	9	1	0	332	
4:35 PM	30	94	11	1	0	85	17	5	26	11	23	0	2	5	3	0	313	
4:40 PM	26	143	10	1	3	121	20	2	20	10	30	0	14	14	1	0	415	
4:45 PM	22	140	9	0	1	92	17	2	34	17	37	0	9	12	3	0	395	
4:50 PM	14	99	11	0	3	75	15	3	31	12	32	0	8	13	3	0	319	
4:55 PM	26	114	12	2	1	104	16	0	25	6	41	0	5	9	1	0	362	4258
5:00 PM	13	94	9	0	0	97	17	3	34	10	23	0	10	8	2	0	320	4226
5:05 PM	25	113	8	0	2	67	13	3	27	14	19	0	9	14	5	0	319	4174
5:10 PM	32	143	10	1	3	112	19	2	24	7	25	0	12	9	5	0	404	4234
5:15 PM	18	172	17	0	1	112	26	2	20	5	25	0	13	10	2	0	423	4318
5:20 PM	14	121	12	0	1	107	7	2	30	22	30	0	9	11	2	0	368	4362
5:25 PM	21	125	10	0	3	85	12	3	34	16	23	0	10	3	4	0	349	4319
5:30 PM	27	145	14	0	3	117	19	4	21	8	25	0	2	9	1	0	395	4382
5:35 PM	20	95	15	1	2	78	17	3	24	13	33	0	6	7	3	0	317	4386
5:40 PM	31	142	10	0	0	76	15	2	22	10	24	0	13	6	2	0	353	4324
5:45 PM	30	135	19	0	2	105	16	4	20	9	37	0	4	8	0	0	389	4318
5:50 PM	22	117	13	0	2	111	15	1	25	11	24	0	8	3	1	0	353	4352
5:55 PM	25	102	8	1	3	95	12	7	30	15	26	0	8	7	2	0	341	4331
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	256	1744	156	4	20	1324	208	24	296	136	320	0	136	120	36	0	4780	
Heavy Trucks	0	24	0		0	4	4		4	0	8		0	0	0		44	
Pedestrians		8				8				24				4			44	
Bicycles	0	0	0		0	1	0		0	0	1		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:

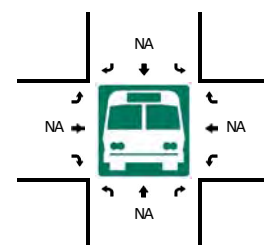
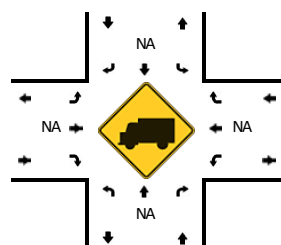
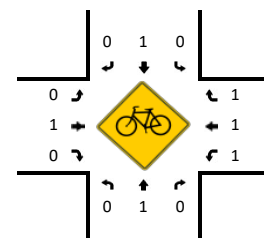
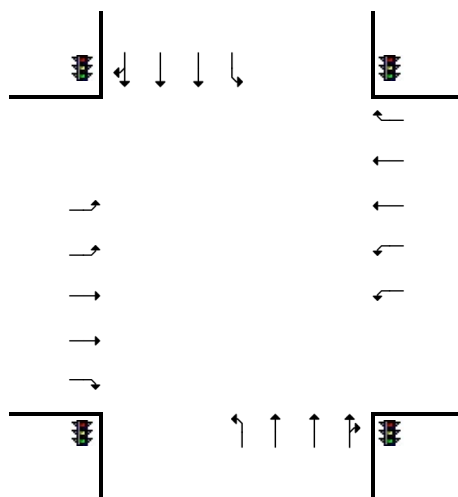
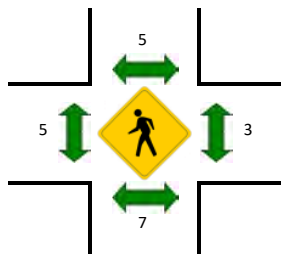
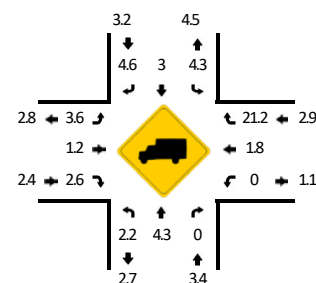
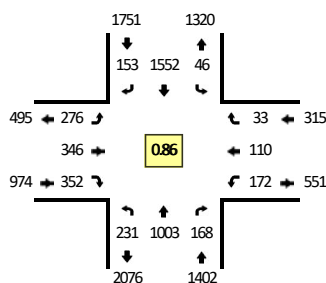
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 4. Mission Blvd -- Harder Rd
CITY/STATE: Alameda, CA

QC JOB #: 14941007
DATE: Wed, Apr 10 2019

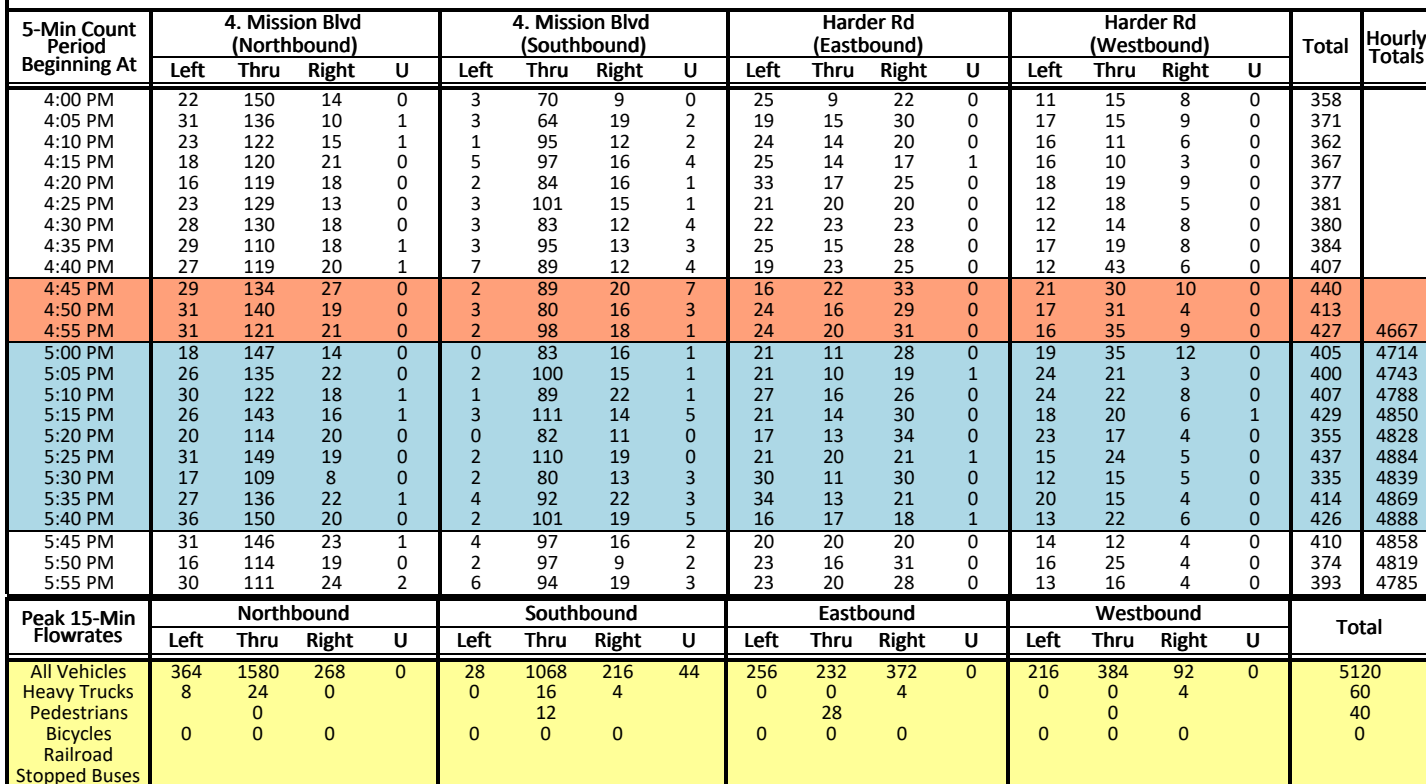
Peak-Hour: 7:30 AM -- 8:30 AM
 Peak 15-Min: 7:45 AM -- 8:00 AM



5-Min Count Period Beginning At	4. Mission Blvd (Northbound)				4. Mission Blvd (Southbound)				Harder Rd (Eastbound)				Harder Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	55	1	0	0	156	5	0	10	4	21	0	12	8	1	0	283	
7:05 AM	12	75	5	0	1	158	3	0	10	9	11	0	11	4	4	0	303	
7:10 AM	9	60	2	0	0	132	8	2	13	10	21	0	12	6	2	0	277	
7:15 AM	8	79	5	0	0	92	13	0	14	10	14	0	7	6	0	0	248	
7:20 AM	11	65	9	0	2	176	12	0	18	15	17	0	14	4	3	0	346	
7:25 AM	17	73	6	0	0	144	3	0	11	16	19	0	12	6	5	0	312	
7:30 AM	9	89	11	0	3	137	10	1	19	15	28	0	9	3	1	0	335	
7:35 AM	10	78	8	0	2	133	9	1	19	32	23	1	26	7	1	0	350	
7:40 AM	21	77	20	0	4	145	10	0	11	39	21	0	14	12	3	0	377	
7:45 AM	17	98	20	0	3	159	10	1	27	28	36	0	21	9	7	0	436	
7:50 AM	25	89	17	0	2	137	13	0	24	55	49	0	26	12	6	0	455	
7:55 AM	18	92	15	0	4	120	8	0	33	56	33	0	13	12	3	0	407	4129
8:00 AM	30	73	19	0	7	115	19	0	26	22	27	0	21	15	2	0	376	4222
8:05 AM	29	95	12	0	0	115	16	1	18	21	26	0	7	4	1	0	345	4264
8:10 AM	21	64	9	0	2	108	14	0	21	30	32	0	15	14	0	0	330	4317
8:15 AM	24	93	10	0	3	104	12	2	39	17	31	0	9	9	4	0	357	4426
8:20 AM	16	73	9	0	5	135	12	1	16	15	17	0	7	6	1	0	313	4393
8:25 AM	11	82	18	0	2	144	20	2	22	16	29	0	4	7	4	0	361	4442
8:30 AM	11	58	16	1	1	127	20	0	17	23	12	0	8	8	1	0	303	4410
8:35 AM	19	69	11	0	1	125	13	0	15	17	19	0	7	6	1	0	303	4363
8:40 AM	12	57	12	0	4	145	9	0	16	20	12	0	1	5	3	0	296	4282
8:45 AM	11	59	14	1	2	130	13	0	15	21	15	0	2	9	0	0	292	4138
8:50 AM	6	51	16	0	3	127	19	0	16	39	16	0	6	12	3	0	314	3997
8:55 AM	12	60	13	0	2	100	9	1	13	26	19	0	11	6	4	0	276	3866
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	240	1116	208	0	36	1664	124	4	336	556	472	0	240	132	64	0	5192	
Heavy Trucks	4	36	0	0	0	44	0	0	16	0	12	0	0	4	12	0	128	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
Railroad																		
Stopped Buses																		

Comments:

QC JOB #: 14941008
DATE: Wed, Apr 10 2019



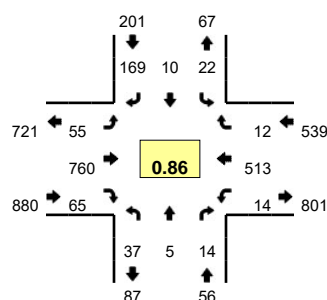
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

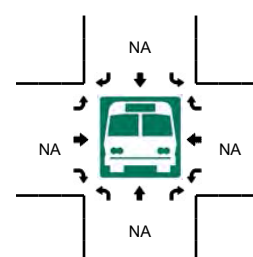
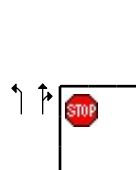
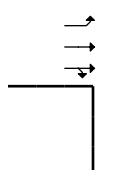
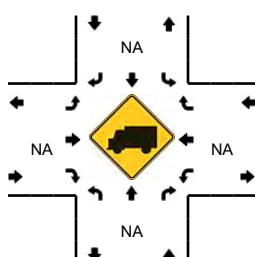
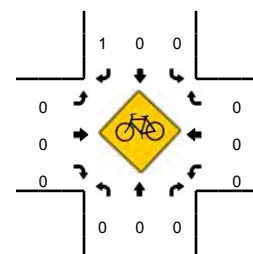
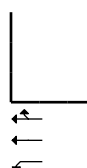
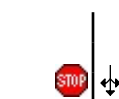
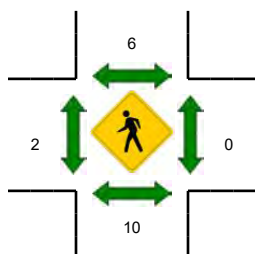
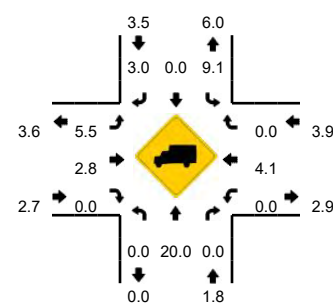
Method for determining peak hour: Total Entering Volume

LOCATION: Dollar St -- Harder Rd
CITY/STATE: Hayward, CA

QC JOB #: 13898113
DATE: Thu, Sep 08 2016



Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



5-Min Count Period Beginning At	Dollar St (Northbound)				Dollar St (Southbound)				Harder Rd (Eastbound)				Harder Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	1	10	0	4	40	2	0	0	27	0	0	85	
7:05 AM	1	0	0	0	1	0	7	0	1	45	1	0	0	33	0	0	89	
7:10 AM	2	0	0	0	1	2	11	0	4	52	1	0	0	23	1	0	97	
7:15 AM	3	0	0	0	2	0	11	0	2	37	3	0	0	39	0	1	98	
7:20 AM	5	0	1	0	0	0	10	0	2	45	2	0	0	36	0	0	101	
7:25 AM	0	0	2	0	0	2	10	0	1	50	2	0	0	38	0	2	107	
7:30 AM	3	2	1	0	1	0	9	0	7	64	4	0	2	36	0	0	129	
7:35 AM	2	0	0	0	0	0	8	0	2	70	1	0	0	33	2	0	118	
7:40 AM	3	0	1	0	2	1	10	0	3	68	7	0	3	47	0	0	145	
7:45 AM	2	1	2	3	6	2	20	0	1	73	5	1	0	48	2	0	166	
7:50 AM	2	2	0	0	1	2	12	0	6	66	14	1	1	46	1	0	154	
7:55 AM	7	0	3	0	4	0	17	0	5	72	5	0	1	51	2	0	167	1456
8:00 AM	3	0	0	0	1	3	16	0	3	44	2	0	0	48	1	2	123	1494
8:05 AM	2	0	1	0	5	0	21	0	6	68	7	0	0	45	1	0	156	1561
8:10 AM	3	0	1	0	1	0	14	0	3	66	5	1	0	45	2	0	141	1605
8:15 AM	1	0	2	0	1	0	19	0	5	54	6	2	1	36	0	1	128	1635
8:20 AM	6	0	1	0	0	0	13	0	8	65	7	0	1	40	1	0	142	1676
8:25 AM	1	0	1	0	1	0	11	0	7	55	1	0	1	26	1	1	106	1675
8:30 AM	3	0	2	0	1	2	9	0	5	60	6	0	0	32	3	0	123	1669
8:35 AM	4	1	0	0	0	0	13	0	5	39	6	0	1	50	2	1	122	1673
8:40 AM	6	0	1	0	2	2	12	0	4	47	2	0	4	36	0	2	118	1646
8:45 AM	5	1	3	0	0	0	13	0	4	32	4	0	0	32	1	2	97	1577
8:50 AM	6	0	1	0	3	0	23	0	5	58	1	0	1	25	4	2	129	1552
8:55 AM	3	0	1	0	3	0	9	0	2	22	1	0	0	43	2	0	86	1471
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	44	12	20	12	44	16	196	0	48	844	96	8	8	580	20	0	1948	
Heavy Trucks	0	4	0	0	4	0	12	0	0	24	0	0	0	56	0	0	100	
Pedestrians	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

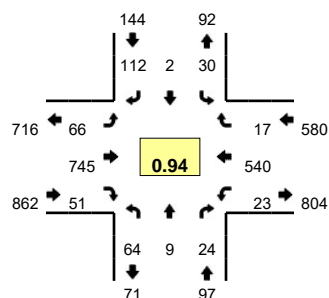
Comments:

Type of peak hour being reported: Intersection Peak

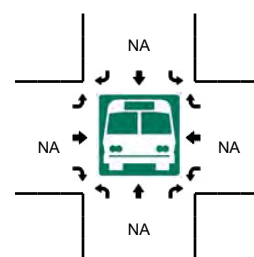
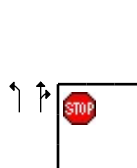
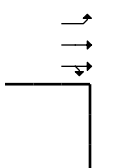
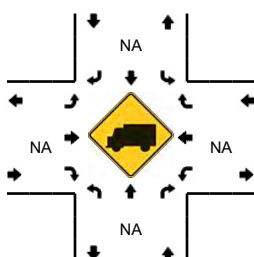
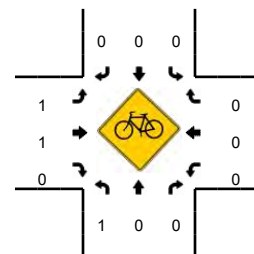
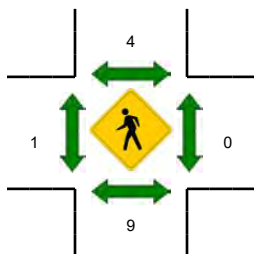
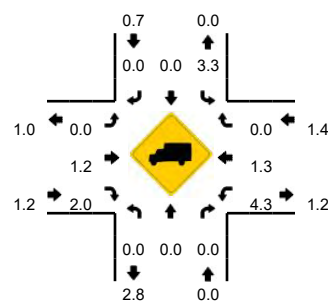
Method for determining peak hour: Total Entering Volume

LOCATION: Dollar St -- Harder Rd
CITY/STATE: Hayward, CA

QC JOB #: 13898114
DATE: Thu, Sep 08 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:40 PM -- 4:55 PM



5-Min Count Period Beginning At	Dollar St (Northbound)				Dollar St (Southbound)				Harder Rd (Eastbound)				Harder Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	0	0	0	0	6	0	5	48	4	0	3	52	4	1	125	
4:05 PM	2	1	5	0	0	0	6	0	6	55	0	0	3	47	1	0	126	
4:10 PM	1	0	0	0	4	0	10	0	5	60	7	0	1	53	2	1	144	
4:15 PM	4	1	1	0	1	0	4	0	8	59	2	0	1	57	0	0	138	
4:20 PM	4	2	2	0	0	0	5	0	3	39	4	0	1	38	1	0	99	
4:25 PM	5	0	2	0	1	0	5	0	5	63	2	0	0	34	2	4	123	
4:30 PM	10	1	1	0	2	1	14	0	7	64	4	0	2	42	0	0	148	
4:35 PM	3	1	2	0	3	1	7	0	6	48	0	0	2	50	3	1	127	
4:40 PM	5	0	0	0	2	0	16	0	5	73	4	0	3	52	0	0	160	
4:45 PM	5	0	0	0	3	0	3	0	2	69	3	0	3	51	0	0	139	
4:50 PM	5	1	1	0	1	0	9	0	13	65	9	0	2	42	0	0	148	
4:55 PM	6	0	5	0	4	0	9	0	3	65	11	0	1	47	2	0	153	1630
5:00 PM	4	1	4	0	3	0	12	0	6	43	3	0	0	35	1	1	113	1618
5:05 PM	2	2	0	0	1	0	9	0	9	77	2	0	2	47	2	1	154	1646
5:10 PM	9	1	3	0	2	0	9	0	2	45	3	0	1	61	2	2	140	1642
5:15 PM	7	1	2	0	1	0	9	0	5	46	3	0	1	43	3	0	121	1625
5:20 PM	4	0	3	0	5	0	10	0	3	84	5	0	1	36	3	0	154	1680
5:25 PM	4	1	3	0	3	0	5	0	5	66	4	0	0	34	1	0	126	1683
5:30 PM	4	0	3	0	2	0	13	0	1	51	2	0	1	50	0	2	129	1664
5:35 PM	5	0	0	0	2	0	12	0	2	51	7	0	0	45	3	1	128	1665
5:40 PM	6	0	1	0	2	0	8	0	2	58	1	0	0	53	2	2	135	1640
5:45 PM	9	0	3	0	2	1	11	0	3	57	8	0	2	42	1	3	142	1643
5:50 PM	3	1	0	0	1	0	5	0	2	71	4	0	1	36	0	1	125	1620
5:55 PM	2	1	5	0	3	0	5	0	3	61	6	0	4	44	3	1	138	1605
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	4	4	0	24	0	112	0	80	828	64	0	32	580	0	0	1788	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	4	0	0	4	0	0	12	
Pedestrians	4				0				0				0				4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

System Peak

Prepared For:

Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, CA 94612

LOCATION Harder Road @ Jane Avenue
COUNTY Alameda
COLLECTION DATE Thursday, June 02, 2016

LATITUDE 37.650355°
LONGITUDE -122.071031°
WEATHER Sunny and Clear

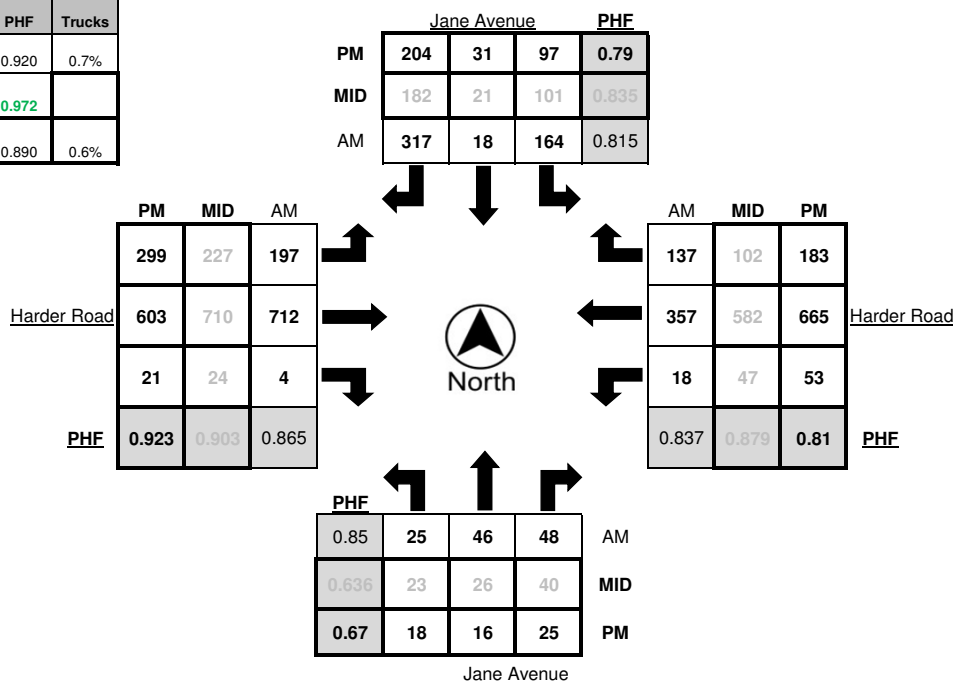
Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	4	8	11	0	12	2	37	0	19	75	1	1	0	59	24	1
7:15 AM - 7:30 AM	4	5	10	0	19	2	37	3	26	103	1	4	4	66	21	4
7:30 AM - 7:45 AM	7	15	13	0	27	3	47	0	41	159	0	0	3	79	19	2
7:45 AM - 8:00 AM	5	6	16	0	45	5	78	0	61	201	2	1	4	87	39	2
8:00 AM - 8:15 AM	7	16	11	1	44	7	102	3	37	149	0	0	4	100	49	3
8:15 AM - 8:30 AM	6	9	8	1	48	3	90	1	58	203	2	1	7	91	30	0
8:30 AM - 8:45 AM	6	4	9	0	21	1	36	0	29	139	2	0	7	104	17	6
8:45 AM - 9:00 AM	7	3	7	0	26	21	26	1	22	168	3	1	5	98	17	4
TOTAL	46	66	85	2	242	44	453	8	293	1197	11	8	34	684	216	22

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	0	0	9	1	13	1	28	1	41	167	3	4	7	150	29	4
2:15 PM - 2:30 PM	9	5	6	0	22	4	57	3	54	165	2	5	9	130	25	2
2:30 PM - 2:45 PM	8	3	9	0	16	6	45	1	49	162	2	4	11	104	34	4
2:45 PM - 3:00 PM	4	9	12	0	21	4	66	1	63	151	6	2	15	135	21	2
3:00 PM - 3:15 PM	6	0	9	2	30	10	40	0	58	175	8	5	8	129	27	2
3:15 PM - 3:30 PM	9	14	12	0	20	4	43	0	56	206	4	2	10	155	23	2
3:30 PM - 3:45 PM	4	3	7	0	30	3	33	1	50	178	6	6	14	163	31	4
3:45 PM - 4:00 PM	3	13	5	0	29	8	34	3	50	165	9	5	10	108	32	1
TOTAL	43	47	69	3	181	40	346	10	421	1369	40	33	84	1074	222	21
2:15 PM - 3:15 PM	27	17	36	2	89	24	208	5	224	653	18	16	43	498	107	10
Trucks				2%												

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	5	5	4	0	36	3	43	0	54	197	5	7	7	180	29	4
4:15 PM - 4:30 PM	1	3	3	0	26	9	44	1	50	145	5	3	7	168	32	1
4:30 PM - 4:45 PM	2	6	9	0	33	13	24	1	52	164	5	2	13	144	23	2
4:45 PM - 5:00 PM	6	5	10	0	26	12	41	0	60	155	6	3	8	152	41	1
5:00 PM - 5:15 PM	3	3	9	0	26	5	51	0	66	166	6	2	15	177	39	0
5:15 PM - 5:30 PM	2	5	6	1	22	9	42	0	64	163	10	3	11	162	47	0
5:30 PM - 5:45 PM	3	3	3	0	27	11	67	0	75	120	3	2	7	122	43	0
5:45 PM - 6:00 PM	10	5	7	0	22	6	44	2	94	154	2	2	20	204	54	2
TOTAL	32	35	51	1	218	68	356	4	515	1264	42	24	88	1309	308	10

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	25	46	48	2	164	18	317	4	197	712	4	2	18	357	137	7
2:45 PM - 3:45 PM	23	26	40	2	101	21	182	2	227	710	24	15	47	582	102	10
5:00 PM - 6:00 PM	18	16	25	1	97	31	204	2	299	603	21	9	53	665	183	2

	PHF	Trucks
AM	0.920	0.7%
MID	0.972	
PM	0.890	0.6%





Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, CA 94612

LOCATION Harder Road @ Jane Avenue

LATITUDE 37.650355°

COUNTY Alameda

LONGITUDE -122.071031°

COLLECTION DATE Thursday, June 02, 2016

WEATHER Sunny and Clear

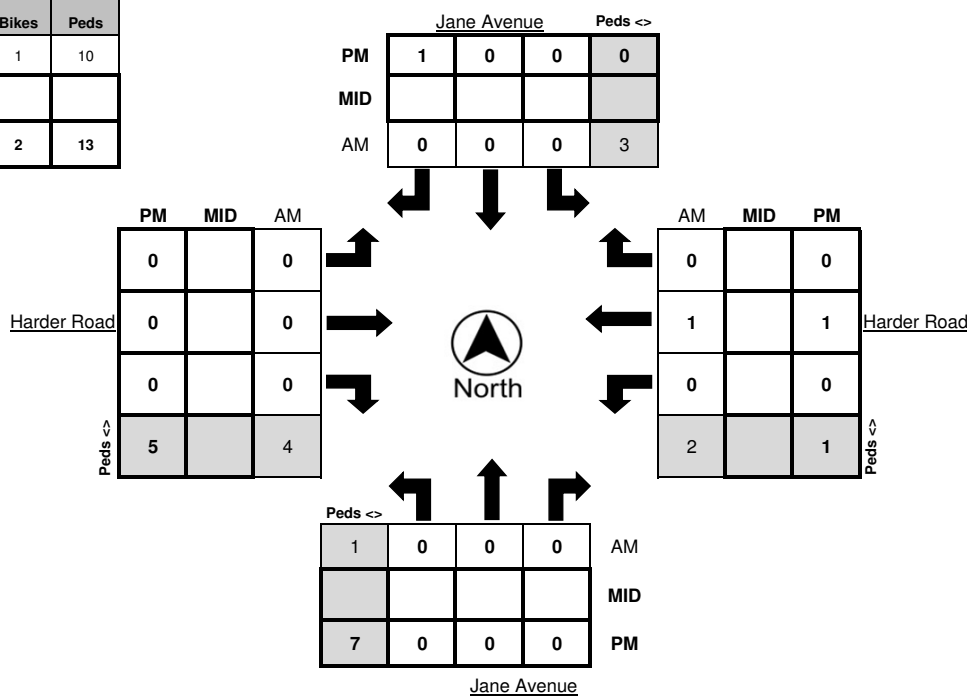
Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM - 7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	3
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL	0	0	0	8	0	0	0	4	0	0	0	3	0	2	0	8

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
2:00 PM - 2:15 PM	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	2
2:15 PM - 2:30 PM	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	5
2:30 PM - 2:45 PM	0	0	0	3	0	0	0	4	0	0	0	6	0	0	0	2
2:45 PM - 3:00 PM	0	0	1	2	0	1	0	0	0	0	0	1	0	0	0	1
3:00 PM - 3:15 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	2
3:30 PM - 3:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
3:45 PM - 4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	1	22	1	1	0	10	0	0	0	10	0	0	0	13
2:15 PM - 3:15 PM	0	0	1	13	1	1	0	5	0	0	0	8	0	0	0	8

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	2
4:30 PM - 4:45 PM	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	7	0	0	0	1	0	1	0	5

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	3	0	0	0	1	0	0	0	2	0	1	0	4
2:45 PM - 3:45 PM																
5:00 PM - 6:00 PM	0	0	0	0	0	0	1	7	0	0	0	1	0	1	0	5

	Bikes	Peds
AM	1	10
MID		
PM	2	13





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

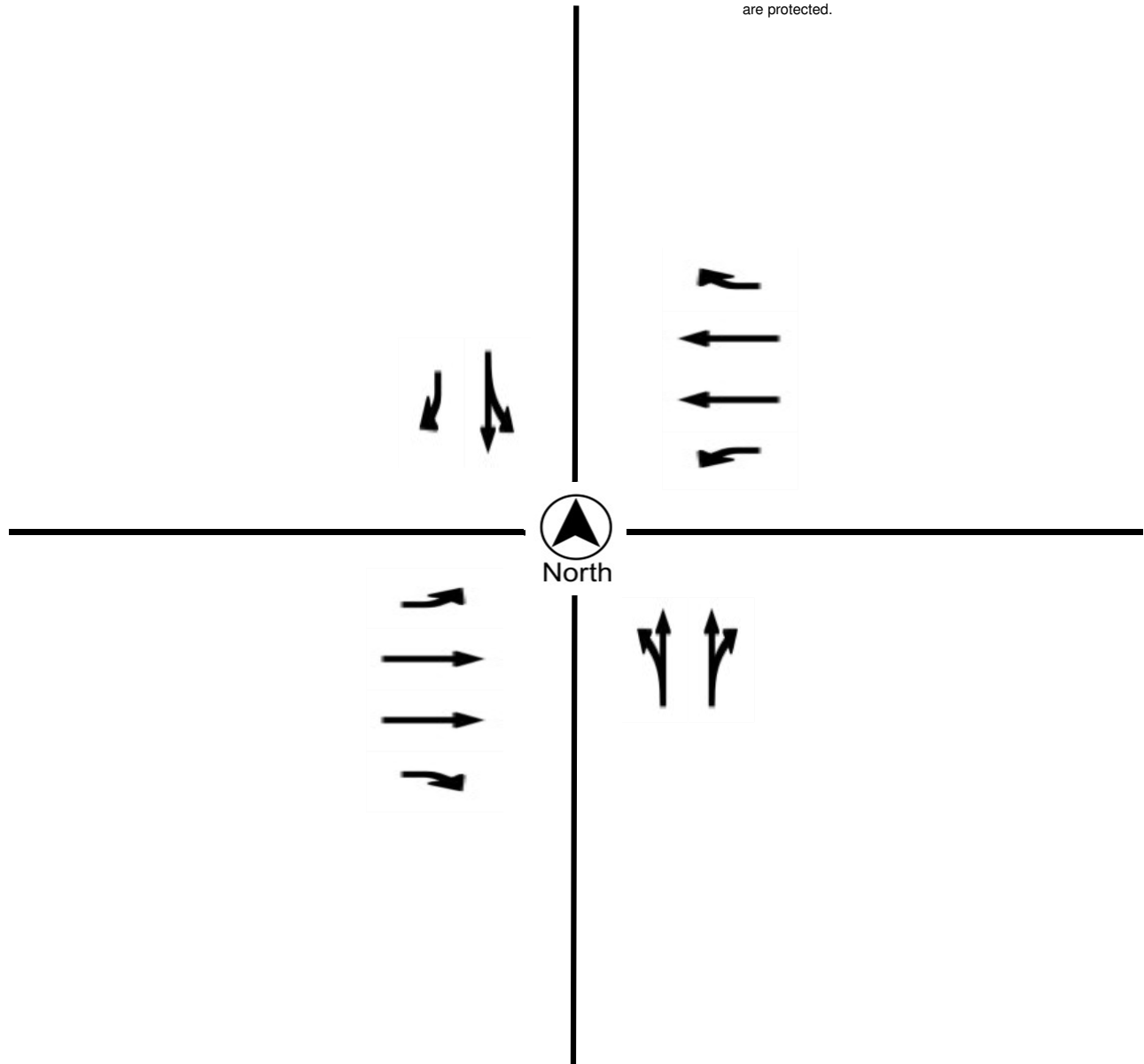
Prepared For:

Kittelson & Associates, Inc.
 155 Grand Avenue, Suite 900
 Oakland, CA 94612

LOCATION Harder Road @ Jane Avenue
COUNTY Alameda
COLLECTION DATE Thursday, June 02, 2016
CYCLE TIME 111 Seconds

N/S STREET Jane Avenue
E/W STREET Harder Road
WEATHER Sunny and Clear
CONTROL TYPE Signal

COMMENTS Northbound and southbound left turns are permitted. Eastbound and westbound left turns are protected.





Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230
800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

System Peak

Prepared For:

Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, CA 94612

LOCATION Harder Road @ Soto Road

LATITUDE 37.649377°

COUNTY Alameda

LONGITUDE -122.076821°

COLLECTION DATE Thursday, June 02, 2016

WEATHER Sunny and Clear

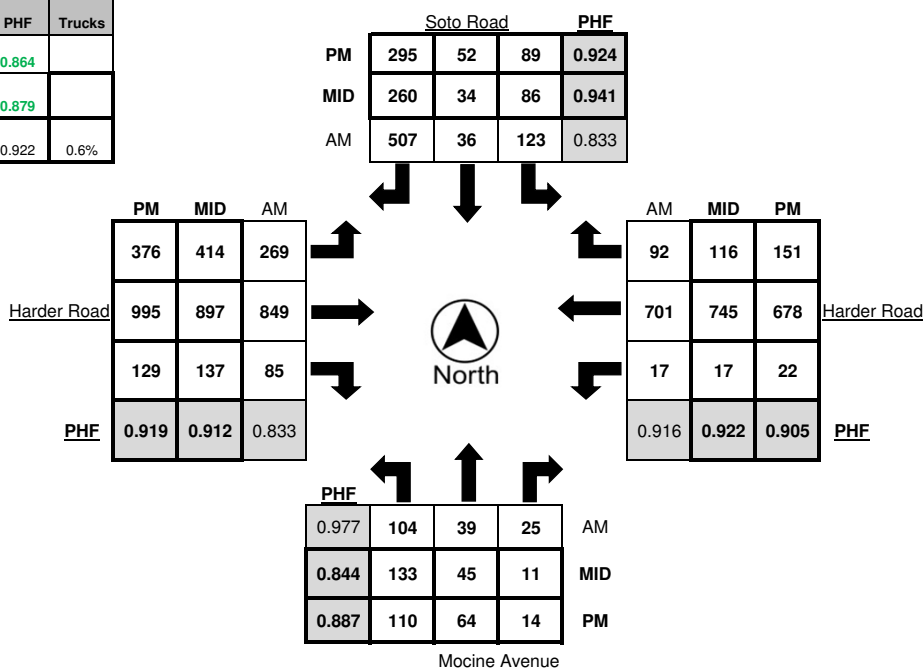
Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	20	4	2	1	8	4	98	6	30	88	5	2	2	97	10	4
7:15 AM - 7:30 AM	19	10	9	1	14	3	112	3	38	108	10	6	4	112	5	4
7:30 AM - 7:45 AM	29	8	3	2	20	1	144	3	35	159	8	3	2	137	11	3
7:45 AM - 8:00 AM	30	6	7	1	41	4	142	4	72	216	8	4	0	203	15	3
8:00 AM - 8:15 AM	25	12	6	0	40	9	151	4	65	276	20	9	7	182	28	4
8:15 AM - 8:30 AM	25	10	7	1	26	14	119	7	71	190	31	1	4	185	32	2
8:30 AM - 8:45 AM	24	11	5	0	16	9	95	1	61	167	26	8	6	131	17	9
8:45 AM - 9:00 AM	27	9	3	0	22	5	68	2	50	157	17	7	2	135	12	2
TOTAL	199	70	42	6	187	49	929	30	422	1361	125	40	27	1182	130	31
7:30 AM - 8:30 AM	109	36	23	4	127	28	556	18	243	841	67	17	13	707	86	12
Trucks				2%												

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
2:00 PM - 2:15 PM	34	8	3	0	22	7	43	3	56	159	30	7	0	197	15	3
2:15 PM - 2:30 PM	35	4	4	1	14	12	44	4	61	197	33	9	2	163	19	4
2:30 PM - 2:45 PM	26	7	3	0	17	6	69	4	66	209	29	7	6	166	8	10
2:45 PM - 3:00 PM	27	8	5	0	20	7	60	0	99	211	33	7	3	134	31	6
3:00 PM - 3:15 PM	37	10	3	0	18	15	64	2	105	199	42	7	5	199	34	4
3:15 PM - 3:30 PM	29	8	2	1	21	7	63	1	112	248	37	7	3	183	37	4
3:30 PM - 3:45 PM	33	18	5	2	27	5	69	4	109	213	30	6	4	185	25	5
3:45 PM - 4:00 PM	34	9	1	1	20	7	64	3	88	237	28	8	5	178	20	2
TOTAL	255	72	26	5	159	66	476	21	696	1673	262	58	28	1405	189	38
2:15 PM - 3:15 PM	125	29	15	1	69	40	237	10	331	816	137	30	16	662	92	24
Trucks				3%												

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	21	7	4	0	14	11	73	2	87	254	31	6	2	183	25	3
4:15 PM - 4:30 PM	35	5	7	1	17	7	56	2	83	223	24	3	5	193	27	3
4:30 PM - 4:45 PM	23	8	6	0	17	9	74	3	95	241	26	5	4	136	27	2
4:45 PM - 5:00 PM	25	11	2	1	23	6	54	1	83	238	33	3	2	162	34	1
5:00 PM - 5:15 PM	23	14	3	0	21	10	72	1	97	224	30	4	5	172	43	0
5:15 PM - 5:30 PM	31	14	5	2	22	13	83	1	93	271	28	3	5	182	33	1
5:30 PM - 5:45 PM	25	15	5	0	19	16	69	0	91	230	28	0	2	147	27	0
5:45 PM - 6:00 PM	31	21	1	0	27	13	71	0	95	270	43	6	10	177	48	1
TOTAL	214	95	33	4	160	85	552	10	724	1951	243	30	35	1352	264	11

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:45 AM - 8:45 AM	104	39	25	2	123	36	507	16	269	849	85	22	17	701	92	18
3:00 PM - 4:00 PM	133	45	11	4	86	34	260	10	414	897	137	28	17	745	116	15
5:00 PM - 6:00 PM	110	64	14	2	89	52	295	2	376	995	129	13	22	678	151	2

	PHF	Trucks
AM	0.864	
MID	0.879	
PM	0.922	0.6%





Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Kittelson & Associates, Inc.
155 Grand Avenue, Suite 900
Oakland, CA 94612

LOCATION Harder Road @ Soto Road
COUNTY Alameda
COLLECTION DATE Thursday, June 02, 2016

LATITUDE 37.649377°
LONGITUDE -122.076821°
WEATHER Sunny and Clear

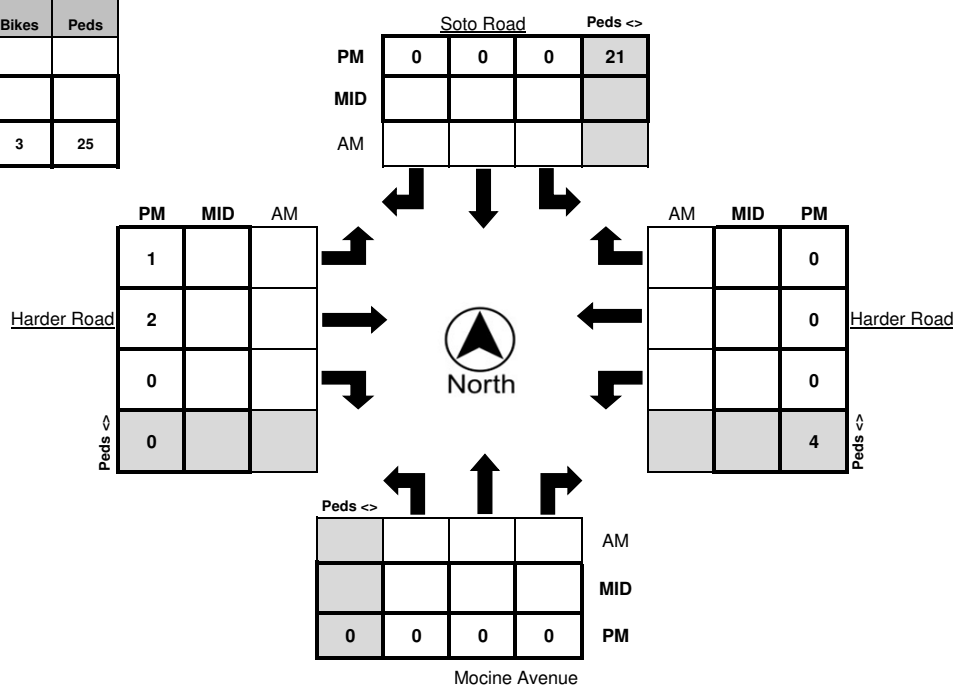
Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	14	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0
TOTAL	0	0	0	41	0	0	0	1	0	2	0	8	0	1	0	0
7:30 AM - 8:30 AM	0	0	0	35	0	0	0	0	0	1	0	3	0	0	0	0

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
2:00 PM - 2:15 PM	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	2
2:15 PM - 2:30 PM	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	1
2:30 PM - 2:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM - 3:00 PM	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0
3:00 PM - 3:15 PM	0	0	0	7	0	0	0	0	0	0	0	12	0	0	0	0
3:15 PM - 3:30 PM	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2
3:30 PM - 3:45 PM	0	0	0	1	0	0	0	0	1	0	1	2	0	0	0	0
3:45 PM - 4:00 PM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	4
TOTAL	0	0	0	30	0	2	0	1	1	0	1	24	0	0	0	10
2:15 PM - 3:15 PM	0	0	0	21	0	2	0	0	0	0	0	15	0	0	0	2

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	4	0	0	0	0	0	1	0	2	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	8	0	0	0	0	1	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	21	0	0	0	0	1	2	0	4	0	0	0	0

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:45 AM - 8:45 AM																
3:00 PM - 4:00 PM	0	0	0	16	0	2	0	0	0	0	0	7	0	0	0	4
5:00 PM - 6:00 PM	0	0	0	21	0	0	0	0	1	2	0	4	0	0	0	0

	Bikes	Peds
AM		
MID		
PM	3	25





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficdata.com

Turning Movement Report

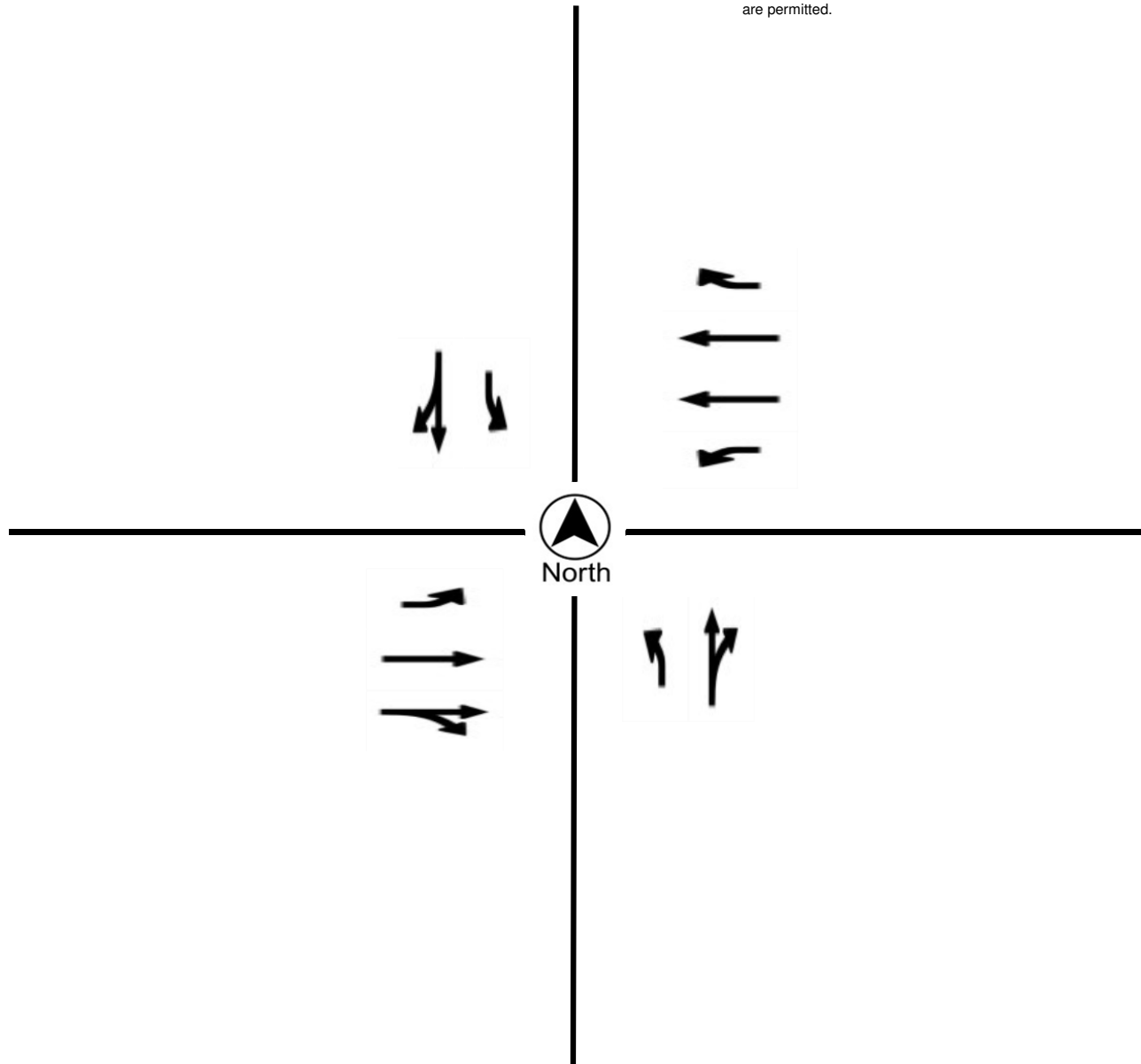
Prepared For:

Kittelson & Associates, Inc.
 155 Grand Avenue, Suite 900
 Oakland, CA 94612

LOCATION Harder Road @ Soto Road
COUNTY Alameda
COLLECTION DATE Thursday, June 02, 2016
CYCLE TIME 108 Seconds

N/S STREET Soto Road
E/W STREET Harder Road
WEATHER Sunny and Clear
CONTROL TYPE Signal

COMMENTS Eastbound and westbound left turns are protected. Northbound and southbound left turns are permitted.



Appendix 2 Alameda CTC 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: Hayward Retail Center Project Description / Project Type: Retail
 Project Location :26231 Mission Boulevard, Hayward, California
 Project Manager: Mike Alston, Kittelson & Associates, Inc.
 Anticipated construction date: 2022

Pre-Application Phase

Project Description

- What are the proposed land uses (check all that apply)?
☐ residential ☒ commercial /mixed use ☐ industrial
☐ civic/institutional ☐ other: Click or tap here to enter text.
- What are the major trip generators near the project site, if any?
 (existing and future)
 - Schools ☒ yes ☐ no
 - Major employers ☒ yes ☐ no
 - Civic/community destinations ☒ yes ☐ no
 - Medium to high-density residential ☒ yes ☐ no
 - Senior centers/healthcare facilities ☐ yes ☒ no
 - Daily needs (grocery, retail, etc.) ☒ yes ☐ no
 - Other: Click or tap here to enter text.
- Is the project site located on the path to/from nearby trip generators?
☒ yes ☐ no
 Explain: Mission Blvd. is a state route east of the project site.
- Based on the modal priority maps (available at <https://alameda-ctc.maps.arcgis.com/apps/View/index.html?appid=2040175145de4305a5f59c6e82ca16c7>), list the modal priorities on adjacent streets (check all that apply):

Adjacent Street 1 Name: Mission Boulevard

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

Adjacent Street 2 Name: Harder Road

Auto	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input 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 type="checkbox"/> Other
Trucks	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other

Adjacent Street 3 Name: Click or tap here to enter text.

Auto	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Bicycle	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Pedestrian	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Transit	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input type="checkbox"/> Other
Trucks	<input type="checkbox"/> First	<input type="checkbox"/> Second	<input 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: Broadside fatal crash occurred on roadway 1,075 feet south of Mission Boulevard and Harder Road. Fatal crash occurred south of the project site.

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: Eight crashes involved pedestrians and one crash involved a bicyclist. One pedestrian related crash was a fatal crash.

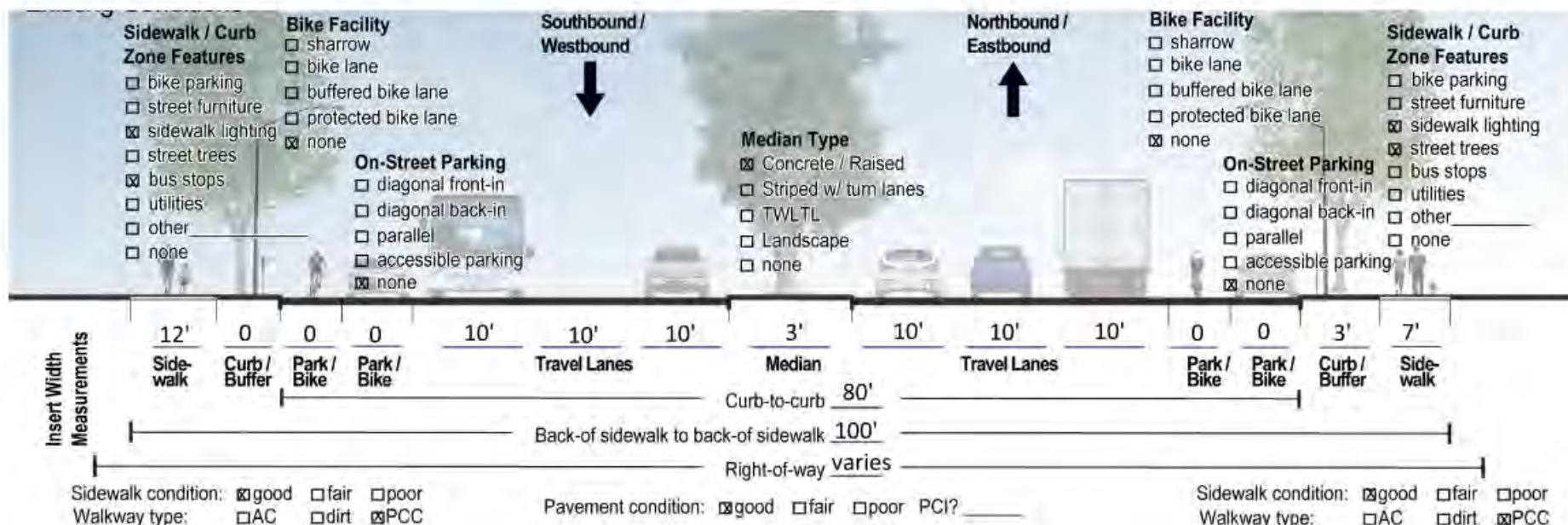
7. Have you observed other opportunities to improve safety performance? (based on field observation) ☐yes ☐no

If yes, note: Pedestrian crossings on Harder Road in the project vicinity are limited to signalized intersections and one improved crossing at Franklin Avenue--four crossing locations in about 3,000 feet (one every 750 feet). The crossings at Franklin Avenue and Mission Boulevard are high-visibility continental crossings; the crossings at Soto Road and Jane Avenue are basic transverse crossings striped yellow for school proximity. More frequent crossing opportunities would improve pedestrian accessibility and safety. Harder Road includes on-street Class II bicycle lanes but but 2020 Hayward Bicycle and Pedestrian Master Plan recommends separated Class IV bicycle lanes which would improve comfort and safety. The Plan also recommends Class IV bicycle lanes on Mission Boulevard, which does not include any bicycle facilities in the study area.

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: Mission Boulevard



Adjacent Street 2 name: Harder Road

Southbound / Westbound

Northbound / Eastbound

Sidewalk / Curb Zone Features

- ☐ bike parking
- ☐ street furniture
- ☐ sidewalk lighting
- ☐ street trees
- ☐ bus stops
- ☐ utilities
- ☐ other
- ☒ none

Bike Facility

- ☐ sharrow
- ☒ bike lane
- ☐ buffered bike lane
- ☐ protected bike lane
- ☐ none

On-Street Parking

- ☐ diagonal front-in
- ☐ diagonal back-in
- ☐ parallel
- ☐ accessible parking
- ☒ none

Median Type

- ☒ Concrete / Raised
- ☐ Striped w/ turn lanes
- ☐ TWLTL
- ☐ Landscape
- ☐ none

Bike Facility

- ☐ sharrow
- ☒ bike lane
- ☐ buffered bike lane
- ☐ protected bike lane
- ☐ none

On-Street Parking

- ☐ diagonal front-in
- ☐ diagonal back-in
- ☐ parallel
- ☐ accessible parking
- ☒ none

Sidewalk / Curb Zone Features

- ☐ bike parking
- ☐ street furniture
- ☐ sidewalk lighting
- ☐ street trees
- ☐ bus stops
- ☐ utilities
- ☐ other
- ☒ none

Insert Width Measurements

7' 0' 6' 0' 16' 12' 0' varies 0 12' 16' 0 6' 0 7'

Sidewalk Curb / Buffer Park / Bike Park / Bike Travel Lanes Median Travel Lanes Park / Bike Park / Bike Curb / Buffer Sidewalk

Curb-to-curb 89'

Back-of sidewalk to back-of sidewalk 105'

Right-of-way varies

Sidewalk condition: ☒ good ☐ fair ☐ poor

Walkway type: ☐ AC ☐ dirt ☒ PCC

Pavement condition: ☒ good ☐ fair ☐ poor PCI? _____

Sidewalk condition: ☒ good ☐ fair ☐ poor

Walkway type: ☐ AC ☐ dirt ☒ PCC

Adjacent Street 3: Street name [Click or tap here to enter text.](#)

Sidewalk / Curb Zone Features

- ☐ bike parking
- ☐ street furniture
- ☐ sidewalk lighting
- ☐ street trees
- ☐ bus stops
- ☐ utilities
- ☐ other
- ☐ none

Bike Facility

- ☐ sharrow
- ☐ bike lane
- ☐ buffered bike lane
- ☐ protected bike lane
- ☐ none

On-Street Parking

- ☐ diagonal front-in
- ☐ diagonal back-in
- ☐ parallel
- ☐ accessible parking
- ☐ none

Median Type

- ☐ Concrete / Raised
- ☐ Striped w/ turn lanes
- ☐ TWLTL
- ☐ Landscape
- ☐ none

Southbound / Westbound

Northbound / Eastbound

Bike Facility

- ☐ sharrow
- ☐ bike lane
- ☐ buffered bike lane
- ☐ protected bike lane
- ☐ none

On-Street Parking

- ☐ diagonal front-in
- ☐ diagonal back-in
- ☐ parallel
- ☐ accessible parking
- ☐ none

Sidewalk / Curb Zone Features

- ☐ bike parking
- ☐ street furniture
- ☐ sidewalk lighting
- ☐ street trees
- ☐ bus stops
- ☐ utilities
- ☐ other
- ☐ none

Insert Width Measurements

Sidewalk

Curb / Buffer

Park / Bike

Park / Bike

Travel Lanes

Median

Travel Lanes

Park / Bike

Park / Bike

Curb / Buffer

Sidewalk

Back-of sidewalk to back-of sidewalk

Right-of-way

Sidewalk condition: ☐ good ☐ fair ☐ poor

Walkway type: ☐ AC ☐ dirt ☐ PCC

Pavement condition: ☐ good ☐ fair ☐ poor PCI? _____

Sidewalk condition: ☐ good ☐ fair ☐ poor

Walkway type: ☐ AC ☐ dirt ☐ PCC

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:

Bicycle and Pedestrian Master Plan was completed in 2020.

The Plan designates the following roadways as Pedestrian High Injury Corridors:

- Harder Road between Soto Road and Jane Avenue
- Mission Boulevard between Webster Street and Tennyson Road

Class IV bicycle facilities are recommended along Mission Boulevard and Harder Road.

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:

No marked pedestrian crossing across Harder Road to project site.

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 type="checkbox"/> yes	<input checked="" type="checkbox"/> no
Intersections	<input checked="" type="checkbox"/> yes	<input 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:

No bicycle facilities along Mission Boulevard.

No bicycle intersection treatments at Harder Road & Dollar Street (project entrance).

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:

No covered waiting area for SB transit stop on Mission Boulevard

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	Increased delay at Harder Road & Dollar Street plus peak hour signal warrant met
Bicycle	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input checked="" type="checkbox"/> negative	Without improvement at Harder Road & Dollar Street, increased conflicts at project driveway. With signalization improvement, neutral or positive.
Pedestrian	<input type="checkbox"/> positive <input checked="" type="checkbox"/> neutral <input type="checkbox"/> negative	Without improvement at Harder Road & Dollar Street, increased conflicts at project driveway. With signalization improvement, neutral or positive.
Transit	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input checked="" type="checkbox"/> negative	Increased delay at Mission Boulevard & Harder Road (intersection serves AC Transit lines 99 and 801)
Trucks	<input type="checkbox"/> positive <input checked="" type="checkbox"/> neutral <input type="checkbox"/> negative	.
Other mode?	<input type="checkbox"/> positive <input type="checkbox"/> neutral <input type="checkbox"/> negative	

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:

Agency	Has coordination occurred? Note any issues that are outstanding.
AC Transit	<input type="checkbox"/> yes <input checked="" 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

This project is not expected to need stakeholder coordination.

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 type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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