Attachment 1

Castro Bikeway Feasibility Study

April 2021

Draft

CITY OF MOUNTAIN VIEW

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Prepared by: TJKM Transportation Consultants

EXECUTIVE SUMMARY

Castro Street between Central Expressway and El Camino Real is the central spine of Downtown Mountain View, and a vibrant and historic area, offering a range of retail, dining and commercial services for residents, workers, and visitors. Mountain View Downtown is continuing to grow with increasing bicycle usage, and the community recognizes the need for improved bicycle connectivity to transit, businesses, City services, and special events along and around Castro Street.

The Castro Street Bikeway Feasibility Study was identified as a project under the Council Major Goals. The feasibility study aims to evaluate existing conditions, and explore opportunities and challenges to accommodate improved bicycle infrastructure along Castro Street between El Camino Real and California Street within Downtown Mountain View. The study corridor is approximately 0.4 mile long and is classified as a Main Street in the Mountain View 2030 General Plan.

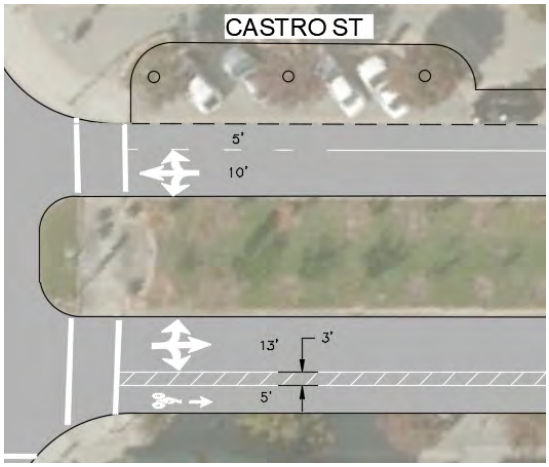
The key tasks of the feasibility study include: existing conditions analysis; community and stakeholder engagement; and development of alternatives.

Under existing conditions, key observations within the study segment are highlighted below:

- No bikeway facilities exist along Castro Street within the study area;
- The roadway has bicycle Level of Traffic Stress 3 (LTS 3) which is moderately high stress, suggesting the roadway is suitable for "enthused and confident" bicyclists;
- Continuous, wide sidewalks, short blocks and active street frontages provide a comfortable pedestrian environment;
- Crosswalks with two parallel white lines are provided at most intersections, the two crossings at Yosemite Avenue and two midblock crossings between Church and California feature ladder crosswalks, and the midblock crossing south of Church Street is marked by parallel lines and Xs;
- Parking occupancy deficiency was observed on weekdays between 11:00 a.m. and 1:00 p.m. and between 6:00 p.m. and 8:00 p.m., parking occupancy on weekends is almost close to its optimum capacity around 7:00 p.m.

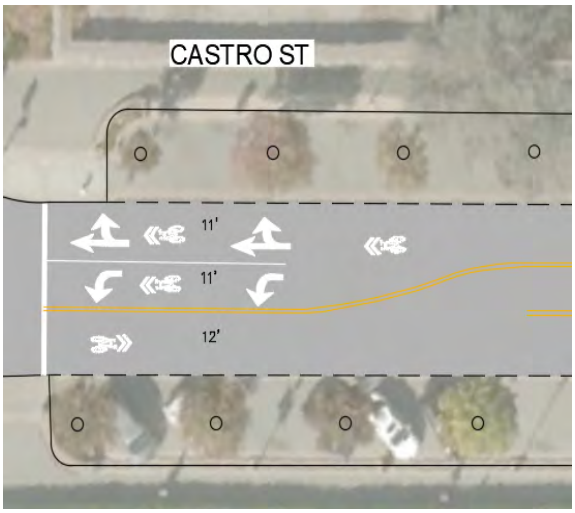
Concept alternatives for accommodating bicycle facilities along Castro Street between El Camino Real and California Street were developed upon the review of existing conditions. The evaluated concept alternatives are summarized on following page:

- Alternative 1: Class II Bike Lanes
  - Installation of five to six-foot Class II bike lane in each direction on Castro Street between El Camino Real and California Street;
  - Installation of in-street pedestrian crossing signs at uncontrolled intersections; and
  - Consideration for shifting from head-in to rear-to-curb angle parking to enhance motorists awareness of bicyclists when exiting from parking spaces.



Class II Bike Lanes concept sketch. Source: TJKM.

- Alternative 2: Class III Sharrows
  - Installation of Class III Sharrows along Castro Street between El Camino Real and California Street to designate bicycle travel shared with motor vehicles; and
  - Consideration for shifting from head-in to rear-to-curb angle parking to enhance motorists awareness of bicyclists when exiting from parking spaces.



Class III Sharrows

- Alternative 3: Hybrid Alternative
  - Installation of Class III Sharrows between California Street and Yosemite Avenue, and Class II bike lanes between Yosemite Avenue to El Camino Real.

In addition to the above three concept alternatives, two additional alternatives (Class IV protected bikeways and advisory bike lanes) were considered but deemed infeasible or unacceptable given the right-of-way implications and the Downtown context. The latter treatments were therefore not evaluated further.

The matrix below provides a comparison of Alternatives 1 through 3.

Comparison of Alternatives				
Alternatives	**Existing**	**Alternative 1**	**Alternative 2**	**Alternative 3**
Description	No Bike Facilities	Class II Bike Lanes	Class III Sharrows	Class III Sharrows (California–Yosemite), Class II Bike Lanes (Yosemite–El Camino)
Bike Level of Traffic Stress (2017)	LTS 3	LTS 2	LTS 3	LTS 3 (California-Yosemite), LTS 2 (Yosemite-El Camino)
Bicycle Safety Concerns	Mixed Flow	Low Stress	Mixed Flow, but with improved visibility	Mixed flow, but with improved visibility (California–Yosemite)
On-Street Parking Supply (spaces)	92	78	92	85
Loss of Parking		Yes (approx. 14 spaces)	No	Yes (approx. 7 spaces)
Pedestrian Safety Implications	8-phase timing at Castro/Church	Mixed turn and crossing at Castro/Church	8-phase timing at Castro/Church	8-phase timing at Castro/Church
Vehicle Flow Issues	Delay associated with shared use	Queueing associated with loss of turn pockets	Delay associated with shared use	Delay associated with shared use
Right-of-Way Impacts		Yes	No	Yes
Cost	N/A	Low-moderate cost	Minimal cost	Low-moderate cost

Both the Bicycle/Pedestrian Advisory Committee (B/PAC) and Downtown Committee supported Alternative 1 (Class II bike lanes) and did not support Alternative 2 (Class III Sharrows) . If Alternative 1 (Class II bike lanes) was considered infeasible for the whole study segment, members supported the principle of Alternative 3 (Hybrid Option). However, for Alternative 3, members indicated that the length of the bike lane is too short to support a Safe Route to School (SRTS), and suggested extending bike lanes further north towards California Street along with additional wayfinding and intersection crossing improvements at Yosemite Avenue to enhance access to parallel routes..

Implementing a Class II facility north of Yosemite/High School Way has significant right-of-way, parking and traffic operational impacts including removal of left-turn lane and signal timing modifications at Castro/Church intersection which was recently rebuilt with 8 phase timing for pedestrian safety purposes. The Castro Street/Church Street intersection was recently modified and the traffic signal was converted from four phases to eight phases. This change provided protected left-turn phasing to eliminate conflicts between pedestrian crossings and vehicle left-

turn movements. Adding Class II bike lanes in this segment will result in reversing and reconstructing the recent improvements and re-introducing the pedestrian/vehicle conflicts.

Based on the alternatives evaluation and input from public, B/PAC and Downtown Committee, the study recommends **Alternative 3 (Hybrid)** for implementation with the following key features:

- Installation of Class II bike lanes between Yosemite Avenue to El Camino Real;
- bicycle protection treatments for conflicts with southbound right turning traffic at El Camino Real intersection (to be coordinated with Caltrans);;
- Green dashed bike lane paint at conflict zones including the approach to El Camino Real;
- Crossing improvements including potential installation of a pedestrian refuge island at Castro Street/Yosemite Avenue intersection, to be further explored during design;
- Installation of Class III sharrows between California Street and Yosemite Avenue; and
- Wayfinding signs to direct bicyclists onto parallel routes

This alternative enhances bicycle safety and visibility, while balancing feasibility, cost and pedestrian safety concerns. Although all the concept alternatives included modifying parking alignment from head-in to rear-to-curb angled parking, due to the proximity of the major intersection with El Camino Real and the heavy vehicle demand, it is not recommended to change the parking alignment in this segment.

Next Steps

Intersection improvements at El Camino Real, such as bicycle detection, leading pedestrian intervals (LPIs), green bike boxes and a protected intersection, should be explored with Caltrans. These changes could occur as part of the El Camino Real Pedestrian and Bicycle Improvements project being undertaken in conjunction with an upcoming Caltrans repaving project.

1. INTRODUCTION

Castro Street between Central Expressway and El Camino Real is the central spine of Downtown Mountain View. Downtown Mountain View is a vibrant and historic area, offering a range of retail, dining and commercial services for residents, workers, and visitors. Mountain View's Civic Center is located on Castro Street in the southern end of Downtown and includes the Mountain View Public Library, City Hall, and Center for Performing Arts. The Downtown Transit Center is located in the northern end of Castro Street at Evelyn Avenue. According to the League of American Bicyclists, Mountain View is among the top 20 bicycle commute cities in the western region of the United States. Within Santa Clara County, Mountain View has the second largest population of commute bicyclists, following Palo Alto[1].

As a major City destination, the Mountain View Downtown is continuing to grow with increasing bicycle usage and the community recognizes the need for improved bicycle connectivity to transit, businesses, City services, and special events along and around Castro Street.

The Castro Street Bikeway Feasibility Study was identified as a project under the Council Major Goal to: "develop and implement comprehensive and innovative transportation strategies to achieve mobility, connectivity, and safety for people of all ages." The purpose of the feasibility study is to assess options for improving bicycle infrastructure along Castro Street between El Camino Real and California Street within Downtown Mountain View.

The key tasks of the feasibility study include: review of the existing roadway network; multi-modal analysis, including bicycle level of traffic stress (LTS) analysis; parking analysis; community engagement; and development of alternatives. The key considerations in evaluating alternatives include:

- Mode choice: Providing low-stress bicycle facilities that are convenient for a broad range of potential users and trips;
- Connectivity: Eliminating barriers to bicycling, improving access to transit nodes, and creating a more complete bicycle network;
- Accessibility: Enhancing access for users of all ages and abilities, including children and seniors; and
- Safety Providing safe, low-stress and comfortable facilities for bicycling.

[1]VTA Countywide Bicycle Plan May 2018 (https://www.vta.org/sites/default/files/2019-05/SCCBP_Final%20Plan%20_05.23.2018.pdf).

Study Area

The study area includes the 0.4-mile segment of Castro Street between El Camino Real and California Street, which is classified as a Main Street in the Mountain View 2030 General Plan. The study segment provides direct access to Downtown retail shops, banks, cafes, restaurants, Kaiser Hospital, City Hall, and the Center for the Performing Arts. The study segment is illustrated in **Figure 1** shown below.

Figure 1. Study Segment

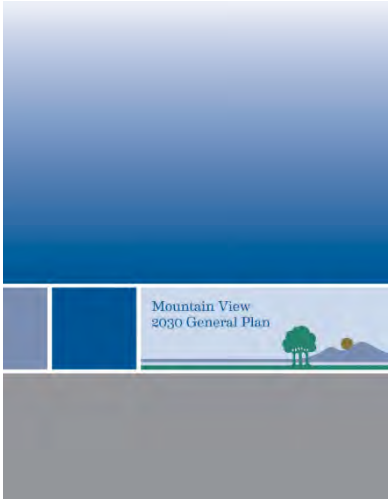
2. EXISTING CONDITIONS

Planning Context

The alternatives developed as part of the feasibility study should be consistent with the City of Mountain View adopted planning goals and appropriate design guidelines. Plans pertinent to the study segment include the Mountain View General Plan, Downtown Precise Plan, Bicycle Transportation Plan, Mountain View Transit Center Master Plan, and El Camino Real Streetscape Plan.

Mountain View General Plan

Mountain View General Plan outlines the City's 2030 Mobility Goals, which include:



- GOAL MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.
- GOAL MOB-4: A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels.
- GOAL MOB-6: Safe and convenient pedestrian and bicycling access to schools for all children.
- GOAL MOB-11: Well-maintained transportation infrastructure.

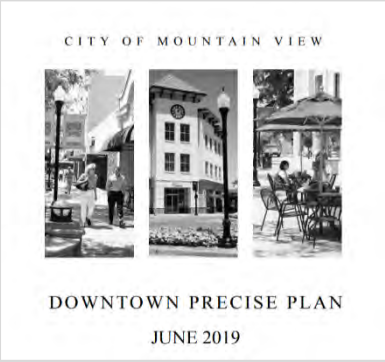
Mountain View Bicycle Transportation Plan

The 2015 Mountain View Bicycle Transportation Plan (MVBTP) noted that Castro Street was one of the main roadway corridors in Mountain View identified by survey respondents as in need of improvement. The following improvements within the study segment were identified in the MVBTP as medium priority projects:

- Class III Bike Route on Castro Street between El Camino Real and California Street
- Class III Bicycle Boulevard improvements on California Street, between Castro Street and Bush Street
- Crossing and turning improvements at Castro Street/El Camino Real intersection

Downtown Precise Plan

The Downtown Precise Plan provides a framework for Downtown development and preservation. The land use, parking, and other policies and guidelines outlined in this document was reviewed for ensure consistency of the bicycle facility improvements on Castro Street.

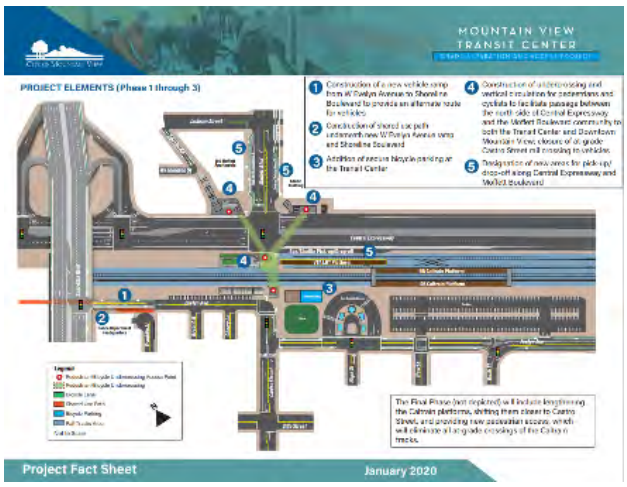


Some of the guidelines pertaining to the Castro Bikeway Feasibility Study include:

Parking	• Area D, I, and J - Areas outside the Parking District. Must provide parking on site. Parking should be fully below grade. • Area E - Area within the Parking District, requirements vary depending on whether the floor area is on ground level or upper level. Needed parking is provided in public parking lots. Parking to be kept fully below grade to keep storefronts at the sidewalk level. • A five percent reduction in required parking may be approved provided the developed/building owner agrees to implement and maintain trip reduction programs.
Pedestrian	• Pedestrian access to all ground level uses should be from street. • Generation of pedestrian activity is key for establishing storefronts on Castro Street. • Building and parking structures may be set back at least 15 feet from the curb.

Mountain View Transit Center Grade Separation and Access Project (GSAP)

The Mountain View Transit Center Grade Separation and Access Project will improve access for all modes of travel to the Transit Center, Downtown, and the north side of Central Expressway. The construction is scheduled to commence in mid-2022 with the following Phase 1 through 3 elements:



- A new vehicle ramp from W Evelyn Avenue west of Castro Street to provide access across the Caltrain right-of-way via Shoreline Boulevard;

- A shared use path underneath the new W Evelyn Avenue ramp and Shoreline Boulevard;
- New bicycle parking at the Transit Center;
- An undercrossing and vertical circulation for pedestrians and bicyclists to facilitate passage between the north side of Central Expressway and the Moffett Boulevard community to both the Transit Center and Downtown; and
- Closure of at-grade Castro Street rail crossing to vehicles.

These changes will occur at the north end of Downtown a quarter mile from the study segment and may alter current bicycle, pedestrian, and vehicular travel patterns along Castro Street, including a potential improvement in bicycle level of traffic stress on Castro Street.

El Camino Real Streetscape Plan

The 2019 El Camino Real Streetscape Plan provides design concepts and recommendations to achieve the mobility guidelines set forth in the City's El Camino Real Precise Plan. The design concepts improve mobility for all modes of travel (pedestrians, bicycles, transit, and motor vehicles) along the 4-mile corridor and will ensure that a coherent and consistent streetscape for El Camino Real will emerge over time. The Streetscape Plan recommends a cross-corridor improvement at the intersection of Castro Street and El Camino Real, including protected intersection treatments such as raised islands, advanced stop bar, curb extensions, green-colored dashed bike lanes, green-colored left turn queue box, bicycle detection, and right turn-on-red restrictions.

Transportation System Overview

Castro Street is classified as a Main Street in Mountain View General Plan. It is a two-lane, north-south roadway that extends between Central Expressway to the north and Miramonte Avenue near Graham Middle School to the south. The study segment is located between El Camino Real and California Street which encompasses four out of the seven blocks of Downtown. Castro Street has eight signalized

Castro Street looking south, between Yosemite Avenue and Church Street. Source: TJKM.

intersections, with four within the study segment. The posted speed limit is 25 miles per hour (mph) for the length of the corridor. **Figure 2** shows the posted speed limits in the study segment and vicinity. Free curbside parking is available to the public on Castro Street and is limited to one-hour parking wherever available. The study segment is broken down into three distinct sections, described as follows:

- *El Camino Real to Yosemite Avenue:* This section has a 52 feet curb-to-curb width with a traffic signal at El Camino Real. The single southbound travel lane opens up to three lanes at the El Camino Real intersection. Free on-street parking is angled on the east side of the street and restricted on the west side of the street, south of High School Way. There are no designated bicycle facilities or markings within this section.
- *Yosemite Avenue to Kaiser Permanente Driveway (555 Castro Street):* This section has a 32 to 34 feet curb-to-curb width with an 8-phase traffic signal at Church Street. The roadway has two travel lanes with left turn pockets at the intersections. Free on-street parking is provided with angled parking spaces on both sides of the street. No designated bicycle facilities exist in this segment.
- *Kaiser Permanente Driveway (555 Castro Street) to California Street:* Starting at the Kaiser Permanente Driveway, the curb-to-curb width transitions from 34 feet to 66 feet with a 25-foot center median. The roadway width from the median curb to the eastern curb (northbound direction of travel) is 22 feet. The roadway width for the southbound direction of travel is 15 feet from the median curb to the parking lane edge. There are traffic signals at Mercy Street and California Street. The California Street intersection has traffic signals in

Angled parking on Castro Street. Source: TJKM.

Parallel parking one the east side, angled on the west side of the street. Source: TJKM.

addition to a landscaped traffic circle centered in the intersection. Along Castro Street, there is one southbound travel lane and one northbound travel lane that splits at the intersections to provide a left turn lane. Between the Kaiser driveway and Mercy Street, there is no on-street parking. Between Mercy Street and California Street, free on-street parking is provided through angled parking on the west side of the street and parallel parking on the east side of the street. Similar to previous segments, no bike facilities exist in this stretch.

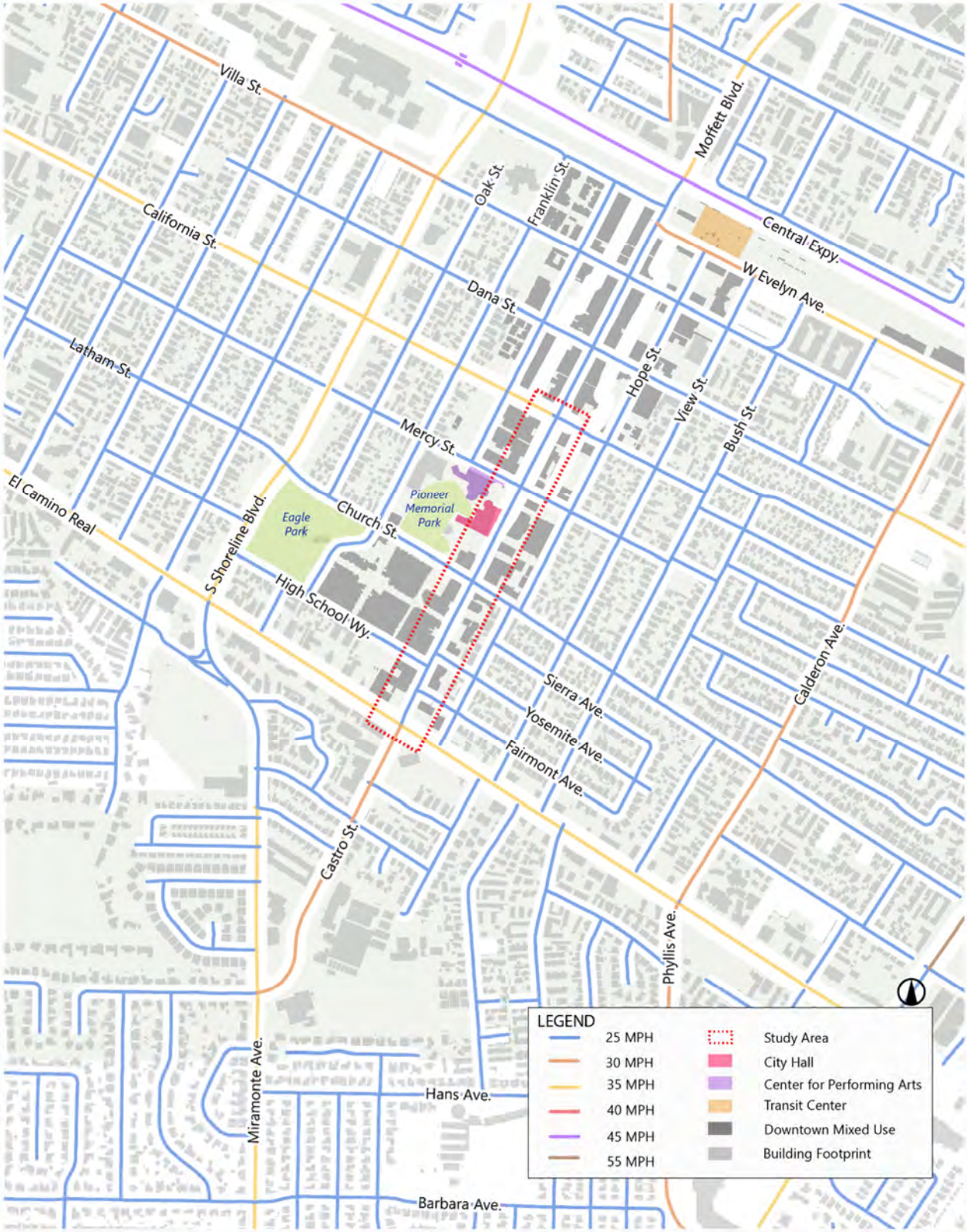
El Camino Real/State Route 82 (SR 82) is classified as a Boulevard in the City of Mountain View General Plan, and provides regional access between San Francisco to the north and San José to the south. In the vicinity of the study segment it is an east-west state-owned urban highway with three mixed-flow lanes in each direction and some on-street parking zones. As a historic urban thoroughfare, the roadway functions as an activity center with many shops, restaurants, businesses and mixed-use developments accessed directly from El Camino Real. There are currently no bicycle facilities, and Class IV protected bikeways are slated for construction in the coming years as outlined in the El Camino Real Streetscape Plan and Precise Plan. El Camino Real is the border of the study segment with a posted speed limit of 35 mph in the vicinity of study segment.

California Street is a Residential Collector west of Castro Street and a Downtown Street east of Castro Street as classified in the General Plan. It connects the western node of the City (San Antonio Shopping Area) to Downtown and the Old Mountain View residential areas. California Street is a two-lane median-divided street west of Castro Street, serving businesses as a part of Downtown. It has a posted speed limit of 35 mph west of Castro Street and 25 mph east of Castro Street. Parking is available on both sides of the street.

Mercy Street, Church Street, ***Yosemite Avenue and High School Way*** are two-lane, east-west Downtown Streets with a mix of residential and commercial uses. The streets intersect Castro Street and provide on-street parking on both sides of the streets.

Fairmont Avenue is an east-west roadway that is accessible from Castro Street via a one-way entry. The street becomes available for two-way travel midway along the block between Castro and Hope Streets. Continuing on from Hope Street, the narrow roadway accommodates two-way travel and parking on both sides mainly for a residential neighborhood. Near Castro Street, there is approximately 55 feet of angled parking on the north side of Fairmont Avenue before it transitions to parallel parking on both sides of the street.

Figure 2. Posted Speed Limits



Bicycle Facility Classifications

The City of Mountain View 2015 Bicycle Transportation Plan Update describes the four bikeway classifications in accordance with the: Santa Clara Valley Transportation Authority (VTA) Bicycle Technical Guidelines, Caltrans Highway Design Manual (HDM), Chapter 1000: Bicycle Transportation Design, and Caltrans Design Information Bulletin 89-01: Class IV Bikeway Guidance. These bicycle facility types are described below and considered in the development of alternatives.

Class I Multi-Use Trails: Class I Multi-Use Trails are also referred to as multi-use or shared-use paths. They provide completely separated, exclusive right of way for people to walk and bike. There are approximately 15 miles of Class I Multi-Use Trails in Mountain View, including Stevens Creek Trail, Permanente Creek Trail, Hetch Hetchy Trail and approximately 2.2 miles of the San Francisco Bay Trail.

Source: mv-voice.com

Class II Bike Lanes: Class II bike lanes are striped lanes on roadways for one-way bicycle travel. The VTA Bicycle Technical Guidelines recommend a width of five feet for bike lanes on roadways with posted speed limits less than or equal to 30 mph, and six feet for bike lanes on roadways with posted speed limits between 35 and 40 mph. VTA also suggests an additional eight feet be added to each of these optimum bike lane widths to accommodate on-street parking. Some Class II bike lanes can also have painted buffers that add a few feet of separation between the bike lane and the traffic lane. The majority of the bicycle facilities (approximately 26.5 miles) in Mountain View are Class II bike lanes.

Source: safemountainview.org

Class III Bike Routes: Class III bike routes are signed bike routes where bicyclists share a travel lane with motorists. Class III bike routes are appropriate for low-volume streets with slow travel speeds, especially those on which motorist volumes are low enough that passing maneuvers can use the full street width. Class III bike routes may include treatments such as sharrow markings, signage, traffic calming elements such as bulbouts, speed bumps, chicanes, street trees and diverters. Class III bike routes with these sorts of treatments to prioritize bicycle use and maintain low motor vehicle traffic volumes and speeds are known as Bicycle Boulevards. In Mountain View, there are approximately 10.7 miles of Class III bike routes.

Source: Google Maps

Class IV Protected Bikeways: A Class IV Protected Bikeway, also known as a cycle track, is an on-street bikeway that is physically separated from motor-vehicle traffic by a vertical element such as a raised curb, bollards, or car parking. Mountain View has approximately 0.7 miles of Class IV Protected Bikeways including a segment along Castro Street south of the study area between El Camino Real and Miramonte Avenue. Mountain View Bicycle Transportation Plan recommends prioritizing installation of Class IV bikeways on roads with post speed limits of 30 mph or above.

Source: safemountainview.org

Bicycling in the Vicinity

The existing bicycle facilities in the study area are shown in **Figure 3**. Currently, there are no designated bicycle facilities on Castro Street within the study segment.

Class IV Separated Bikeways have been installed on Castro Street south of El Camino Real as far as Miramonte Avenue. To the north of Central Expressway, there is one block of Class II bike lanes on the west (southbound) side of the street where Castro Street becomes Moffett Boulevard.

Class II bike lanes are available on California Street west of Castro Street.

Church Street and California Street east of Castro Street are both classified as Class III bike routes, but lack effective treatments such as sharrows or traffic calming.

Stevens Creek Trail is a Class I Multi-Use Path that runs adjacent to SR 85 about 0.7 miles east of the study segment. The trail extends 5 miles from the Bay Trail in Shoreline Park to Heatherstone Way south of El Camino Real. The trail can be accessed via El Camino Real, Mercy Street, Dana Street, and Evelyn Street.

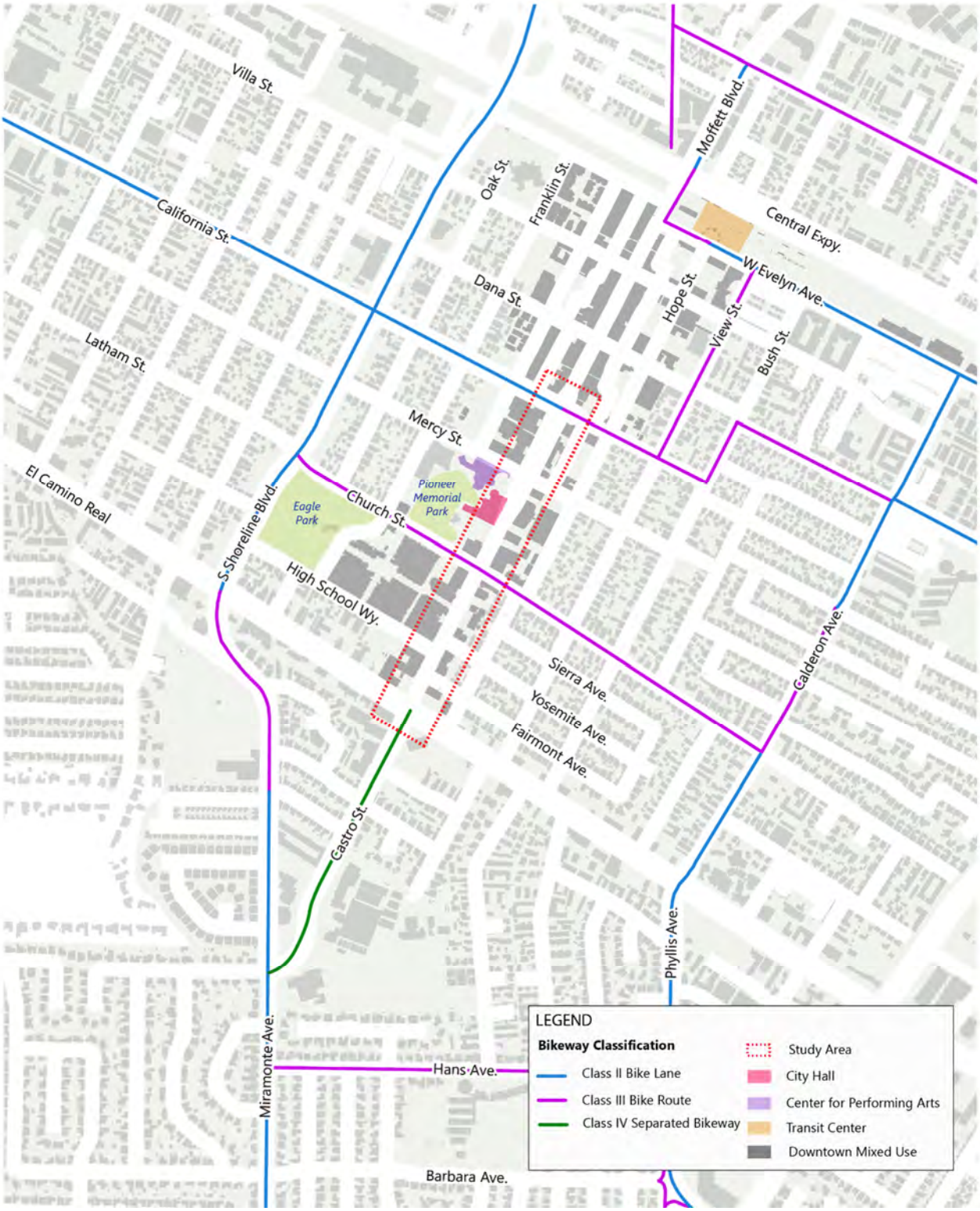
Class 2 public bicycle racks are available throughout the study segment for short-term bicycle parking. These are generally located close to vehicle parking and transit stops.

Cyclist traveling southbound on Castro Street at Yosemite Avenue. Source: TJKM.

Cyclist using the sidewalk northbound on Castro Street. Source: TJKM.

Inverted-U bicycle racks and a utility pole serve as parking. Source: TJKM.

Figure 3. Existing Bicycle Facilities in the Vicinity



Walking on Castro Street

Walkability is the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. A walkable community includes a fine-grained network of streets and paths; a dense mix of land uses such as housing, jobs, and shops; slow speed traffic; easy access to transit; continuous pedestrian routes; safe and easy crossings; and wide, unobstructed sidewalks.

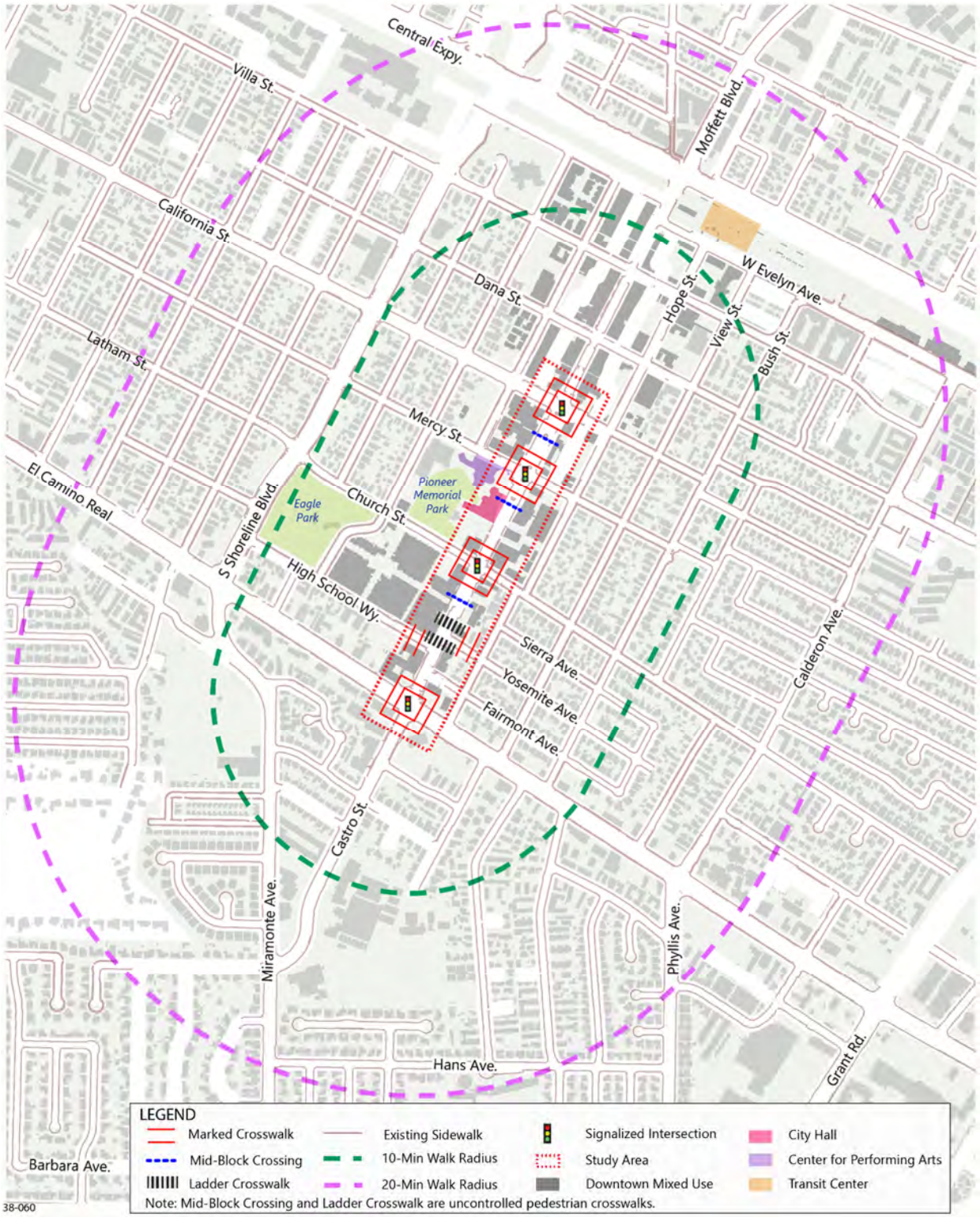
Sidewalk with large tree wells provide an attractive streetscape but often minimal pedestrian room. Source: TJKM.

In general, the study area has high walkability. The study area is characterized by a fine-grained street network and a mix of residential, office, restaurant and commercial land uses. In 1990, Castro Street was converted from a 4-lane arterial to its current 2- to 3-lane configuration with wide (10- to 30-foot) sidewalks on both sides of the street. The streetscape also features post-top lighting, sittable planters, a landscaped median, street trees, and decorative paving material.

Crosswalk with landscaped median providing a pedestrian refuge. Source: TJKM.

Along the study segment, signalized intersections are equipped with countdown pedestrian signal heads, and all intersection crosswalks feature directional curb ramps. Crossings at Mercy Street, California Street, and the two midblock crossings between Church Street and California Street have pedestrian refuge islands. The midblock crossings between Church and California feature ladder crosswalks, while the one south of Church is marked with parallel lines and Xs. In total there are 13 marked crosswalks across Castro Street in the study segment including at El Camino Real and California Street and three midblock uncontrolled crossings. The existing pedestrian facilities in the study segment are shown in **Figure 4** on the following page.

Figure 4. Existing Pedestrian Facilities



Transit Service

There are four transit stops with a bus shelter located within the study segment. These stops include Castro Street/High School Way (southbound), Castro Street/Yosemite Avenue (northbound), Civic Center (southbound) and Castro Street/Mercy Street (northbound). VTA local bus Routes 51 and 52[2], and the Mountain View Community Shuttle[3] operate on the study segment.

The north end of Downtown is the Downtown Mountain View Transit Center, a multi-modal transit hub for VTA light rail and buses and Caltrain. The existing transit facilities in the study segment and vicinity are shown in Error! Reference source not found..

Transit Stop: Civic Center (southbound). Source: TJKM.

[2] VTA 2019 New Transit Service Plan (https://www.vta.org/sites/default/files/2019-10/2019%20NTSP%20Map%20Final.pdf)
[3] Mountain View Community Shuttle (https://mvcommunityshuttle.com/schedule/)

Figure 5. Existing Transit Services

The Mountain View Community Shuttle provides residents and visitors transportation connections between transit center facilities; residential neighborhoods; senior residences and services; City offices, Library, park and recreation facilities; medical offices; shopping centers; and entertainment venues throughout the City. The shuttles operate along two routes: Gray (clockwise) and Red (Counterclockwise). **Table 1** summarizes the transit service routes operating on the study segment and their approximate service spans and headways.

Table 1. Existing Transit Services

Service ID	Name	Approximate Span	Headway (High/Low) (mins)	Stops in Castro Street Study Segment
VTA Route 51	Moffett Field/Ames Center to West Valley College (Weekdays Only)	6:00 a.m. - 7:00 p.m.	30/60	Castro Street/Yosemite Avenue (northbound); Civic Center (southbound); Castro Street/High School Way (southbound)
VTA Route 52	Foothill College to Mountain View Transit Center via El Monte (Weekdays Only)	7:00 a.m. - 9:00 p.m.	60	Castro Street/Yosemite Avenue (northbound); Civic Center (southbound); Castro Street/High School Way (southbound)
MV Community Shuttle Red	Counterclockwise (Weekdays, Weekends, and Holidays)	10:00 a.m. - 6:00 p.m.	30/60	Civic Center (southbound); Castro Street/High School Way (southbound)
MV Community Shuttle Gray	Clockwise (Weekdays, Weekends, and Holidays)	10:00 a.m. - 6:00 p.m.	30/60	Castro Street/Mercy Street (northbound)

Source: vta.org; mvcommunityshuttle.com

3. MULTIMODAL AND PARKING ANALYSIS

Bicycle and Pedestrian Counts

Bicycle and pedestrian intersection counts is essential for understanding usage of the bicycle and pedestrian infrastructure at each of the study intersections. The data helps to inform the need for enhanced safety and connectivity improvements. It also assists in the development of alternatives, to emphasize locations with higher pedestrian and bicycle volumes.

Bicycle and pedestrian turning movement counts were collected while schools were in session on the following dates at seven intersections along the study segment:

- May 14, 2019 (Tuesday) for 15 consecutive hours from 6:00 a.m. to 9:00 p.m.; and
- June 1, 2019 (Saturday) for 12 consecutive hours from 10:00 a.m. to 10:00 p.m.

Appendix A includes bicycle and pedestrian counts conducted through video recording. Cameras were placed approximately 21 feet above ground-level to ensure all movements were captured and clearly visible. Bicycle counts were categorized into those traveling in crosswalks/on sidewalks and those on the street. Pedestrian counts included all pedestrians entering the intersection by approach, regardless of which crosswalks or sidewalks was used.

Tables 2 and **3** show the maximum observed peak hour bicycle and pedestrian count volumes on the weekday and weekend day, respectively. As shown in **Tables 2** and **3**, pedestrian volumes were high, ranging from 300 to 900 per peak hour at the intersections of Castro Street/California Street, Castro Street/Mercy Street, and Castro Street/Church Street. Bicycle volumes present a more consistent trend from 30 to 80 bicycles per peak hour throughout the study segment.

Table 2. Maximum Observed Peak Hour Bicycle/Pedestrian Count Volumes (Weekday)

#	Study Intersections	Pedestrian		Bicycle	
		Peak Period	Count	Peak Period	Count
1	Castro Street/ California Street	12:00 p.m. – 1:00 p.m.	907	5:45 p.m. – 6:45 p.m.	53
2	Castro Street/ Mercy Street	7:00 p.m. – 8:00 p.m.	659	7:15 a.m. – 8:15 a.m.	33
3	Castro Street/ Church Street	12:30 p.m. – 1:30 p.m.	352	6:00 p.m. – 7:00 p.m.	57
4 & 5	Castro Street/ Yosemite Avenue Castro Street/ High School Way	12:00 p.m. – 1:00 p.m.	239	7:15 a.m. – 8:15 a.m.	69
6	Castro Street/ Fairmont Avenue	6:00 p.m. – 7:00 p.m.	146	7:15 a.m. – 9:15 a.m.	63
7	Castro Street/ El Camino Real	2:45 p.m. – 3:45 p.m.	192	7:15 a.m. – 8:15 a.m.	79

Table 3. Maximum Observed Peak Hour Bicycle/Pedestrian Count Volumes (Weekend)

#	Study Intersections	Pedestrian		Bicycle	
		Peak Period	Count	Peak Period	Count
1	Castro Street/ California Street	8:00 p.m. – 9:00 p.m.	950	11:30 a.m. – 12:30 p.m.	40
2	Castro Street/ Mercy Street	1:45 p.m. – 2:45 p.m.	506	4:00 p.m. – 5:00 p.m.	29
3	Castro Street/ Church Street	1:30 p.m. – 2:30 p.m.	331	11:30 a.m. – 12:30 p.m.	49
4 & 5	Castro Street/ Yosemite Avenue Castro Street/ High School Way	2:00 p.m. – 3:00 p.m.	287	11:45 a.m. – 12:45 p.m.	36
6	Castro Street/ Fairmont Avenue	1:30 p.m. – 2:30 p.m.	142	12:00 p.m. – 1:00 p.m.	40
7	Castro Street/ El Camino Real	10:15 a.m. – 11:15 a.m.	138	12:00 p.m. – 1:00 p.m.	32

Bicycle Level of Stress

The Bicycle LTS is an analytical approach that quantifies the traffic stress that people feel when bicycling. It assigns a numeric stress level to roadway segments, trails, and intersections based on attributes such as motor vehicle speed, volume, number of lanes, lane blockage, on-street parking, and ease of intersection crossing. The higher the LTS, the higher the discomfort. The implication of a LTS is the possibilities for improving bicycle infrastructure to make such bicycle facility safe and comfortable for all types of users. The following describes the four LTS levels of bicycle facilities generally perceived from the user perspective:

- LTS 1: Very low traffic stress. Comfortable for “all ages and abilities” including children.
- LTS 2: Low traffic stress. Comfortable for “interested but concerned” bicyclists including most of the mainstream adult population.
- LTS 3: Moderate traffic stress. Suitable for “enthused and confident” bicyclists.
- LTS 4: High traffic stress. Usually only “strong and fearless” bicyclists are willing to ride in such a condition.

LTS Methodology and Input

The Citywide Bicycle LTS analysis that was undertaken using a modified version of the Mineta Transportation Institute's methodology in order to account for data availability issues at the citywide level. For the Castro Street Bikeway Feasibility Study, the full updated methodology outlined by Peter G. Furth (version 2.0, June 2017) was used to provide a more granular perspective. Furth's method includes the following attributes for evaluating traffic stress on roadway segments and intersections:

- Segment attributes
  - Speed limit or prevailing speed
  - Average Daily Traffic
  - Presence of on-street parking
  - Number of lanes per direction
  - Blockage on lane
- Signalized intersection
  - Turn lane configuration
  - Presence of Right-turn lane
- Unsignalized intersection attributes
  - Width of cross street
  - Presence of median refuge

For the purpose of the feasibility study, analysis was performed at the locations summarized in **Table 4**.

Table 4. Bicycle LTS Analysis Locations

Study Segments		
Street Name	**From**	**To**
Castro Street	El Camino Real	Yosemite Avenue
Castro Street	Yosemite Avenue	Church Street
Castro Street	Church Street	Mercy Street
Castro Street	Mercy Street	California Street
Intersections		
Street Name	**Cross Street**	**-**
Castro Street	High School Way	-
Castro Street	Yosemite Avenue	-
Castro Street	Church Street	-
Castro Street	Mercy Street	-
Surrounding Segments		
Street Name	**From**	**To**
Castro Street	El Camino Real	Harpster Drive
Castro Street	California Street	Villa Street
El Camino Real	S Shoreline Boulevard	Bush Street
Church Street	S Shoreline Boulevard	Calderon Avenue
Mercy Street	S Shoreline Boulevard	Bush Street
California Street	S Shoreline Boulevard	Bush Street
Dana Street	S Shoreline Boulevard	Bush Street
S Shoreline Boulevard	El Camino Real	Dana Street
Franklin Street	Villa Street	High School Way
Hope Street	El Camino Real	Villa Street
View Street	El Camino Real	Villa Street
Bush Street	El Camino Real	Villa Street

Tables 5 to **8** summarizes the criteria for evaluating the LTS score for Class II bike lanes and Class III bike routes. An adjustment has been made for a Class IV facility accounting for the nature of its design with physical separation. **Figure 6** demonstrates the LTS results in and around the study area.

Table 5. Criteria: Class II Bike Lane alongside a Parking Lane

# of Lanes	Effective Lane Width	Prevailing Speed		
		≤ 25 mph	30 mph	35 mph
1 lane per direction	15+ ft	LTS 1	LTS 2	LTS 2
	12 to 14 ft	LTS 2	LTS 2	LTS 3
2 lanes per direction	15+ ft	LTS 3	LTS 3	LTS 3
Other multi-lane roadways		LTS 3	LTS 3	LTS 3

Source: Northeastern University, Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017

Table 6. Criteria: Speed and Volume for Class III Bike Route Segment

# of Lanes	Effective ADT	Prevailing Speed						
		≤ 20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	≥ 50 mph
1 thru lane per direction with centerline	0 - 750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751 – 1,500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4
	1,501 – 3,000	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	3,000 +	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Source: Northeastern University, Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017

Table 7. Criteria: Class III Bike Route at Intersection Approaches (Presence of Right Turn Lane)

Configuration	LTS Score
Single RT lane up to 150 ft. long, starting abruptly while the bike lane continues straight; intersection angle such that turning speed is < 15 mph.	LTS = 2
Single RT lane longer than 150 ft., starting abruptly while the bike lane continues straight; intersection angle such that turning speed is < 20 mph.	LTS = 3
Single RT lane in which the bike lane shifts to the left, but intersection angle and curb radius are such that turning speed is < 15 mph.	LTS = 3
Single RT lane with any other configuration; dual RT lanes; or RT lane plus option (thru-right) lane	LTS = 4

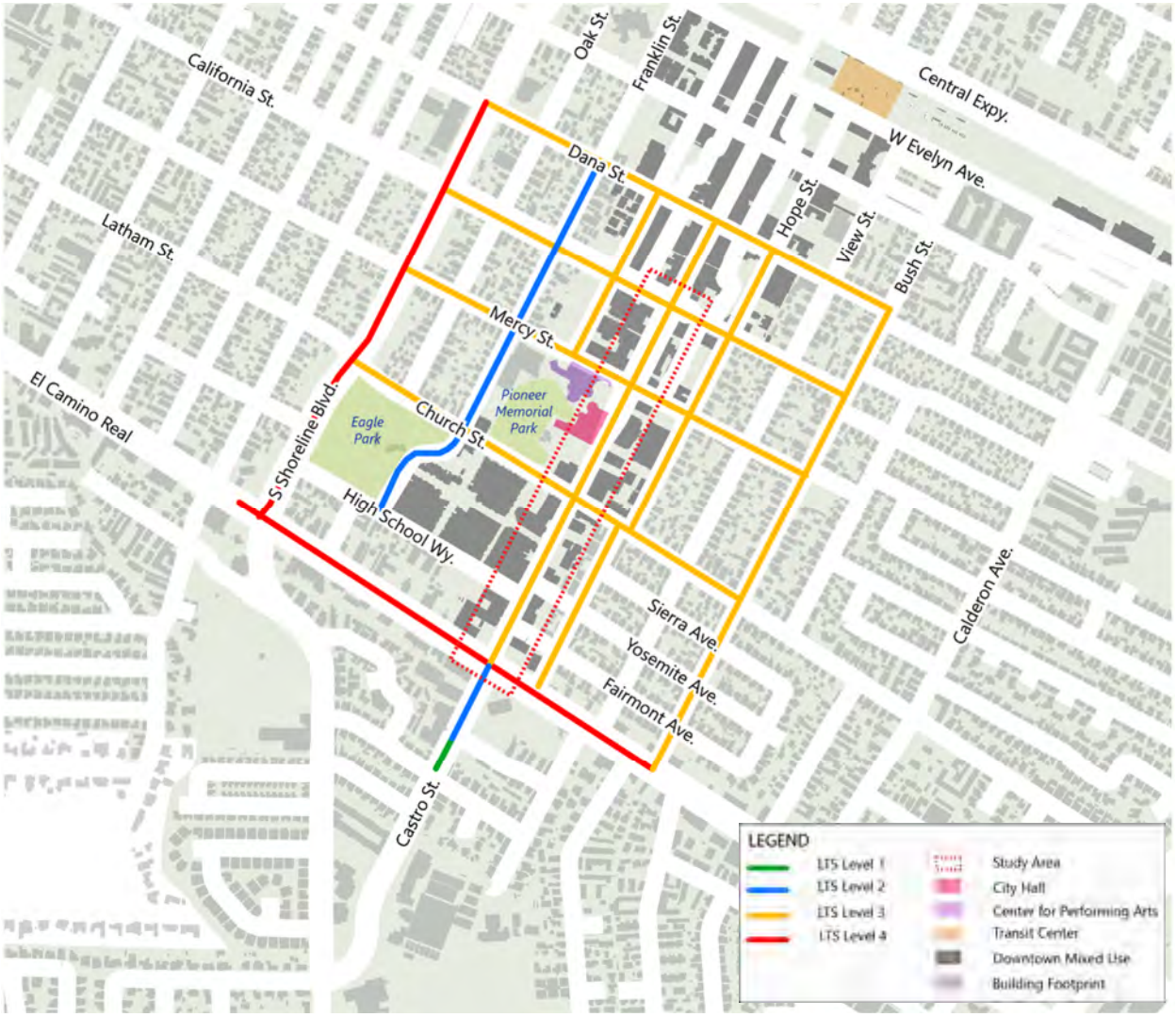
Source: Transportation Research Record 2587, pp. 41 - 49

Table 8. Criteria: Unsignalized Crossings (with no Median Refuge)

Prevailing Speed	Width of Street Being Crossed		
	1-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Source: Transportation Research Record 2587, pp. 41 – 49

Figure 6. Bicycle Level of Stress Analysis



Based on the review of existing conditions and Bicycle LTS analysis conducted, bicyclists traveling through downtown Castro Street experience a LTS 3, moderate stress suitable for "enthused and confident" bicyclists.

Traffic Conditions

The existing operations of the study intersections were evaluated for the highest one-hour volumes during weekday morning, midday and evening peak periods. Recent turning movement counts for motor vehicles were conducted during the weekday a.m. peak period (7:00 - 10:00 a.m.), midday peak period (11:30 a.m. - 1:30 p.m.) and p.m. peak period (4:00 - 7:00 p.m.) at the study intersections and study roadway segments in May 2018. In addition, seven-day 24-hour average daily traffic counts were conducted at the study roadway segments in May 2018. Field verification of existing intersection lane configurations and traffic controls was also conducted and provided the basis for the level of service analysis for Existing Conditions. **Appendix A** includes vehicle counts. **Figure 7** illustrates the existing lane geometry, and traffic controls at the study intersections. **Figure 8** illustrates the existing a.m. midday, and p.m. peak hour vehicle turning movement volumes at the study intersections.

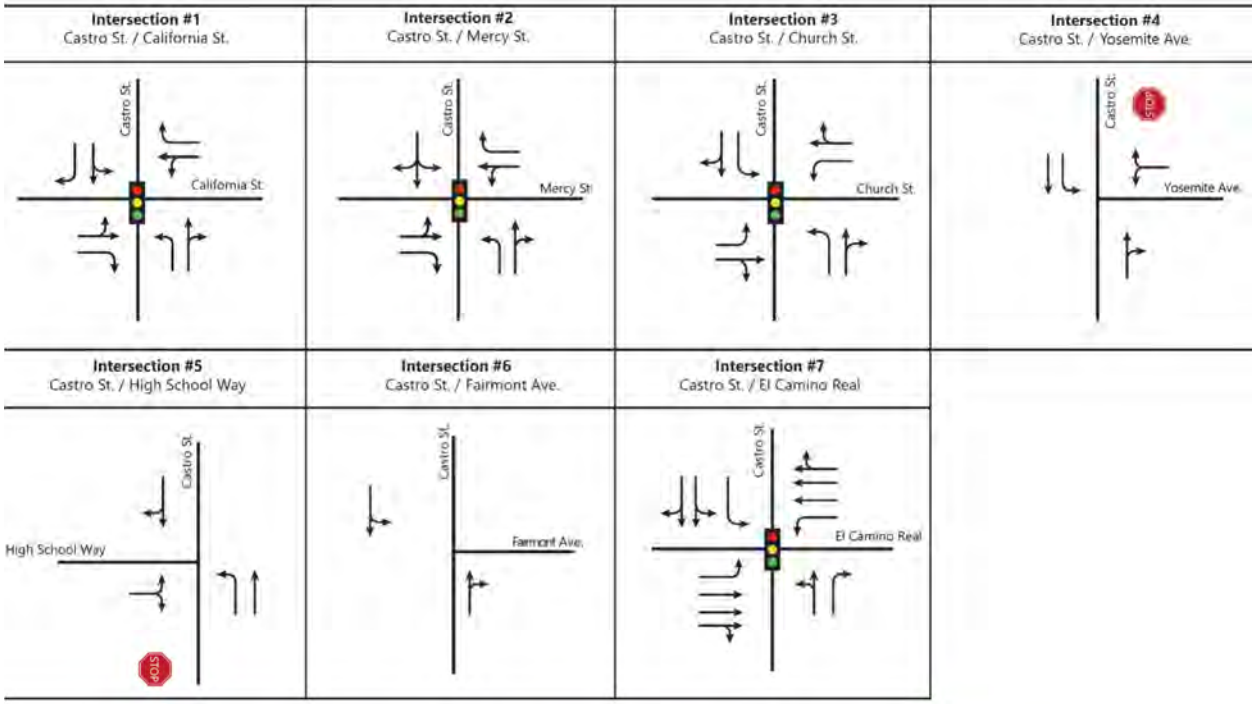
Intersection Automobile Level of Service

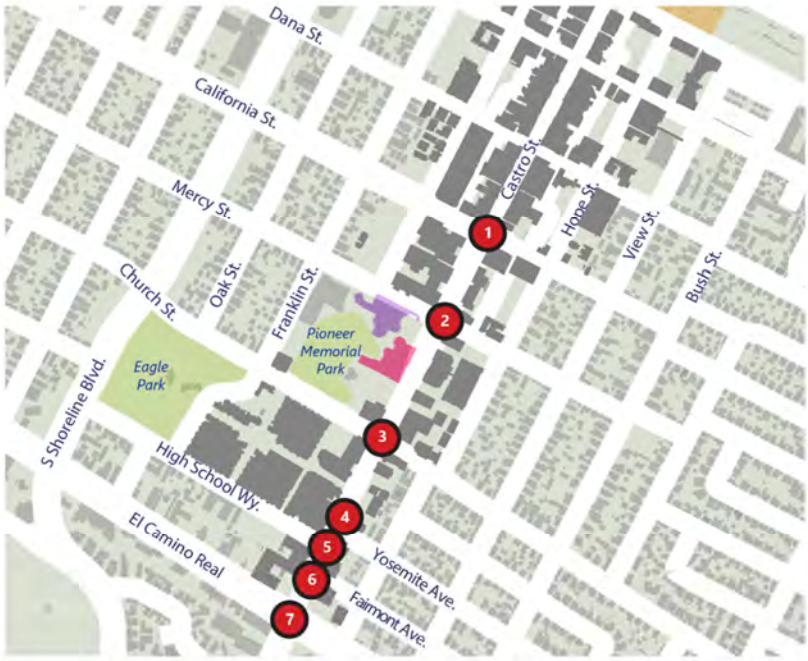
Existing intersection lane configurations, intersection control, and turning movement volumes, as shown in **Figures 7 and 8**, are used to calculate the automobile level of service for the study intersections during each peak hour. The results of the automobile Level of Service (LOS) analysis for Existing Conditions are summarized in **Table 9**.

Under existing conditions, during a.m., midday, and p.m. peak hours all of the study intersections operate at acceptable service levels[4] for automobiles. LOS worksheets for automobiles are provided in **Appendix B**. It should be noted that delay does not exist at the intersection of Castro Street and Fairmont Avenue as Fairmont Avenue is a one-way street with no traffic control.

[4] LOS E or better for City intersections within Downtown Precise Plan Area; LOS D or better for other City intersections; and LOS E or better for regionally significant and Congestion Management Program (CMP) Intersections. Mountain View. General Plan 2030 EIR; Valley Transportation Authority (VTA) Congestion Management Program.

Figure 7. Existing Conditions Lane Geometry and Traffic Controls

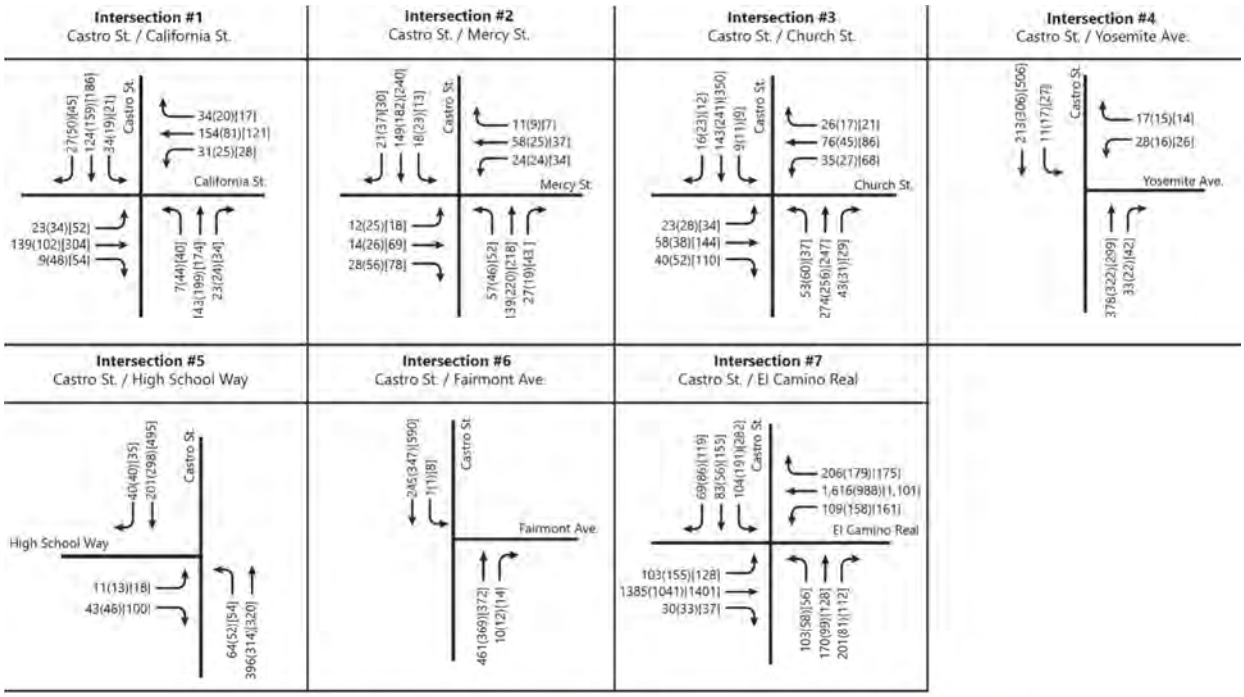


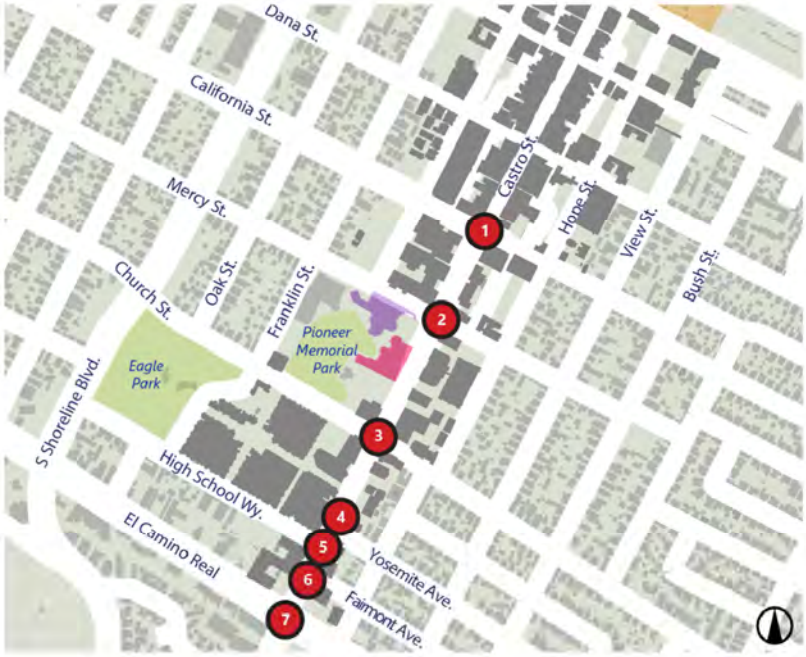


Legend

- Study Intersection
- Downtown Mixed Use
- Building Footprint
- City Hall
- Center for Performing Arts
- Transit Center

Figure 8. Existing Conditions Peak Hour Vehicle Traffic Volumes





Legend

XX	AM Peak Hour Volumes (7.00 - 10.00 AM)	X	Study Intersection		City Hall
(XX)	Midday Peak Hour Volumes (11.30 AM - 1.30 PM)		Downtown Mixed Use		Center for Performing Arts
[XX]	PM Peak Hour Volumes (4.00 - 7.00 PM)		Building Footprint		Transit Center

Table 9. Intersection Automobile Level of Service Analysis – Existing Conditions

#	Study Intersections	Control	Peak Hour[1]	Existing Conditions		LOS Threshold
				Delay[2]	LOS[3]	
1	Castro Street/California Street**	Signalized	AM	17.6	B	E
			MD	15.5	B	
			PM	20.4	C	
2	Castro Street/Mercy Street**	Signalized	AM	6.2	A	E
			MD	6.2	A	
			PM	7.2	A	
3	Castro Street/Church Street**	Signalized	AM	15.6	B	E
			MD	17.0	B	
			PM	23.0	C	
4	Castro Street/Yosemite Avenue	Unsignalized	AM	1.2	A	D
			MD	1.0	A	
			PM	1.5	A	
5	Castro Street/High School Way	Unsignalized	AM	1.5	A	D
			MD	2.0	A	
			PM	2.6	A	
6	Castro Street/Fairmont Avenue	One-Way; Unsignalized	AM	-	-	D
			MD	-	-	
			PM	-	-	
7	Castro Street/El Camino Real*	Signalized	AM	40.1	D	E
			MD	31.2	C	
			PM	39.4	D	

Notes:

1. AM – morning peak hour, MD - Midday peak hour, PM – evening peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections. LOS – Level of Service
3. Critical volume to capacity ratio
4. Critical movement delay

* CMP intersections with LOS E threshold

** Intersection located within Downtown precise plan boundary with LOS E threshold

Parking Supply and Utilization

For businesses in the study area, parking is a key concern and loss of on-street parking along Castro Street is typically controversial.

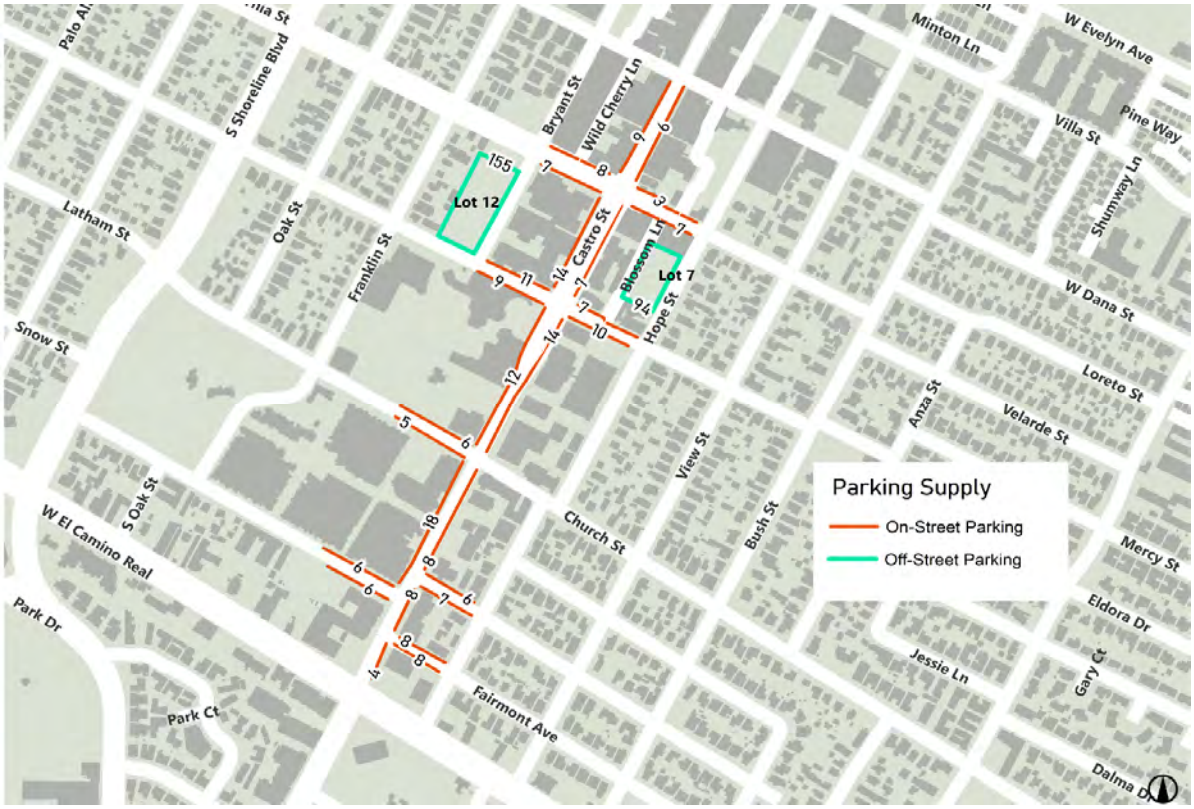
Parking supply and occupancy data was collected for on-street block faces in the study area and two off-street public parking lots, Lots 7 and 12. Other public parking, including the garage underneath City Hall and the Library, and the surface parking lot adjacent to the Library, were not included in the analysis. Additionally, significant private parking supply, such as that associated with Kaiser Hospital, 650 Castro Street, 801 Church Street, 800 High School Way, and 800 West El Camino Real, were also omitted from the analysis.

A total of 463 spaces were included in the analysis including 214 (46 percent) free on-street parking spaces and 249 (54 percent) free off-street parking spaces. **Table 10** lists the share of on-street and off-street parking. **Figure 9** illustrates the on-street and off-street parking locations where parking data was collected.

Table 10. Parking Supply

Facility Type	Number of Spaces	%
On-Street Parking	214	46%
Off-Street Parking	249	54%
Total Supply	**463**	**100%**

Figure 9. Parking Data Collection Map and Parking Supply



For the on-street parking spaces, 46 percent of the spaces have one-hour time limits, 26 percent have a two-hour time limit, and about 19 percent are not time restricted. The remaining nine percent are either 24-minutes zones, loading zones or accessible spaces.

For the analyzed off-street parking supply, 96 percent of the spaces have a two-hour time restriction and the remaining four percent are ADA spaces.

Of the total parking supply, 64 percent of the spaces are two-hour time restricted and 21 percent of the spaces are one-hour time restricted. **Table 11** lists the number and percent of parking spaces available by restriction and facility.

Table 11. Parking Restrictions and Percent Share by Facility Type

Facility Type	Unrestricted	24-Min	1-Hr	2-Hr	Load Zone	Handicap	Total
On-Street Parking	40 19%	11 5%	99 46%	55 26%	8 4%	1 0%	214 100%
Off-Street Parking	0 0%	0 0%	0 0%	240 96%	0 0%	9 4%	249 100%
Total	**40** **9%**	**11** **2%**	**99** **21%**	**295** **64%**	**8** **2%**	**10** **2%**	**463** **100%**

Parking Occupancy

This section summarizes how parking is utilized for on-street and off-street spaces in the study area. A parking occupancy rate of 85 percent is typically defined as the optimal utilization for effectively using parking resources and encouraging economic vitality.

Parking occupancy data was collected on a weekday (March 5, 2020) and a weekend (March 7, 2020), a week before the County of Santa Clara's Shelter-in-Place order were in place. For the weekdays, occupancy data for both on-street and off-street parking supply was collected at 11:00 a.m., 12:00 p.m., 1:00 p.m., 6:00 p.m., 7:00 p.m., 8:00 p.m. and 9:00 p.m. For the weekend, occupancy data was collected at 4:00 p.m., 5:00 p.m., 6:00 p.m., 7:00 p.m., 8:00 p.m., 9:00 p.m., 10:00 p.m. and 11:00 p.m.

Weekday Parking Occupancy - During the survey period, on-street parking occupancy fluctuated from 39 to 87 percent on weekdays. **Figure 10** shows the parking occupancy of both on-street and off-street parking on a weekday. The figure illustrates percentage occupancy of on-street/off-street parking out of the total on-street/off-street parking spaces available. For the total occupancy as observed on the weekday, it includes percentage of parking spaces occupied out of the total number of parking spaces available.

On-street parking occupancy reached a maximum of 87 percent at 11:00 a.m. with 28 on-street spaces open at this time. On-street parking occupancy was greater than 85 percent for all block faces along Castro Street at this hour. After 11 a.m., on-street parking occupancy gradually decreased, and was in the range of 65 to 70 percent in the evening between 6:00 to 7:00 p.m.,

leaving about 70 on-street spaces open. Occupancy was lowest at 9:00 p.m. (39 percent), leaving about 131 on-street spaces open.

For off-street parking within the study area, a peak occupancy of 65 percent was observed at 7:00 p.m., which is below the optimal utilization rate of 85 percent. The lowest occupancy of off-street parking lots on a weekday was observed to be 34 percent at 9:00 p.m. More than 80 off-street parking spaces were available at all times throughout the data collection period. **Figures 11** and **12** illustrates parking occupancy at 11:00 a.m. and 7:00 p.m., respectively.

Figure 10. Weekday On-Street and Off-Street Parking Occupancy, 5th March, 2020

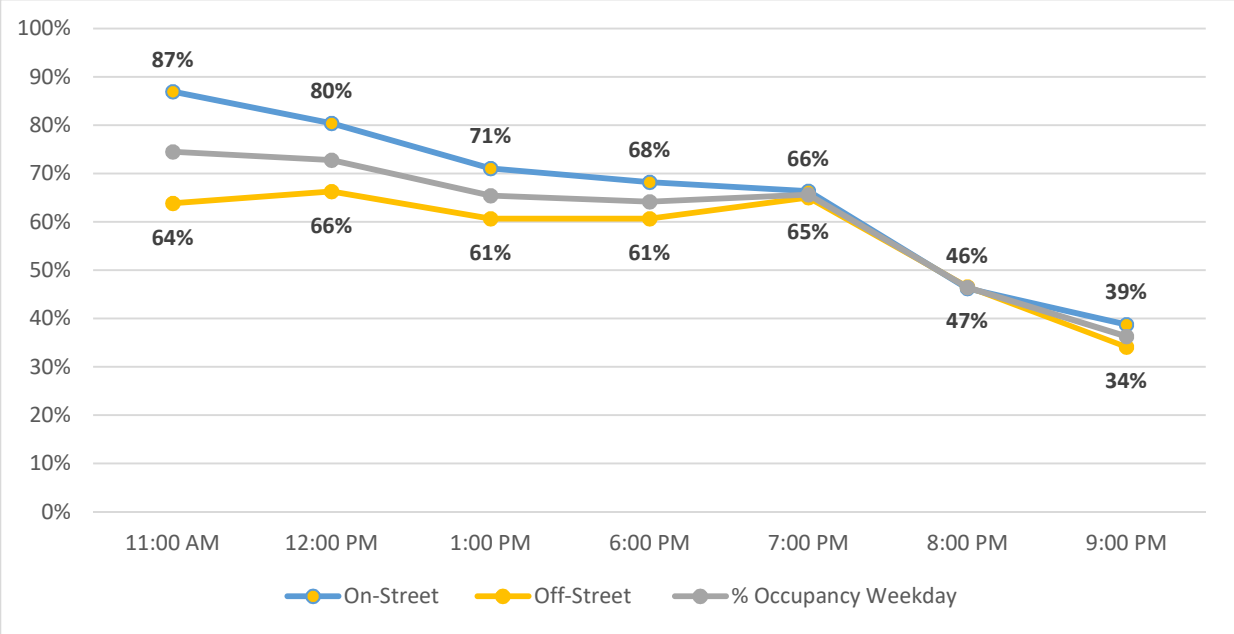


Figure 11. Weekday Parking Occupancy at 11:00 a.m., 5th March, 2020

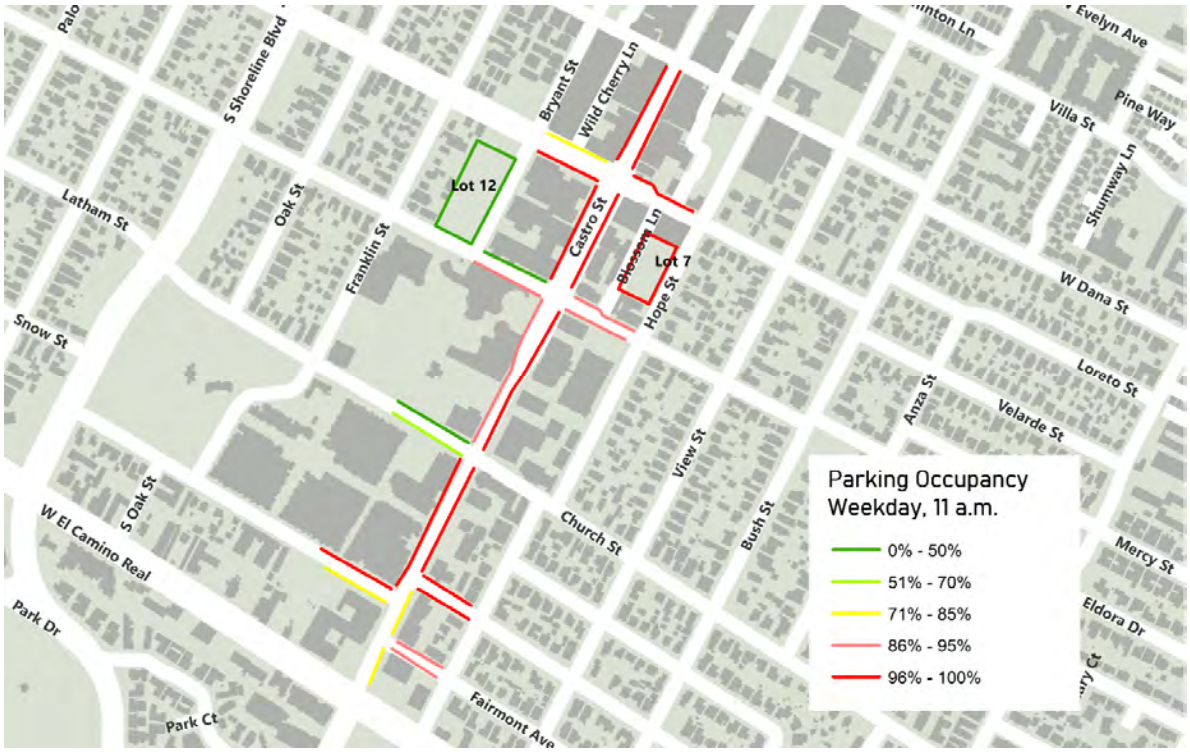
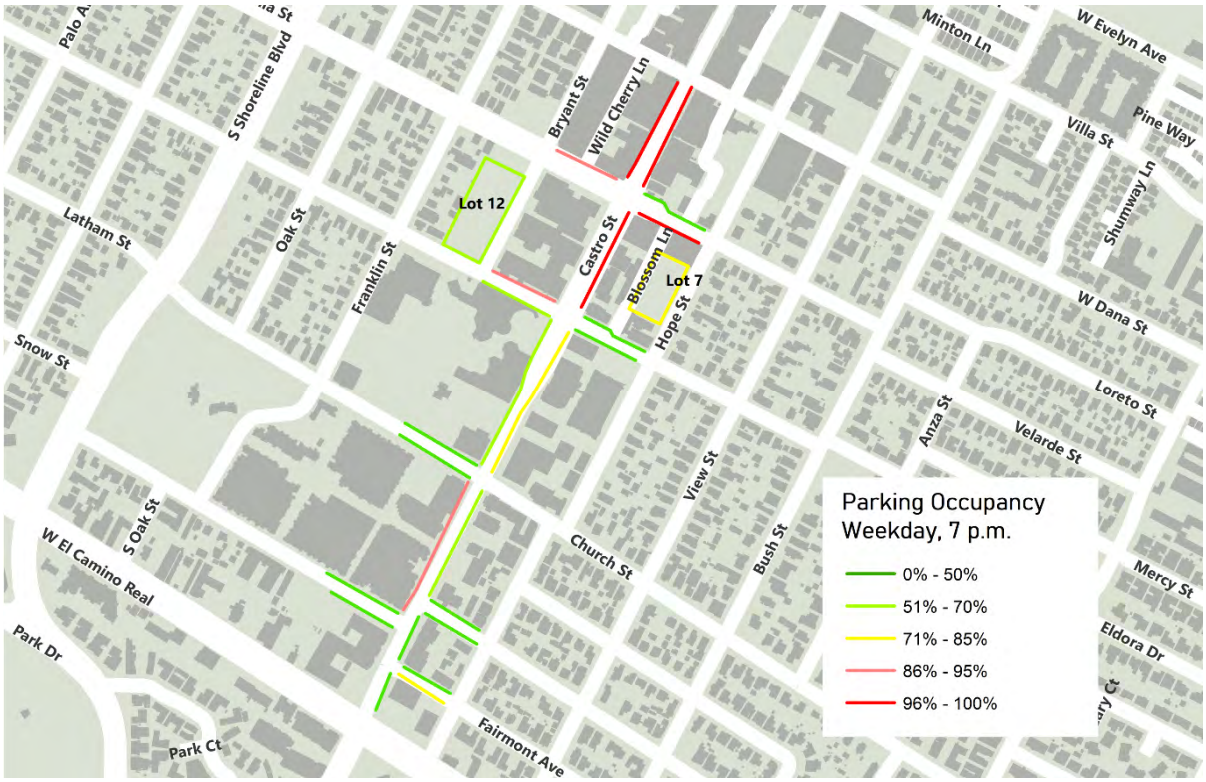


Figure 12. Weekday Parking Occupancy at 7:00 p.m., 5th March, 2020



Weekend Parking Occupancy - During the survey period, on-street parking occupancy fluctuated from 24 to 71 percent on a weekend day. **Figure 13** shows the weekend parking occupancy for both on-street and off-street parking during the study period. The figure illustrates percentage occupancy of on-street/off-street parking out of the total on-street/off-street parking spaces available. For the total occupancy as observed on the weekend, it includes percentage of parking spaces occupied out of the total number of parking spaces available.

The peak weekend occupancy of on-street parking was 71 percent at 7:00 p.m. leaving 63 spaces open. On-street parking was observed to be greater than 85 percent, on Castro Street between Dana Street and Mercy Street at this hour. The occupancy is observed to be 58 percent at 4:00 p.m., peaking to 71 percent at 7:00 p.m. and then decreasing to 24 percent at 11:00 p.m. There were at least 63 on-street parking spaces observed to be available at all time during the weekend data collection period (4:00 p.m. to 11:00 p.m.).

For off-street parking, the highest occupancy of 31 percent was observed at 7:00 p.m., leaving 171 spaces open. Off-street parking occupancy followed the same trend as on-street parking. The occupancy was observed to be at 23 percent at 4:00 p.m. peaking to 31 percent at 7:00 p.m. and decreasing to six percent at 11:00 p.m. There were at least 171 off-street parking spaces observed to be available at all times during the data collection period. **Figure 14** illustrates parking occupancy in the study area at 7:00 p.m. on a weekend.

Figure 13. Weekend On-Street and Off-Street Parking Occupancy, 7th March, 2020

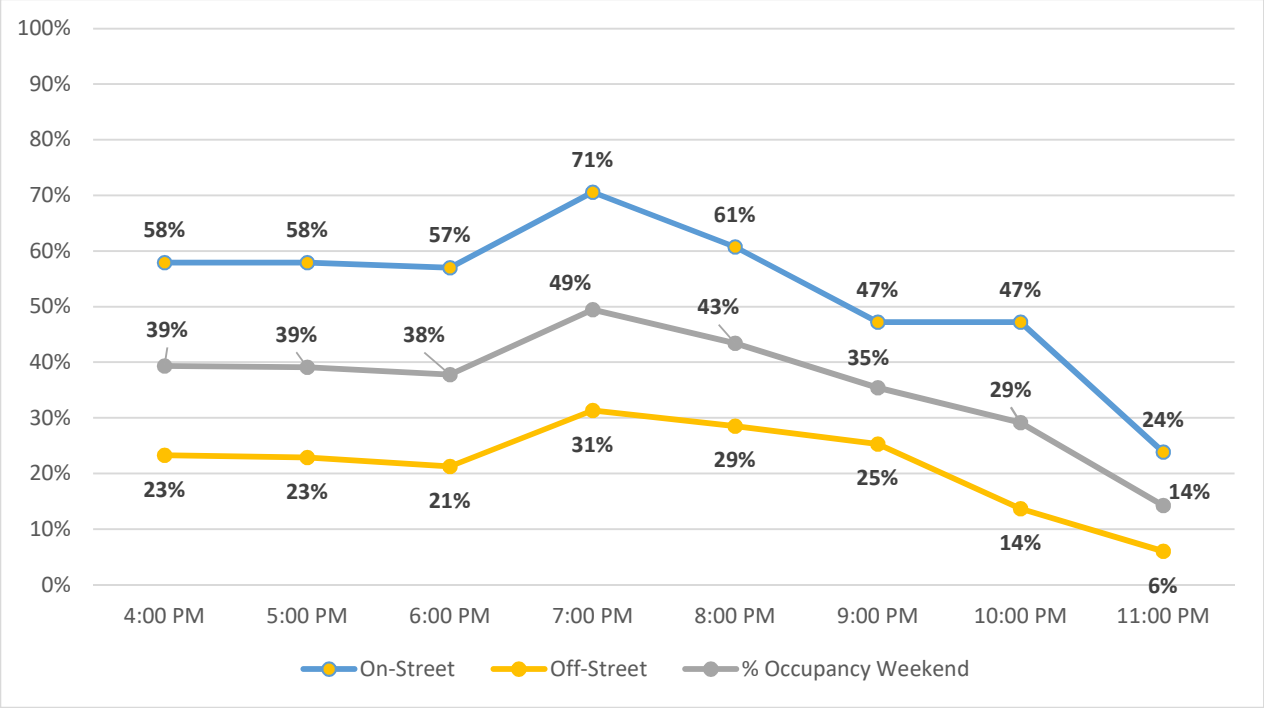


Figure 14. Weekend Parking Occupancy at 7:00 p.m., 7th March, 2020

Based on the analysis of existing parking occupancy, Castro Street has peak parking demand on weekdays between 11:00 a.m. and 1:00 p.m. and between 6:00 p.m. and 8:00 p.m. At these times, there is uneven distribution of demand with more than optimal occupancy for on-street spaces while off-street parking resources are underutilized. On weekends, parking occupancy within the study area was lower than optimum occupancy capacity around 7:00 p.m.

Given that business activity was depressed and local employers had initiated work-from-home practices, these observations underestimate parking demand during pre-COVID times. Parking observations presented to Council on October 15, 2019, indicate higher rates of on- and off-street parking utilization with peak demand during lunch and dinner hours. . The utilization study did not include on-street parking. However, referencing the importance of on-street parking, the Downtown Parking Strategy also recommended options to improve efficient use of on-street parking spaces.

4. INITIAL COMMUNITY ENGAGEMENT

Community outreach and engagement was an integral part of the study. Engaging community members, including residents and frequent bicycle users, through various tools and events is essential for soliciting concerns on and around Castro Street and understanding the demand for bicycle improvements.

Community Biking and Walking Tour

As a part of the community engagement process the first community outreach event was a biking and walking tour held on Saturday, June 22, 2019. The tour was led by Consultant and City staff to walk and bike the study area with community members and solicit feedback on the existing conditions. Members of the tour met at Mountain View City Hall, organized in two groups: walking and biking. During this time, community members provided feedback and cited locations of concern or envisioned improvements.

Bicycling and Walking Tour Route Map. Source: TJKM.

During the tour, participants were also asked to fill out a survey. This process helped identify the various obstacles and potential opportunities related to the street network, connectivity for bicycling, walking, parking, and overall safety. A high-level summary of these comments is provided below. Further details are provided in **Appendix C.** The comments shown in the Appendix reflect the meeting attendee's observations and perspectives.

City of Mountain View

Page 2 of 2

Castro Bikeway Study
Walk and Bike Route Map & Survey

Date: June 22, 2019 Saturday
Time: 9:00 a.m. to 10:30 a.m.

Start: City Hall
End: City Hall
(500 Castro Street, Mountain View, CA 94039-7540)

Please provide your input by taking this quick survey. Your input is important to the success of the project.
Please return this survey anytime before 10:30 a.m. at the City Hall where you picked up the survey.
You can also email your comments to **Nate Baird, City Transportation Planner at nate.baird@mountainview.gov**.

Q1. Did you walk or bike the corridor today?
- ◯ Walk
- ◯ Bike

Q2. How often do you visit Castro Street?
- ◯ Several times a week
- ◯ Weekly
- ◯ Monthly
- ◯ Less than monthly
- ◯ First time visitor

Q3. What are your usual destinations on Castro Street?

Q4. How do you travel to Castro Street?
- ◯ Walk
- ◯ Bike
- ◯ Transit
- ◯ Drive and park

Q5. If you bike or drive here, where do you park?

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Q7. Which statement describes you?
- ◯ I bike anywhere and everywhere
- ◯ I prefer off-street trails but will use bike lanes
- ◯ I only bike on off-street trails / I would try biking if it were more safe
- ◯ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
◯ Male	◯ 19 and under	◯ 50-59
◯ Female	◯ 20-34	◯ 60 and above
◯ Other	◯ 35-49	

Biking Tour Comments

Participants who participated in the bike tour shared concerns about increasing motor vehicle speeds along Castro Street from California Street to El Camino Real, crossing safety at the El Camino Real intersection, a lack of bicycle detection at intersections, lack of bicycle facilities, and limited bicycle parking in the study segment. Based on the bike audit survey, participants suggested that a bike lane or bike route, would make this corridor more inviting for bicyclists.

Bicycle Tour led by consultant and City staff

Walking Tour Comments

While pedestrian improvements are not included within the scope of this study, it is important to identify perceived impacts that existing or proposed conditions may have on pedestrian activity. Comments related to sidewalks included narrowed sidewalks, limited street lighting, obstructions in sidewalks (street furniture) and locations with uneven pavement (which have since been addressed). Community members also expressed their concerns with motorists not yielding to pedestrians in crosswalks, at both signalized intersections and uncontrolled crossing locations.

Walking tour led by consultant and City staff. Pedestrians were equally represented at the tour.

Parking Comments

A number of comments received were in regards to the existence of the various parking configurations, i.e., angled and parallel, along with the varying widths of sidewalk and median. Some suggestions included prohibiting or removing parking, and converting front-in angled parking to back-in or parallel parking for enhanced bicyclist safety.

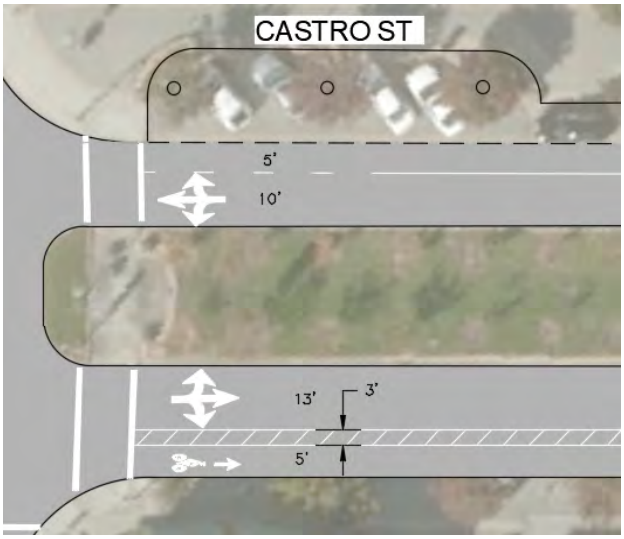
5. PRELIMINARY ALTERNATIVES EVALUATION

Based on review of the existing conditions, community input, and industry best practices. The project team explored and developed concept alternatives for accommodating bicycle facilities along Castro Street between El Camino Real and California Street. Given the pedestrian-orientation of Castro Street, all alternatives were designed to fit into the existing curb-to-curb right-of-way, with no changes to curbs or sidewalks. The following alternatives were considered:

Alternative 1: Class II Bike Lanes

Alternatives 1 includes the following improvements:

- Installation of a five to six-foot Class II bike lane in each direction on Castro Street between El Camino Real and California Street;
- Intersection enhancements such as pedestrian refuge islands at the intersection of Castro Street/Yosemite Avenue and green dashed bike lanes at conflict points;
- Installation of in-street pedestrian crossing signs at uncontrolled intersections with no median; and
- Consideration for shifting from head-in to rear-to-curb angle parking to enhance motorist awareness of bicyclists when exiting from parking spaces.



Class II Bike Lanes concept sketch. Source: TJKM.

Conceptual designs for this alternative are shown in **Figures 15 to 18**.

Implementation of this alternative would necessitate the removal of two-way center turn lanes, removal of turn lanes at each intersection, and removal of the eight-phase signal that was recently implemented in order to improve pedestrian safety at the intersection of Castro Street and Church Street. It would also require removal of approximately 14 on-street parking spaces in front of existing businesses. The Castro Street/Church Street intersection was recently modified and the traffic signal was converted from four phases to eight phases. This change provided protected left-turn phasing to eliminate conflicts between pedestrian crossings and vehicle left-turn movements. Adding Class II bike lanes in this segment will result in reversing and reconstructing the recent improvements and re-introducing the pedestrian/vehicle conflicts.

The alternative is expected to enhance the bicycle level of stress from LTS 3 to LTS 2 along Castro Street and would improve clarity with respect to right-of-way for motorists and bicyclists.

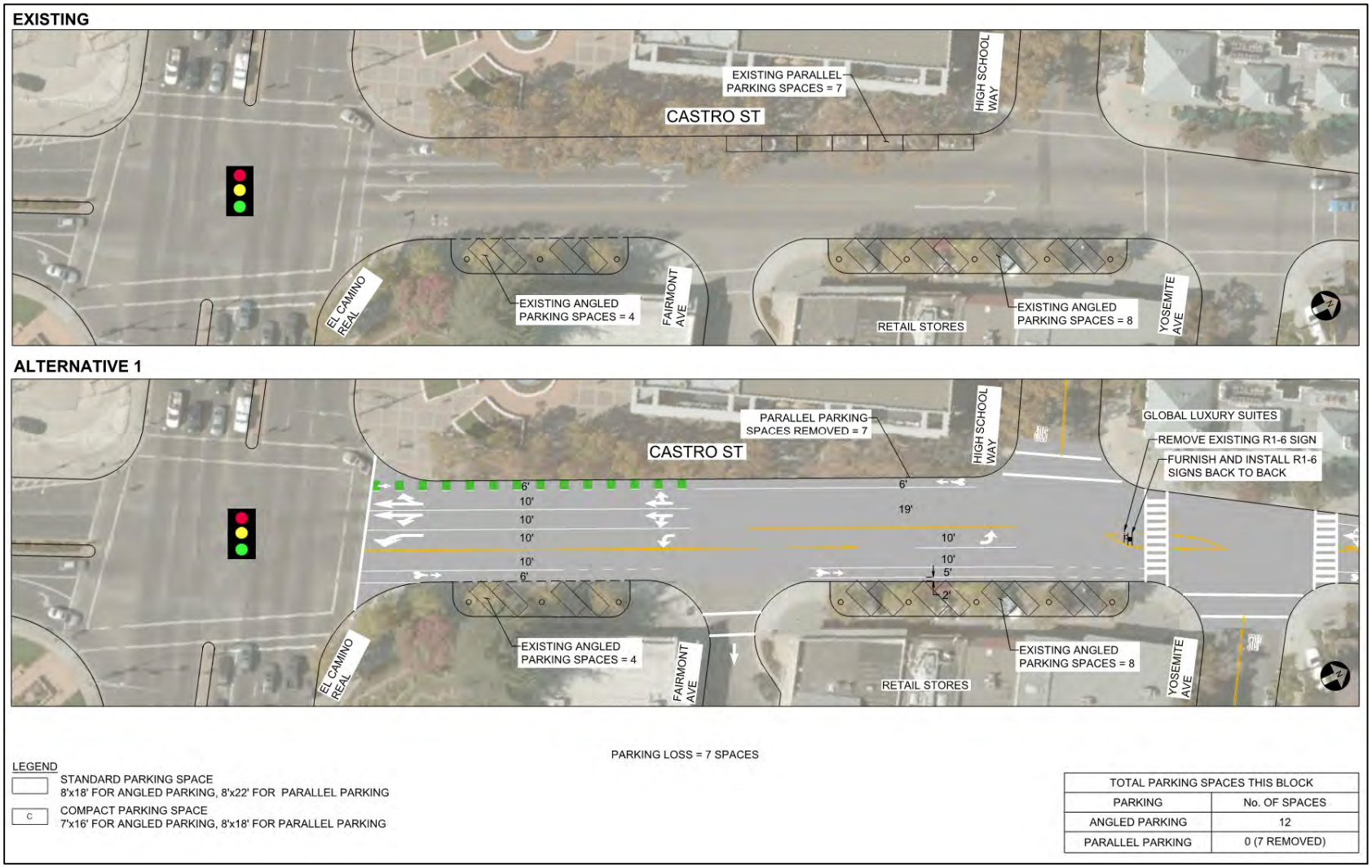
Removal of left turn lanes would also increase delays to through motor vehicle traffic at the signalized intersections on the corridor. It could also result in some through motorists maneuvering around the left-turning vehicles, thereby encroaching into the bike lanes.

The following table summarizes the pros and cons of this alternative.

Table 12. Pros and Cons of Alternative 1: Class II Bike Lanes

Pros	Cons
• Enhancement of bicycle safety and reduction in vehicle-bicycle conflicts along the study segment. • Fits into the existing roadway cross-section (curbs) with no reduction in sidewalk space. • Increased comfort and reduced LTS for bicyclists from LTS 3 to LTS 2. • Conversion of Castro Street in the study area into a Complete Street. • Reduces potential for right hook collisions at El Camino Real. •	• Reduction in pedestrian safety at Castro Street/Church Street intersection. • Reversal of newly constructed 8-phase traffic signal at Castro Street/Church Street intersection. • Removal of on-street parking in northbound direction between Mercy Street and California Street. • Removal of two-way turn lane between Church Street and Kaiser Permanente Driveway. • Increased vehicle queueing as a result of removal of all left-turn lanes between Yosemite Avenue and California Street. • Bicycle safety concerns related to removal of left-turn lanes may lead some through drivers to maneuver around left-turning vehicles and encroach into the bike lane. • Bicycle safety concerns associated with buses and shuttles stopping in bike lanes.

Figure 15. Alternative 1 – Class II Bike Lanes – El Camino Real to Yosemite Avenue



TOTAL PARKING SPACES THIS BLOCK	
PARKING	No. OF SPACES
ANGLED PARKING	12
PARALLEL PARKING	0 (7 REMOVED)

Figure 16. Alternative 1 – Class II Bike Lanes – Yosemite Avenue to Church Street

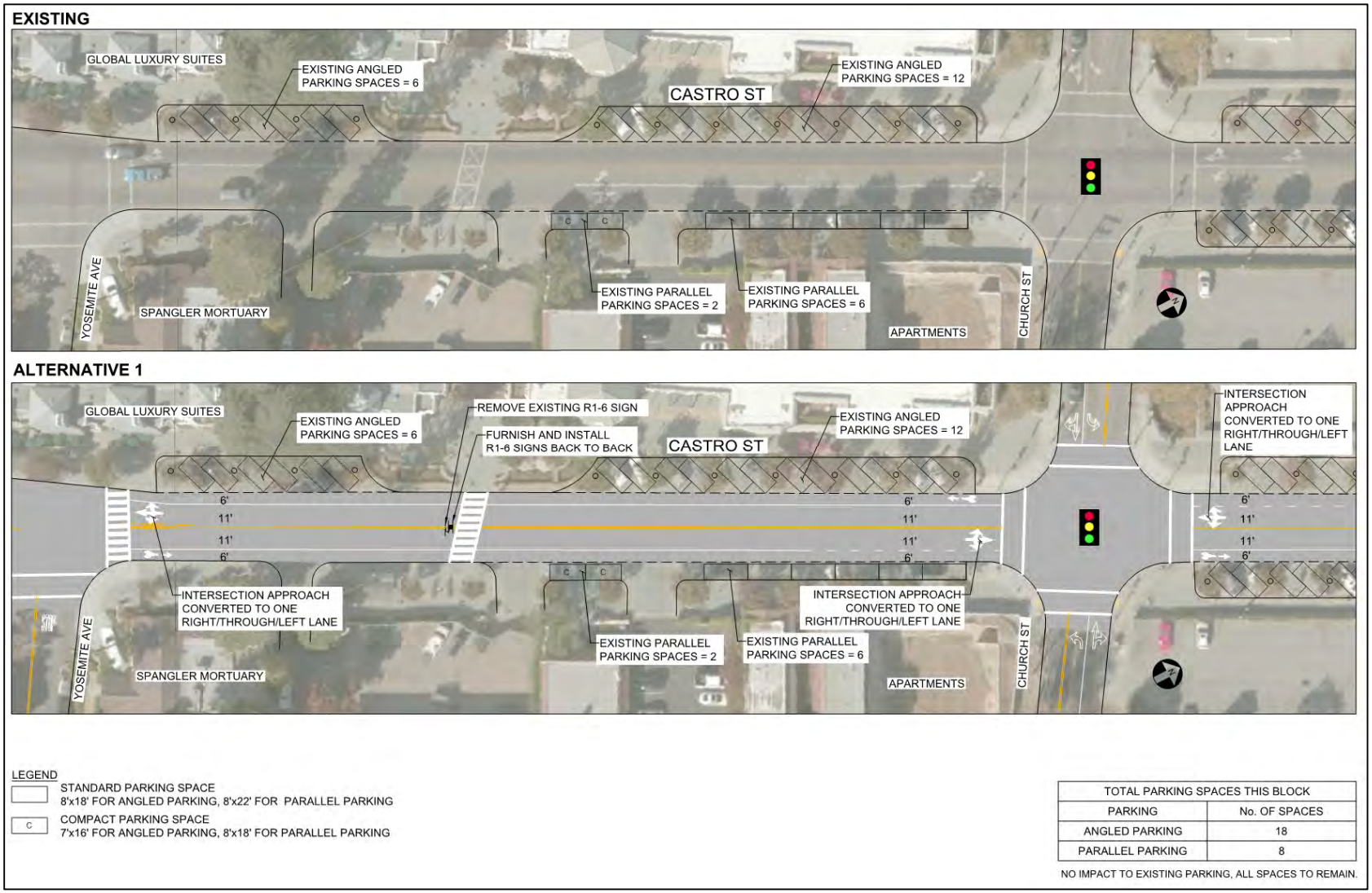


Figure 17. Alternative 1 – Class II Bike Lanes – Church Street to Mercy Street

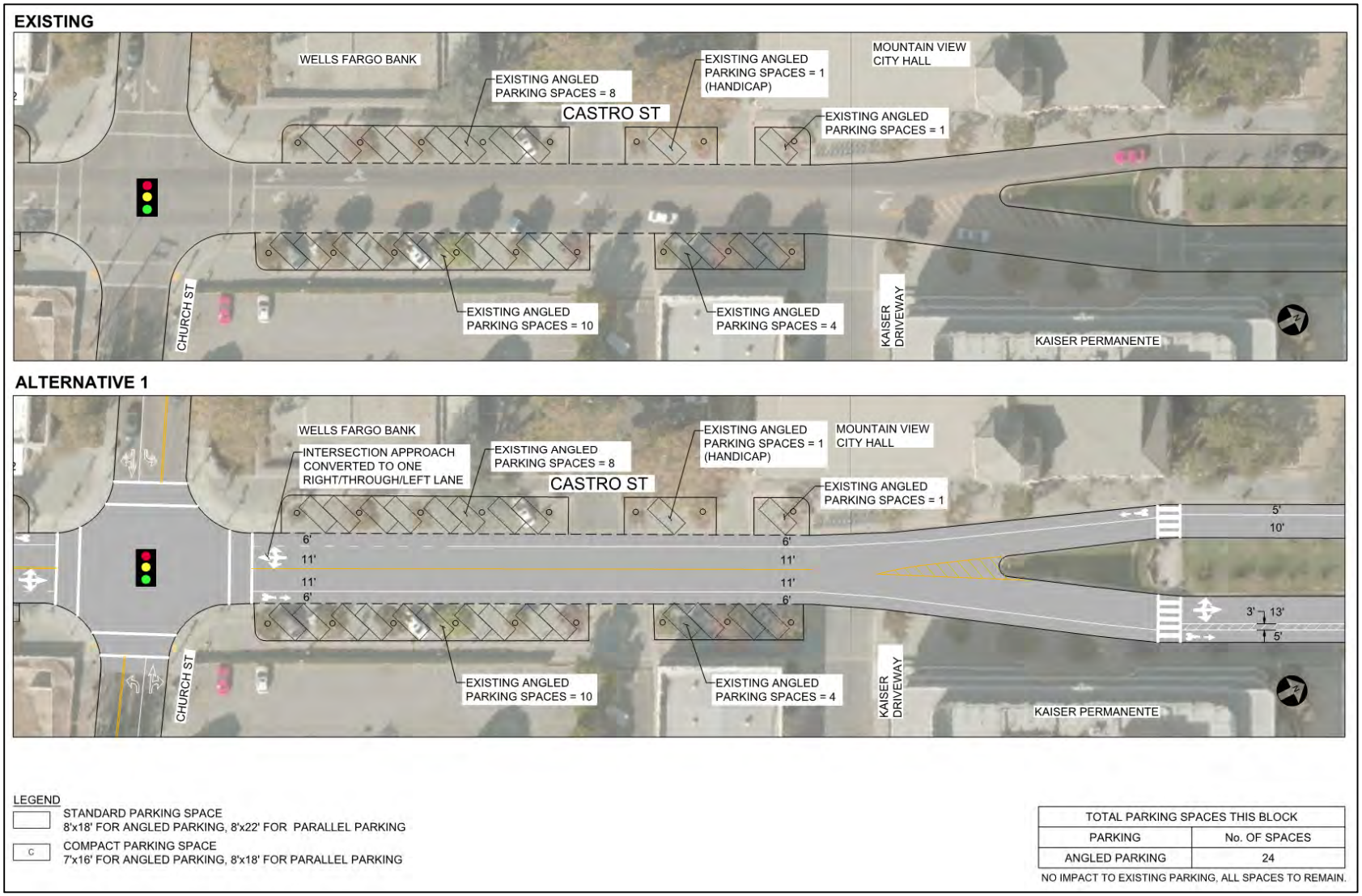
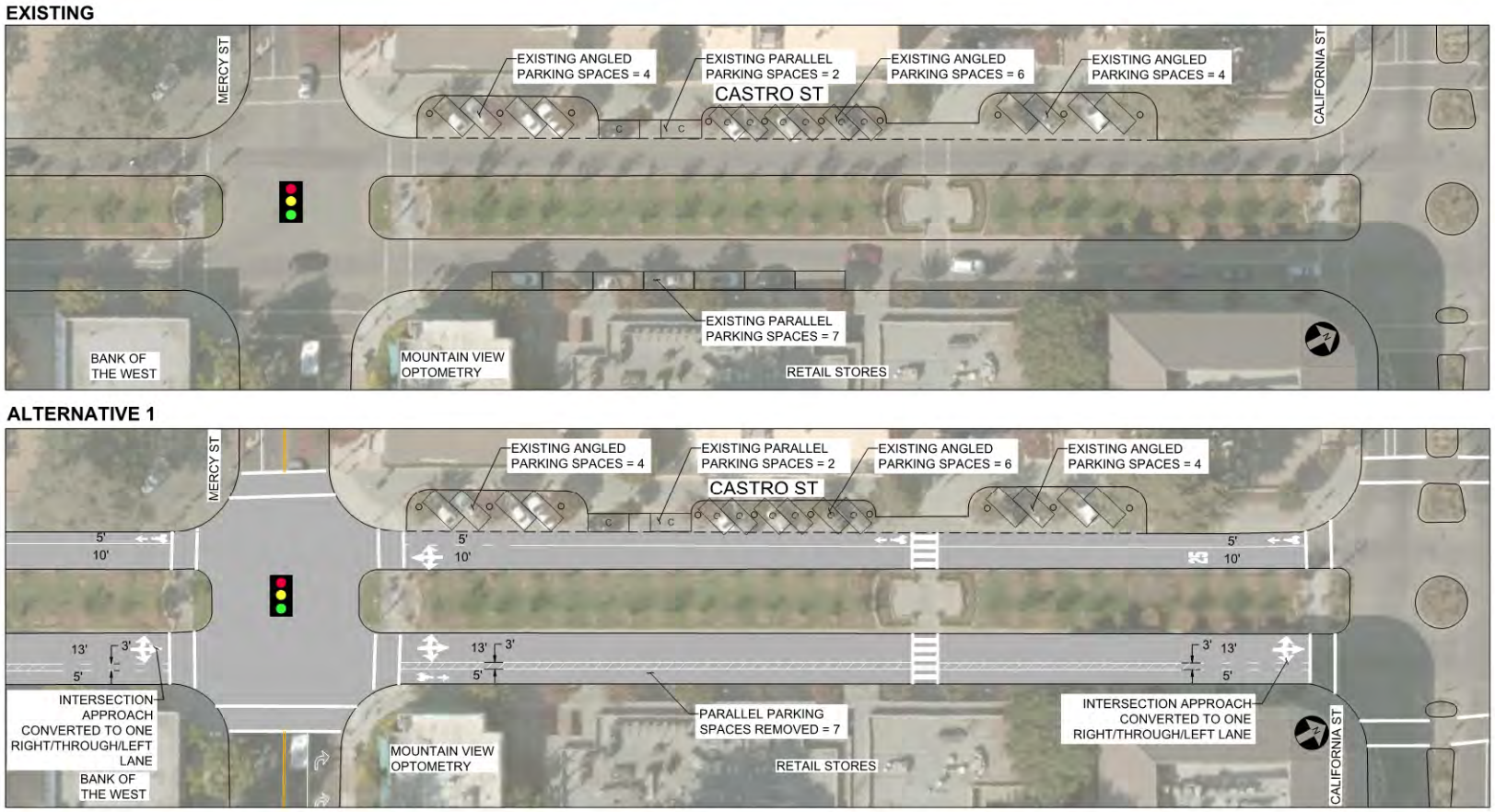


Figure 18. Alternative 1 – Class II Bike Lanes – Mercy Street to California Street



PARKING LOSS = 7 SPACES

LEGEND

STANDARD PARKING SPACE
8'x18' FOR ANGLED PARKING, 8'x22' FOR PARALLEL PARKING

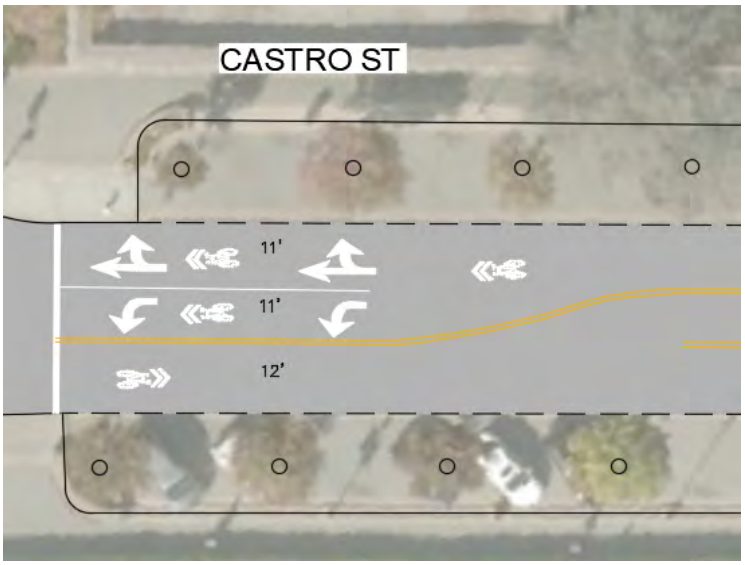
C COMPACT PARKING SPACE
7'x16' FOR ANGLED PARKING, 8'x18' FOR PARALLEL PARKING

TOTAL PARKING SPACES THIS BLOCK	
PARKING	No. OF SPACES
ANGLED PARKING	14
PARALLEL PARKING	2 (7 REMOVED)

Alternative 2: Class III Sharrows

Under this alternative the following improvements were considered:

- Installation of Class III Sharrows along Castro Street between El Camino Real and California Street to designate bicycle travel shared with motor vehicles;
- Installation of green bike boxes on Castro Street at El Camino Real; and
- Consideration of shift from head-in to rear-to-curb angle parking to enhance motorist awareness of bicyclists when exiting from parking spaces.



Class III Bike Route concept sketch. Source: TJKM.

Under this alternative bicycle shared lane markings or "sharrows" will be installed in the pavement and "Bike Route" signs will be installed along the study segment. The conceptual design for this Alternative are shown on Figures 19 to 22.

Alternative 2 would be the easiest to implement in the short-term for the City as it mainly requires shared lane "sharrow" pavement marking and bike route signs. Installation of Class III sharrows will retain the existing bicycle LTS 3 and there would be no loss in parking spaces along the study corridor.

Installation of Class III bike routes may provide a false sense of security as some bicyclists may perceive share lane marking as bike lanes. In addition motorists may attempt to maneuver around or squeeze past bicyclists traveling within the lane.

Table 13. Pros and Cons of Alternative 2: Class III Sharrows

Pros	Cons
• Fits into the existing roadway cross-section (curbs) with no reduction in sidewalk space. • Pedestrian safety benefits associated with retaining the newly built 8-phase traffic signal at Castro Street/Church Street intersection. • Low-cost alternative with implementation that involves mainly shared lane markings with appropriate signage. • Increases visibility of bicyclists. • Reduces potential for right hook collisions at El Camino Real. • No impacts on existing parking, street trees or transit stops throughout the study corridor.	• May provide false sense of security to bicyclists particularly in higher speed segment near El Camino Real. • Bicycle safety concerns associated with motorists maneuvering around or squeezing past bicyclists.

Figure 19. Alternative 2 – Class III Sharrows – El Camino Real to Yosemite Avenue

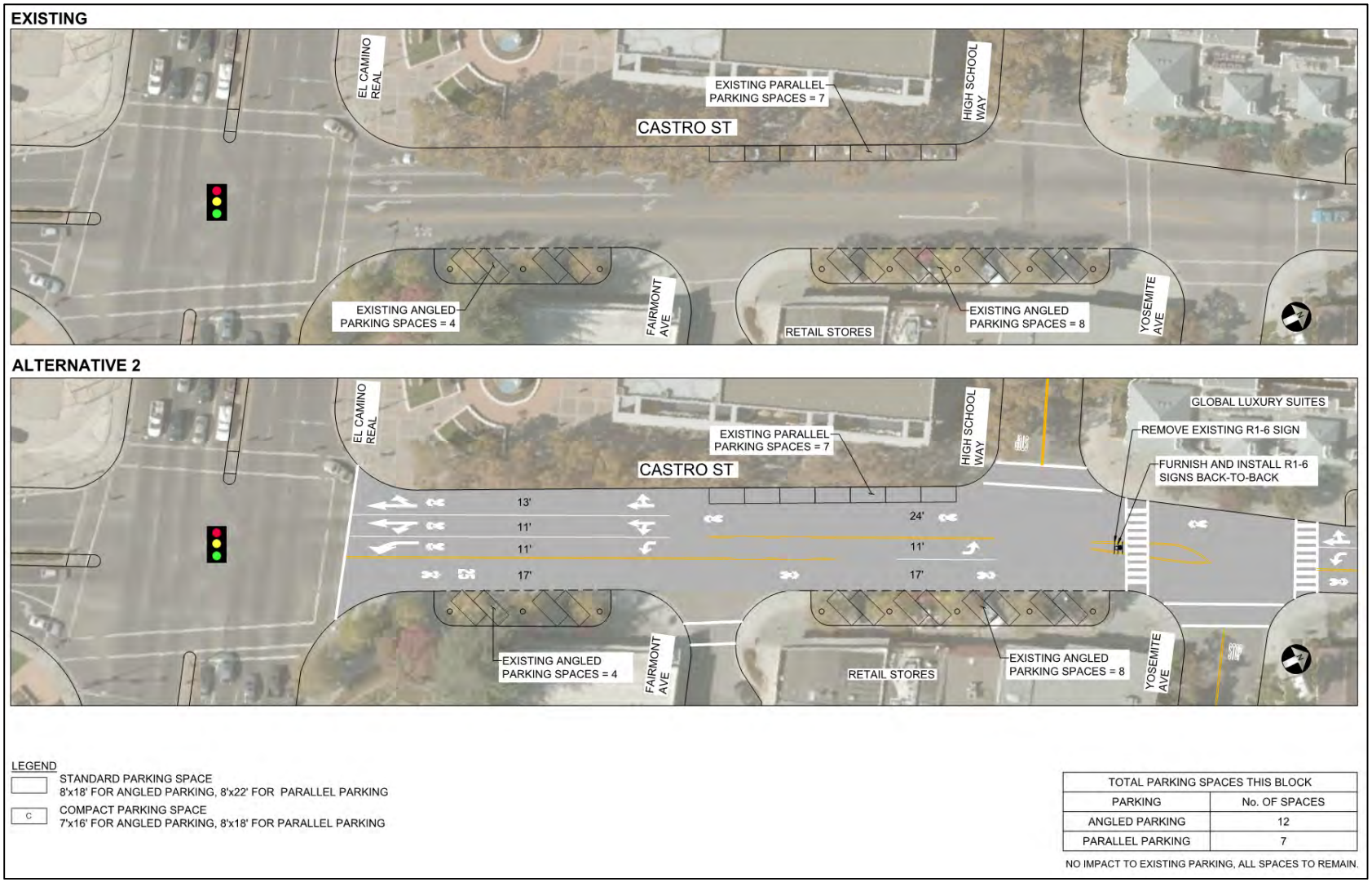
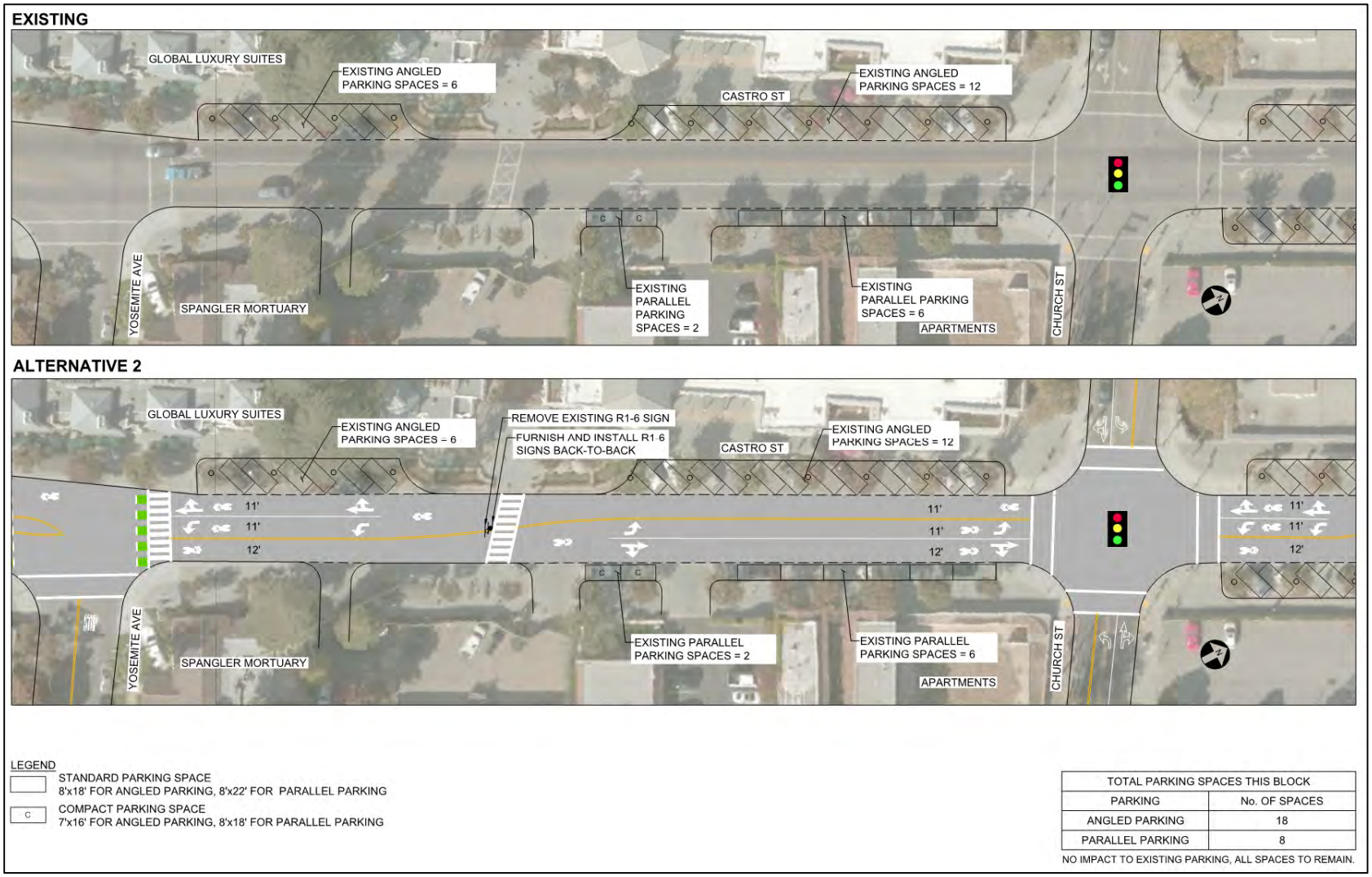


Figure 20. Alternative 2 – Class III Sharrows – Yosemite Avenue to Church Street



TOTAL PARKING SPACES THIS BLOCK	
PARKING	No. OF SPACES
ANGLED PARKING	18
PARALLEL PARKING	8

NO IMPACT TO EXISTING PARKING, ALL SPACES TO REMAIN.

Figure 21. Alternative 2 – Class III Sharrows – Church Street to Mercy Street

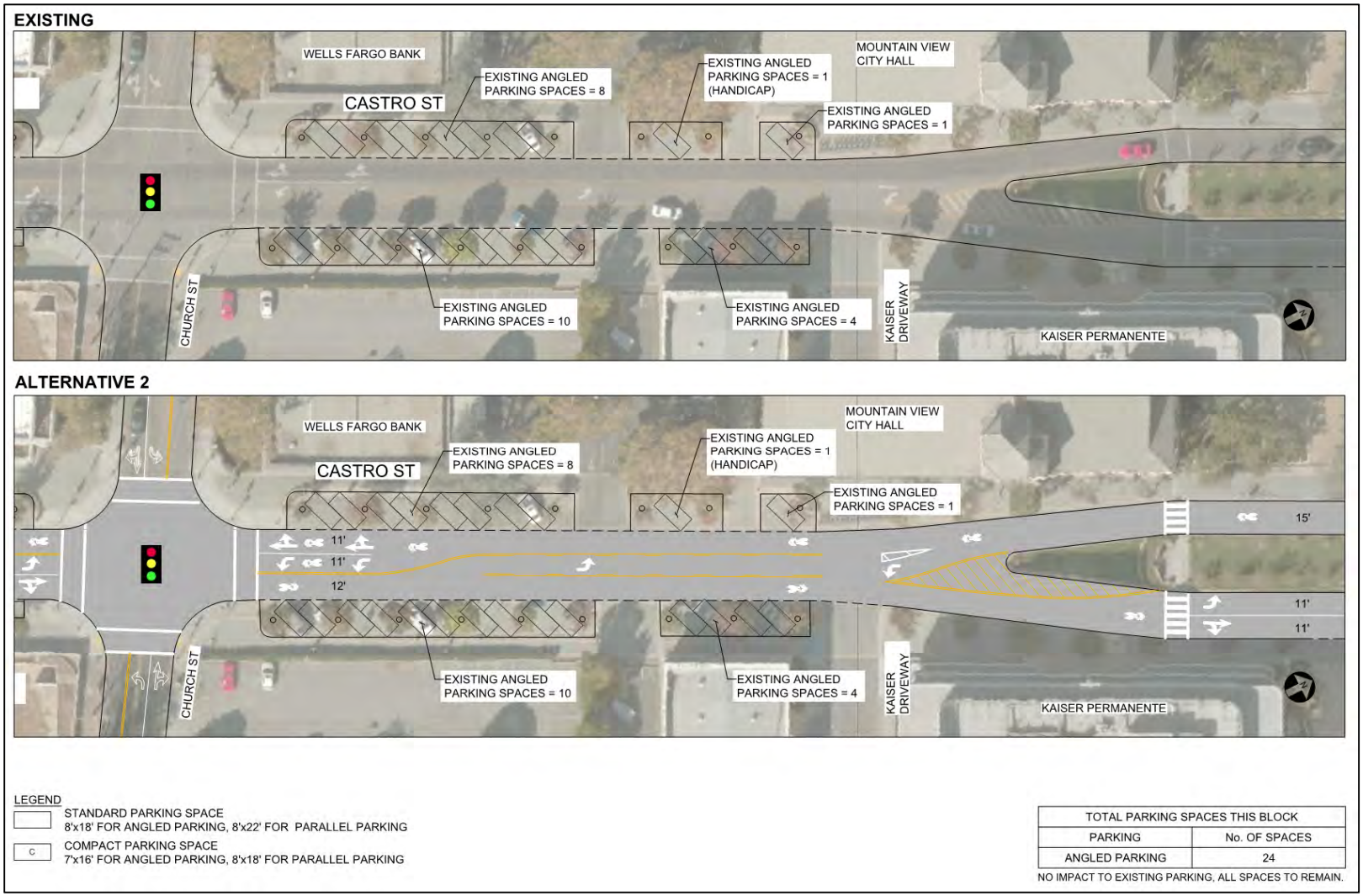
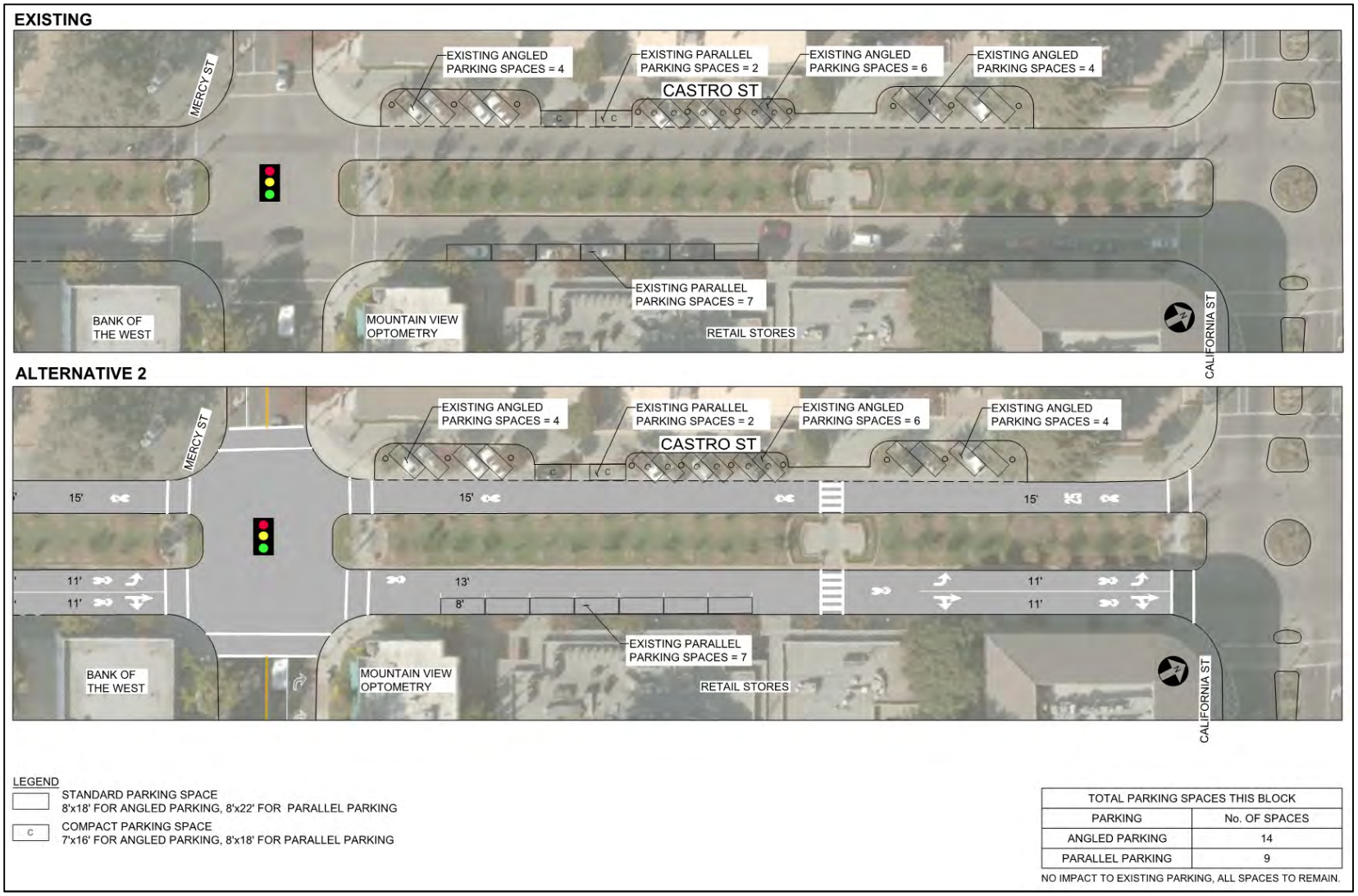


Figure 22. Alternative 2 – Class III Sharrows – Mercy Street to California Street



Alternative 3: Hybrid Alternative

In order to optimize benefits, a Hybrid Alternative was developed which involves the following elements:

- Installation of Class III sharrows between California Street and Yosemite Avenue,
- Installation of Class II bike lanes between Yosemite Avenue to El Camino Real; and
- Crossing improvements including potential installation of a pedestrian refuge island at Castro Street/Yosemite Avenue intersection.

Under this alternative, the proposed bike lane approaching the intersection of El Camino Real will be installed against the curb due to the presence of a shared through/right-turn lane.

This alternative would result in removal of seven parking spaces on Castro Street between Yosemite Avenue and El Camino Real. The bicycle LTS will improve from LTS 3 to LTS 2 in the segment where Castro Street widens and bicyclists from parallel routes in the downtown are required to converge onto Castro Street in order to cross El Camino Real. There are no impacts to turn pockets or parking in the segment between Yosemite Avenue and California Street.

Table 14. Pros and Cons of Alternative 3: Hybrid Class II Bike Lanes and Class III Sharrows

Pros	Cons
• Enhancement of bicycle safety and reduction in vehicle-bicycle conflicts at the most critical location near El Camino Real. • Fits into the existing roadway cross-section (curbs) with no reduction in sidewalk space. • Class II bike lane in segment with wider cross-section and more difficult bicycle conditions. • Increased comfort and reduced bicycle LTS from LTS 3 to LTS 2 in the segment with Class II facility. • Reduces potential for right hook collisions at El Caino Real. • Increased visibility of bicyclists throughout the study area. • Relatively low-cost as the Class II and III bike lanes can be implemented in existing cross-section with signage and striping changes. • No reversal of recently constructed signal and phasing at Castro Street / Church Street intersection.	• Loss of seven parking spaces in segment with Class II bike lanes. • In segment with Class III sharrows, may provide false sense of security. • Motorists may maneuver around bicyclist in segments with wider cross-section. • Allowing bicyclists to use full lane may reduce the total capacity of the roadway for vehicular traffic.

Other Alternatives Considered

Other Alternatives that were considered but were deemed as infeasible or unacceptable and are summarized below.

Class IV Protected Bikeways

Protected bikeways (aka cycle tracks) are bike facilities that are physically separated from motor vehicle traffic through a vertical element such as a raised curb, bollard or grade change as exemplified on the segment of Castro Street south of El Camino Real (near Graham Middle School). These facilities were deemed to be infeasible in this location due to the need for additional right-of-way, loss of turn lanes that would create operational impacts, and significant loss of parking in an area where there is significant parking demand.

Advisory Bike Lanes

Advisory bike lanes are dashed bike lanes that provide a bike priority area for bicyclists on a roadway that is too narrow for standard bike lanes. Advisory bike lanes are typically used on rural or low-volume roads with no centerline. In the absence of oncoming traffic, motorists drive closer to the center of the roadway than they would on a roadway with a marked centerline. This may also require motorists to slow down and yield to oncoming traffic. For Castro Street, advisory bike lanes were considered suboptimal due to their "experimental" status, a lack of user familiarity, the need for a centerline on Castro Street, and geometric constraints that meant the treatment could only be applied to a small segment of the street.

6. STAKEHOLDER INPUT AND ALTERNATIVES REFINEMENT

Findings of the Castro Street Bikeway Feasibility Study were presented to the Bicycle/Pedestrian Advisory Committee (B/PAC) Meeting and Downtown Committee (DTC). At these meetings, members of the public and the committees provided input on project alternatives.

Bicycle/Pedestrian Advisory Committee (B/PAC)

On August 26, 2020, the B/PAC reviewed the concept alternatives and provided their feedback. B/PAC strongly supported Alternative 1 (Class II bike lanes). If Alternative 1 (Class II bike lanes) was considered infeasible for the whole study segment, members supported the principle of Alternative 3 (Hybrid Option). However, for Alternative 3, members indicated that the length of the bike lane is too short to support a Safe Route to School (SRTS), and suggested extending bike lanes further north towards California Street along with additional wayfinding and intersection crossing improvements at Yosemite Avenue to enhance access to parallel routes.

Several B/PAC members expressed concern that Class III sharrows were not respected by motorists and do not reduce collision frequency. Some B/PAC members suggested consideration for traffic calming treatments if Class III sharrows were to be considered. The B/PAC's other suggestions included consideration of options at southbound Castro Street towards El Camino Real to reduce potential car/bike right-hook conflicts (using, as an example, the Miramonte Avenue/Castro Street intersection) and crossing improvements at Yosemite Avenue/High School Way.

Downtown Committee Meeting

On October 12, 2020, Downtown Committee reviewed the concept alternatives and generally agreed with the feedback provided at the B/PAC meeting. Key highlights of the input received from Downtown Committee are summarized below:

- Supported Alternative 1 (Class II bike lanes).
- Improving bicycle safety was more of a priority than concerns about the loss of several on-street parking spaces, indicated that the City should provide safe and enhanced bicycle access to retail shops.
- Alternative 2 (Class III sharrows) was not preferred because the sharrows were not respected by motorists.
- Alternative 3 (Hybrid) was acceptable and concurred with the B/PAC recommendations for this alternative, including: a) evaluating extending Class II bike lanes to Church Street, b) installing wayfinding to encourage use of parallel streets; and c) considering safety improvements for bicyclists at the crossing at High School Way and Yosemite Avenue.

6. CONCLUSION AND NEXT STEPS

Mountain View Bicycle Transportation Plan identifies implementation of Class III bike route treatments on Castro Street between El Camino Real to Castro Street as medium priority project. The Castro Bikeway Feasibility Study assessed options for improving bicycle accommodations along this segment including Class II bike lanes and Class III sharrows. The feasibility study included review of existing roadway network, bicycle level of traffic stress analysis, parking analysis, community engagement, development of alternatives, evaluation and refinement of alternatives.

Alternatives Summary

Comparison of feasible alternatives evaluated is summarized in **Table 15** below.

Table 15. Comparison of Alternatives

	Existing	Alternative 1	Alternative 2	Alternative 3
Description	No Bike Facilities	Class II Bike Lanes	Class III Sharrows	Class II Bike Lanes (Yosemite – El Camino); Class III Sharrows (California – Yosemite),
Bike Level of Traffic Stress (2017)	LTS 3	LTS 2	LTS 3	LTS 2 (Yosemite - El Camino); LTS 3 (California - Yosemite)
Bicycle Safety Concerns	Mixed Flow	Low Stress	Mixed Flow with improved visibility	Low Stress (Yosemite – El Camino); Mixed flow with improved visibility (California – Yosemite)
On-Street Parking Supply	92	78	92	85
Loss of Parking	0 spaces	14 spaces	0 spaces	7 spaces
Pedestrian Safety at Castro/Church	8-phase timing	Mixed turn and crossing	8-phase timing	8-phase timing
Vehicle Flow Issues	Delay associated with shared use	Queueing associated with loss of turn pockets	Delay associated with shared use	Delay associated with shared use
Right-of-Way Impacts	No	No	No	No
Cost	No cost	Moderate cost	Low cost	Low-moderate cost
B/PAC Support	No	Yes	No	Yes
Downtown Committee Support	No	Yes	No	Yes

While Alternative 1 (Class II bike lanes) provides a dedicated space for bicycles, it raises concerns about pedestrian safety concerns associated with loss of the newly installed 8-phase signal at Castro/Church, loss of on-street parking, and impacts on traffic resulting from loss of left turn lanes. The Castro Street/Church Street intersection was recently modified and the traffic signal

was converted from four phases to eight phases. This change provided protected left-turn phasing to eliminate conflicts between pedestrian crossings and vehicle left-turn movements. Adding Class II bike lanes in this segment will result in reversing and reconstructing the recent improvements and re-introducing the pedestrian/vehicle conflicts.

Alternative 2 (Class III sharrows) is a minimalist approach, which may not be adequate in the final segment of Castro Street where bicyclists from side streets converge and transition across the high-stress facility at El Camino Real.

Alternative 3 (Hybrid) is a feasible alternative that focuses the most effective bicycle treatments including bike lanes in the segment closest to El Camino Real, while preserving recently completed 8-phase signals at Castro/Church intersection and improving bicycle visibility through sharrows on segments of Castro Street further north.

Recommendation

Based on the alternatives evaluation and input from public, B/PAC and Downtown Committee, the study recommends **Alternative 3 (Hybrid)** for implementation with the following key features:

- Installation of Class II bike lanes between Yosemite Avenue to El Camino Real;
- Bicycle protection treatments for conflicts with southbound right turning traffic at El Camino Real intersection to be coordinated with Caltrans;
- Green dashed bike lane paint at conflict zones including the approach to El Camino Real;
- Crossing improvements including potential installation of a pedestrian refuge island at Castro Street/Yosemite Avenue intersection, to be further explored during design;
- Installation of Class III sharrows between California Street and Yosemite Avenue; and
- Wayfinding signs to direct bicyclists onto parallel routes

This alternative enhances bicycle safety and visibility, while balancing feasibility, cost and pedestrian safety concerns. Although all the concept alternatives included modifying parking alignment from head-in to rear-to-curb angled parking, due to the proximity of the major intersection with El Camino Real and the heavy vehicle demand, it is not recommended to change the parking alignment in this segment.

Next Steps

Intersection improvements at El Camino Real, such as bicycle detection, leading pedestrian intervals (LPIs), green bike boxes, and a protected intersection, should be explored with Caltrans. These changes could occur as part of the El Camino Real Pedestrian and Bicycle Improvements project being undertaken in conjunction with an upcoming Caltrans repaving project.

Appendix A.

Pedestrian, Bicycle, and Motor Vehicle Count Data

Mountain View Bike and Ped Counts
Tuesday, May 14, 2019
IDAX Data Solutions

Time	Location 1																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	North Leg (California St)			East Leg (Castro St)			South Leg (California St)			West Leg (Castro St)			North Leg (California St)			East Leg (Castro St)			South Leg (California St)			West Leg (Castro St)			North Leg (California St)			East Leg (Castro St)			South Leg (California St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	3	0	0	0	0	0	2	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
6:15 AM	0	2	0	0	4	1	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
6:30 AM	2	0	0	1	0	0	0	1	0	0	5	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
6:45 AM	0	2	0	0	2	2	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	1	0	0	0	0	2	0
7:00 AM	1	0	1	0	4	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
7:15 AM	1	1	0	0	9	1	1	2	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0
7:30 AM	0	1	2	0	6	1	1	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	1	0	0	2	0
7:45 AM	8	1	2	2	16	5	1	4	3	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	1
8:00 AM	5	1	2	2	16	0	2	3	1	0	9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0
8:15 AM	5	1	0	0	6	1	1	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0
8:30 AM	3	0	2	2	20	3	2	3	1	1	14	2	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	2	0	1	1	0
8:45 AM	2	1	0	1	19	3	1	2	0	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	1
9:00 AM	6	5	1	0	12	5	5	4	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	0	0	1	0
9:15 AM	2	1	1	0	10	1	1	0	1	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1
9:30 AM	0	3	0	0	24	1	0	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	0
9:45 AM	0	2	1	0	16	0	2	1	2	5	5	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0
10:00 AM	1	3	3	0	19	2	1	3	3	3	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15 AM	2	1	0	1	21	2	2	1	0	3	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
10:30 AM	4	2	2	2	12	7	2	1	0	3	16	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0
10:45 AM	13	1	2	1	22	8	2	1	1	2	23	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0
11:00 AM	6	3	0	2	29	2	5	2	1	2	13	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
11:15 AM	6	0	0	3	18	5	1	4	2	3	31	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0
11:30 AM	6	2	3	2	30	0	7	0	3	3	47	4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1
11:45 AM	11	7	0	4	38	8	4	7	8	6	77	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	23	2	0	0	43	9	2	7	13	13	151	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM	35	5	3	3	43	5	4	4	16	7	96	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	22	6	5	7	47	7	4	3	7	6	54	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:45 PM	14	3	6	15	104	3	14	8	10	6	46	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
1:00 PM	11	2	6	19	109	23	6	2	4	7	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0
1:15 PM	6	4	18	10	95	83	4	3	0	5	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
1:30 PM	3	6	11	3	45	8	6	4	0	11	32	5	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0
1:45 PM	11	5	4	1	34	10	5	2	1	13	30	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2:00 PM	11	0	1	3	38	16	3	1	3	2	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	7	2	0	3	33	9	3	2	0	5	16	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0
2:30 PM	8	7	1	0	28	7	1	0	2	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:45 PM	6	2	3	5	24	6	5	2	0	4	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
3:00 PM	10	2	0	3	24	4	1	6	0	2	15	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0
3:15 PM	7	0	2	0	28	5	3	2	5	3	20	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	2	0
3:30 PM	2	0	1	1	22	3	4	1	1	3	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:45 PM	15	0	0	2	23	9	4	3	2	3	32	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	4	2	0	1	0	1	0	0
4:00 PM	5	2	1	4	12	5	3	8	2	10	30	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	7	0	0	3	17	8	5	2	5	6	25	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	1	0
4:30 PM	17	2	3	7	26	7	0	0	4	7	24	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	0	0	0	0
4:45 PM	15	5	1	3	15	8	1	4	5	6	38	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	2	0	1	0	0
5:00 PM	11	1	6	2	30	5	2	0	2	5	48	5	0	1	0	0	0	0	0	0	0	0	2	0	1	3	1	0	2	0	0	4	0	0	0	0
5:15 PM	14	5	3	1	29	5	5	5	6	3	47	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	1	0	1	0	0	0	1	0
5:30 PM	16	4	6	5	40	9	1	7	4	2	38	2	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3	2	0	2	0	0	1	0
5:45 PM	27	7	4	2	33	5	3	3	1	3	46	3	0	0	0	0	0	0	0	0	1	0	0	0	0	9	0	0	3	0	0	1	0	0	1	0
6:00 PM	12	0	15	1	48	7	2	2	8	2	37	12	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	4	0	0	0	1
6:15 PM	29	0	32	6	55	10	4	11	9	8	46	6	0	0	0	0	2	0	0	0	0	0	0	0	0	5	1	0	3	0	0	1	0	1	1	0
6:30 PM	13	0	23	6	69	10	3	4	4	2	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	2	0	1	0	0	2	0
6:45 PM	19	0	2	3	46	5	5	5	1	2	38	4	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0
7:00 PM	23	0	5	4	48	6	0	4	6	4	34	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0	4	0	0	0	0
7:15 PM	16	0	9	8	47	4	4	3	2	7	53	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	2	2	0
7:30 PM	8	1	5	0	74	16	4	8	8	6	27	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
7:45 PM	5	0	2	1	79	0	3	3	4	7	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 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	0	0	0	0	0	0	0	0	0	0	0
8:15 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	0	0	0	0	0	0	0	0	0	0	0
8:30 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	0	0	0	0	0	0	0	0	0	0	0
8:45 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	0	0	0	0	0	0	0	0	0	0	0
Total	512	113	200	154	1764	375	155	165	163	208	1632	151	0	5	3	2	9	0	0	5	3	0	10	0	14	55	4	1	50	23	3	51	0	8	39	5

Mountain View Bike and Ped Counts
Tuesday, May 14, 2019
IDAX Data Solutions

Time	Location 2											
	Pedestrians in Crosswalk/Sidewalk											
	North Leg (Mercy St)			East Leg (Castro St)			South Leg (Mercy St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	1	1	0	0	0	0	0	0
6:15 AM	1	1	1	0	3	1	0	0	1	0	8	1
6:30 AM	1	0	0	0	4	1	0	0	1	0	2	0
6:45 AM	3	0	0	0	2	2	0	0	0	1	4	0
7:00 AM	2	3	0	0	6	4	0	1	0	0	5	0
7:15 AM	4	0	1	0	11	5	0	1	2	1	8	0
7:30 AM	4	2	2	0	7	3	2	0	1	1	4	0
7:45 AM	11	1	2	2	9	10	0	2	0	1	10	0
8:00 AM	6	2	0	0	11	5	0	2	1	1	11	5
8:15 AM	8	1	1	0	13	8	3	4	1	1	9	1
8:30 AM	9	1	1	1	10	9	6	2	2	0	5	0
8:45 AM	9	0	0	0	13	2	1	0	1	3	8	1
9:00 AM	10	3	1	0	18	11	1	0	1	0	8	0
9:15 AM	10	2	1	1	15	7	3	0	0	2	15	0
9:30 AM	12	6	0	0	28	11	0	1	2	2	11	0
9:45 AM	5	1	2	0	17	8	2	2	3	2	22	0
10:00 AM	9	1	1	0	19	15	3	2	2	1	19	0
10:15 AM	8	1	5	3	25	8	2	3	2	1	9	0
10:30 AM	7	6	4	2	19	5	0	1	3	3	29	2
10:45 AM	10	1	1	4	23	12	1	3	2	2	18	0
11:00 AM	19	8	5	2	28	16	1	0	0	0	24	0
11:15 AM	18	1	4	9	19	8	1	4	1	0	35	0
11:30 AM	15	0	2	0	12	10	2	0	2	4	50	1
11:45 AM	25	2	5	1	43	18	1	4	1	1	83	1
12:00 PM	19	8	1	3	28	14	2	7	7	5	94	0
12:15 PM	12	9	1	4	30	16	1	0	3	3	50	0
12:30 PM	9	1	0	3	38	22	4	7	2	2	46	1
12:45 PM	15	5	3	3	95	21	1	0	3	7	41	0
1:00 PM	10	1	3	1	84	9	1	2	3	2	33	0
1:15 PM	10	6	1	1	80	28	0	1	1	2	24	2
1:30 PM	18	2	1	1	30	15	1	6	5	3	22	2
1:45 PM	22	1	2	0	19	20	3	2	1	1	25	0
2:00 PM	14	0	3	0	20	10	0	1	3	1	17	2
2:15 PM	5	4	2	3	19	20	0	0	0	1	25	0
2:30 PM	9	1	4	0	15	11	1	2	0	1	20	1
2:45 PM	8	1	2	2	27	15	2	1	1	0	19	0
3:00 PM	9	3	3	0	28	8	5	0	0	2	27	2
3:15 PM	12	2	5	1	22	12	3	0	0	1	22	2
3:30 PM	18	0	2	1	18	10	3	2	0	0	20	0
3:45 PM	7	1	3	5	22	10	0	0	2	1	10	0
4:00 PM	12	0	1	1	22	12	1	2	1	1	26	0
4:15 PM	11	2	1	1	20	4	2	2	2	3	26	2
4:30 PM	13	1	0	2	22	6	0	2	2	1	22	1
4:45 PM	12	1	2	0	15	4	0	1	2	1	21	1
5:00 PM	23	2	1	6	20	14	0	1	1	3	28	1
5:15 PM	20	0	0	1	13	9	3	1	5	5	33	1
5:30 PM	18	0	0	1	20	17	0	0	6	0	28	4
5:45 PM	11	0	2	0	25	13	0	0	0	3	33	1
6:00 PM	32	0	3	5	20	17	1	5	6	0	29	1
6:15 PM	42	4	0	5	21	22	0	4	11	0	49	0
6:30 PM	34	1	1	2	30	18	0	0	4	1	34	0
6:45 PM	30	2	1	5	19	19	2	1	6	4	27	1
7:00 PM	12	0	1	4	27	12	1	3	4	0	29	1
7:15 PM	23	2	0	4	24	65	0	1	5	0	25	0
7:30 PM	14	0	2	1	28	159	0	7	1	0	24	0
7:45 PM	26	0	0	3	20	101	0	5	0	1	24	0
8:00 PM	26	0	0	3	23	10	0	0	0	0	7	0
8:15 PM	9	0	0	9	28	16	1	1	1	0	12	3
8:30 PM	4	1	1	4	22	9	0	1	1	1	24	0
8:45 PM	5	0	0	0	25	7	0	0	2	0	22	0
Total	780	104	91	110	1375	955	67	100	120	83	1415	41

Time	Location 2											
	Bikes in Crosswalk/Sidewalk											
	North Leg (Mercy St)			East Leg (Castro St)			South Leg (Mercy St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	1	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:15 AM	1	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	1	0	0	0	1	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	2	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	1	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:00 PM	0	0	0	0	1	0	1	0	0	0	2	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	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
4:45 PM	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
5:15 PM	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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	2	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	11	1	6	1	0	0	22	0

Time	Location 2											
	Bikes in Street											
	North Leg (Mercy St)			East Leg (Castro St)			South Leg (Mercy St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	1	0	0	0	0	1	0	0	0	2	0
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	1	0	0	0	1	0
7:30 AM	0	0	0	1	0	0	1	0	0	0	2	0
7:45 AM	0	0	0	0	3	0	0	0	0	0	3	2
8:00 AM	0	3	0	0	0	0	0	1	0	0	5	4
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	3	0	0	1	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0
9:15 AM	1	0	0	0	1	0	0	0	0	0	3	0
9:30 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:45 AM	0	0	0	0	2	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	1	0	0	0	1
10:30 AM	0	1	0	0	0	0	0	0	0	0	1	0
10:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	1	0	0	1	0	0	2	0
11:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	1	0	0	1	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0
2:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	1	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	1	1	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	1	0	0	3	1
3:45 PM	0	0	0	0	3	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	1	0	0	0	2	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	2	0	0	0	0	0	1	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	2	0
5:00 PM	1	0	0	0	4	0	0	0	0	1	2	0
5:15 PM	0	0	0	0	1	1	1	0	0	0	0	0
5:30 PM	0	1	0	0	4	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	2	0	1	0	0	0	1	1
6:00 PM	0	1	0	0	1	0	0	5	0	0	0	1
6:15 PM	0	0	0	0	4	0	1	0	0	0	0	1
6:30 PM	0	1	1	0	2	0	0	0	0	0	2	0
6:45 PM	0	0	0	0	2	0	0	1	0	0	1	1
7:00 PM	0	0	0	0	1	0	3	0	0	0	0	0
7:15 PM	0	0	0	0	3	0	0	0	0	0	3	0
7:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	2	0	0	0	1	0	0	0
8:00 PM	0	0	1	0	0	0	0	1	0	0	1	0
8:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	1	0	0	0	0	0
Total	2	10	4	1	59	4	12	18	1	1	46	14

Mountain View Bike and Ped Counts
Tuesday, May 14, 2019
IDAX Data Solutions

Time	Location 3											
	Pedestrians in Crosswalk/Sidewalk											
	North Leg (Church St)			East Leg (Castro St)			South Leg (Church St)			West Leg (Church St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	3	1	0	0	3	0	0	0	2	0	6	0
6:30 AM	1	1	0	0	2	0	0	2	0	1	1	0
6:45 AM	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	0	0	0	3	2	0	0	1	0	5	2
7:15 AM	3	2	1	1	3	3	1	0	0	0	6	1
7:30 AM	1	1	0	1	4	2	1	1	1	0	5	2
7:45 AM	3	0	0	1	4	0	0	0	1	0	10	1
8:00 AM	0	0	1	1	5	2	1	2	0	1	16	0
8:15 AM	2	0	0	1	5	2	1	0	1	0	13	3
8:30 AM	4	1	1	0	7	4	2	0	1	0	9	0
8:45 AM	5	1	1	2	7	0	2	2	1	0	14	0
9:00 AM	1	0	1	1	11	6	2	2	0	0	11	1
9:15 AM	3	0	1	0	8	1	0	3	0	0	12	1
9:30 AM	5	1	1	2	15	0	5	1	3	1	4	2
9:45 AM	5	0	2	0	10	5	0	3	1	1	20	2
10:00 AM	6	3	0	1	10	2	1	0	2	0	11	3
10:15 AM	5	1	0	0	9	6	1	3	2	1	11	2
10:30 AM	3	1	3	0	11	3	2	2	4	0	15	1
10:45 AM	0	0	1	0	11	2	0	3	0	0	22	0
11:00 AM	3	1	2	0	17	5	2	2	0	2	28	1
11:15 AM	3	0	0	3	13	4	1	1	1	1	17	1
11:30 AM	1	0	0	0	19	3	1	2	3	0	36	0
11:45 AM	1	1	0	1	21	1	3	2	1	0	52	2
12:00 PM	0	1	6	3	19	7	4	1	4	0	51	2
12:15 PM	2	1	0	1	17	2	3	1	4	0	37	2
12:30 PM	1	2	0	4	21	8	0	4	3	0	32	3
12:45 PM	2	1	6	5	33	4	2	1	3	0	40	2
1:00 PM	1	4	1	6	39	2	4	2	1	0	41	3
1:15 PM	4	3	2	0	20	6	2	1	5	0	25	3
1:30 PM	0	0	3	1	18	2	1	1	1	0	22	3
1:45 PM	4	2	0	3	16	4	1	4	1	0	21	0
2:00 PM	2	1	2	0	14	2	2	0	1	3	18	0
2:15 PM	3	2	0	0	11	2	3	4	3	1	15	5
2:30 PM	5	0	1	0	13	2	0	1	0	0	22	1
2:45 PM	4	1	2	0	25	2	0	2	0	0	20	2
3:00 PM	4	2	1	1	20	5	1	2	0	1	25	0
3:15 PM	3	0	3	0	7	7	0	1	6	2	15	0
3:30 PM	5	0	2	1	13	2	2	8	0	5	20	0
3:45 PM	1	1	3	2	9	5	0	2	3	2	22	0
4:00 PM	1	2	0	0	7	6	4	0	0	3	25	1
4:15 PM	2	0	1	1	11	3	0	2	0	0	12	1
4:30 PM	0	0	4	0	12	4	1	1	16	21	18	3
4:45 PM	2	1	2	4	16	3	4	4	5	6	16	0
5:00 PM	3	0	20	0	14	7	0	0	2	2	25	0
5:15 PM	2	1	1	1	12	2	4	2	0	1	19	1
5:30 PM	1	0	2	0	13	1	0	1	0	2	29	1
5:45 PM	2	1	3	4	17	7	1	2	4	3	14	0
6:00 PM	2	0	1	3	9	0	3	1	1	0	18	2
6:15 PM	1	0	0	2	15	2	1	1	0	0	32	1
6:30 PM	0	1	2	1	20	2	1	1	3	0	30	0
6:45 PM	6	0	1	4	15	3	0	1	1	0	35	0
7:00 PM	4	1	1	4	18	2	0	0	2	0	24	2
7:15 PM	1	1	0	1	13	2	0	2	0	2	19	1
7:30 PM	1	0	2	0	14	0	1	1	2	0	26	0
7:45 PM	1	0	0	0	22	4	0	4	3	2	11	3
8:00 PM	1	0	0	2	14	1	0	5	0	0	11	0
8:15 PM	1	2	1	0	14	3	0	3	0	0	11	0
8:30 PM	0	2	0	5	11	3	0	2	4	0	18	0
8:45 PM	0	0	1	3	10	2	1	3	5	0	19	1
Total	135	48	89	77	770	172	72	102	108	64	1162	68

Time	Location 3											
	Bikes in Crosswalk/Sidewalk											
	North Leg (Church St)			East Leg (Castro St)			South Leg (Church St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	1	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	2	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0
9:00 AM	0	1	0	0	1	0	0	1	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	2	0	0	0	0	0	1	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	1	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	2	0	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	1	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	1	0	1	0	0	1	4	0	0	0
3:45 PM	0	0	0	3	1	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	1	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	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	2	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	1	0	0	0	0	0	1	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	1	0	0	1	0
8:15 PM	0	0	1	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
Total	2	11	3	3	18	0	1	5	5	3	18	0

Time	Location 3											
	Bikes in Street											
	North Leg (Church St)			East Leg (Castro St)			South Leg (Church St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	0	1	0	1	0	0	2	1
7:00 AM	0	1	0	0	0	0	0	2	0	1	0	0
7:15 AM	0	1	2	0	1	0	1	0	1	0	1	1
7:30 AM	0	4	1	0	1	0	1	0	0	0	1	0
7:45 AM	0	3	1	0	3	0	1	2	1	0	4	0
8:00 AM	1	2	0	0	0	0	1	1	0	0	7	1
8:15 AM	0	3	0	0	0	0	0	6	0	0	0	0
8:30 AM	0	4	0	0	0	1	0	1	0	0	2	0
8:45 AM	0	3	1	0	1	0	1	2	0	0	0	1
9:00 AM	0	4	0	0	0	0	0	5	0	0	1	0
9:15 AM	0	3	1	0	1	0	1	0	0	0	2	0
9:30 AM	0	2	0	0	1	0	1	6	0	0	2	0
9:45 AM	0	2	0	0	0	0	0	2	0	1	0	0
10:00 AM	0	2	1	0	0	0	0	5	0	0	0	0
10:15 AM	0	4	0	0	0	0	0	1	0	0	0	0
10:30 AM	0	0	1	0	0	0	0	0	0	0	1	0
10:45 AM	0	1	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0
11:15 AM	0	1	0	0	1	0	1	1	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	1	0
12:00 PM	0	2	0	0	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	1	1	0	0	0	0	0	0
1:00 PM	0	1	0	0	1	0	0	0	0	0	1	1
1:15 PM	0	1	0	0	0	1	0	1	0	0	1	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	1	0
2:00 PM	0	0	0	0	1	0	0	1	0	0	0	0
2:15 PM	0	2	0	0	0	0	1	1	0	0	1	0
2:30 PM	0	0	0	0	1	0	0	0	0	0	1	0
2:45 PM	0	1	0	0	1	0	0	1	0	1	0	0
3:00 PM	0	1	0	0	0	0	0	1	0	0	2	2
3:15 PM	0	2	0	0	2	0	0	0	1	0	1	0
3:30 PM	1	2	1	0	0	0	0	2	0	1	2	0
3:45 PM	1	1	0	0	1	0	1	2	2	2	0	1
4:00 PM	0	1	0	1	3	0	1	3	1	0	0	0
4:15 PM	0	2	1	1	1	0	0	3	1	0	0	0
4:30 PM	0	3	1	0	0	1	0	0	1	0	0	0
4:45 PM	1	0	2	0	1	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	4	0	3	3	0	0	0	0
5:15 PM	0	1	0	0	2	0	0	2	0	1	0	0
5:30 PM	0	0	1	0	1	0	1	1	0	0	1	0
5:45 PM	0	2	1	0	0	0	0	4	0	0	0	0
6:00 PM	1	3	1	0	3	0	4	5	0	0	0	0
6:15 PM	0	2	1	1	4	0	2	1	1	0	0	0
6:30 PM	0	2	0	0	1	0	2	7	0	0	0	0
6:45 PM	0	5	0	0	3	0	1	2	0	0	1	0
7:00 PM	0	1	0	0	1	2	4	1	0	0	0	0
7:15 PM	0	1	0	0	5	0	0	4	0	0	1	0
7:30 PM	0	1	1	0	2	0	0	2	0	0	0	0
7:45 PM	0	3	0	0	2	0	0	0	0	0	0	1
8:00 PM	0	2	1	0	0	0	1	1	0	0	1	0
8:15 PM	0	0	0	0	3	0	0	0	0	0	1	0
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	1	0	1	0	0	0	0	0	0	0
Total	5	90	20	3	55	7	30	86	9	9	41	9

Mountain View Bike and Ped Counts
Tuesday, May 14, 2019
IDAX Data Solutions

Time	Location 4 & 5																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	North Leg (High School Way)			East Leg (Castro St)			South Leg (Yosemite Ave)			West Leg (Castro St)			North Leg (High School Way)			East Leg (Castro St)			South Leg (Yosemite Ave)			West Leg (Castro St)			North Leg (High School Way)			East Leg (Castro St)			South Leg (Yosemite Ave)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 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	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:30 AM	0	0	2	0	6	0	2	1	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	0	0	0
6:45 AM	3	1	0	1	0	4	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0
7:00 AM	1	2	5	0	6	1	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
7:15 AM	5	1	2	2	8	0	0	1	5	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	2	0
7:30 AM	2	0	7	3	14	2	0	1	1	0	3	0	0	0	2	0	4	0	0	1	0	0	1	0	0	0	6	0	2	0	1	0	0	1	1	1
7:45 AM	4	0	1	4	9	0	0	0	5	1	2	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	5	0
8:00 AM	5	1	1	2	6	5	0	0	7	0	8	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	11	7
8:15 AM	6	0	3	2	9	1	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0
8:30 AM	3	0	5	2	6	5	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	6
8:45 AM	8	1	0	6	6	4	0	0	4	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0
9:00 AM	8	0	2	3	7	3	1	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1
9:15 AM	10	0	6	1	5	11	3	0	6	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	1
9:30 AM	10	0	3	1	5	17	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	1	2	0
9:45 AM	4	0	1	3	5	2	0	0	3	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
10:00 AM	4	0	2	1	7	2	1	0	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:15 AM	4	0	3	0	8	1	0	0	6	1	6	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
10:30 AM	4	1	0	2	10	1	2	0	6	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	1
10:45 AM	2	0	0	1	11	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0
11:00 AM	2	0	3	0	7	4	1	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15 AM	6	0	3	1	6	4	1	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
11:30 AM	11	0	1	3	9	2	1	0	5	0	4	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
11:45 AM	21	0	0	5	7	4	0	0	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
12:00 PM	11	1	0	10	22	2	0	0	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
12:15 PM	15	2	4	4	28	5	2	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
12:30 PM	8	0	3	5	19	11	0	1	5	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
12:45 PM	5	0	0	6	9	16	0	0	9	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1:00 PM	5	2	0	7	8	5	1	0	5	2	6	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
1:15 PM	9	0	4	1	7	30	0	0	7	0	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0
1:30 PM	5	0	1	1	6	8	2	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	7	0	1	2	3	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0
2:00 PM	4	0	3	3	7	5	1	0	3	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
2:15 PM	5	1	1	3	15	6	2	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0
2:30 PM	4	1	0	2	6	7	1	0	2	0	3	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	5	0	0	1	18	6	1	0	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	2	0
3:00 PM	3	0	0	3	10	3	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	9	11	0
3:15 PM	9	0	0	4	10	6	0	0	2	1	9	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	1	3	0
3:30 PM	5	0	2	2	14	2	1	0	4	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
3:45 PM	7	0	0	1	12	4	4	0	3	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	0
4:00 PM	6	0	2	3	10	2	0	0	3	0	4	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	1	0	2	0	0	0	0	2	1	0
4:15 PM	3	0	1	1	4	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0
4:30 PM	4	0	4	0	8	2	2	0	0	4	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
4:45 PM	6	2	3	0	9	5	0	0	1	4	11	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
5:00 PM	7	0	0	10	22	4	2	0	3	4	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	6	0	1	0	0	0	1	0
5:15 PM	5	1	0	6	15	8	2	0	4	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
5:30 PM	7	2	2	7	16	2	0	0	2	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	1	0
5:45 PM	4	0	0	6	7	2	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
6:00 PM	3	2	0	4	12	6	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	1	0	0
6:15 PM	5	1	3	0	17	2	0	0	0	3	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	1	0
6:30 PM	5	1	0	5	13	5	0	0	3	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
6:45 PM	6	0	0	3	13	2	0	0	2	1	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	1	0	0
7:00 PM	8	0	0	2	9	5	0	1	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0	1	2	0
7:15 PM	5	1	0	1	12	5	0	2	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	1	2	0
7:30 PM	8	0	0	5	25	4	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	1	1	0
7:45 PM	3	0	0	5	9	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
8:00 PM	0	1	0	0	9	3	0	0	6	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 PM	3	0	0	1	16	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:30 PM	0	0	1	4	21	4	0	0	1	0	5	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	1	8	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Total	318	25	85	162	607	264	35	9	176	51	285	6	4	2	5	5	17	0	3	3	4	4	7	0	4	6	25	0	91	0	17	5	4	35	78	19

Mountain View Bike and Ped Counts
Tuesday, May 14, 2019
IDAX Data Solutions

Time	Location 6																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	N/A			East Leg (Castro St)			South Leg (Fairmont Ave)			West Leg (Castro St)			N/A			East Leg (Castro St)			South Leg (Fairmont Ave)			West Leg (Castro St)			N/A			East Leg (Castro St)			South Leg (Fairmont Ave)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 AM				0	0		0		0		0	0				0	0		0		0		0	0				0	0		0		0		0	0
6:15 AM				0	0		0		0		1	0				0	0		0		0		0	0				0	1		0		0		0	0
6:30 AM				0	9		0		0		1	3				0	0		0		0		0	0				0	1		0		0		0	0
6:45 AM				0	1		0		0		6	0				0	0		0		0		0	0				0	0		0		0		2	0
7:00 AM				0	10		0		0		5	0				0	0		0		0		0	0				0	0		0		0		1	0
7:15 AM				0	10		0		0		6	0				0	2		0		0		1	0				0	4		0		0		2	1
7:30 AM				0	21		0		1		6	0				0	0		0		0		0	0				0	7		1		0		3	1
7:45 AM				0	15		0		0		5	1				0	3		0		0		1	0				0	5		0		0		5	3
8:00 AM				0	7		0		0		15	0				0	1		0		0		0	0				0	2		0		0		21	0
8:15 AM				1	12		0		3		13	0				0	0		0		0		0	0				0	1		0		0		3	1
8:30 AM				0	14		0		3		10	0				0	0		0		0		0	0				0	1		0		0		8	0
8:45 AM				0	6		0		4		5	0				0	2		0		0		0	0				0	1		0		0		3	1
9:00 AM				1	9		0		1		4	0				0	0		0		0		0	0				0	0		0		0		2	1
9:15 AM				1	11		0		1		7	0				0	1		0		0		0	0				0	2		0		0		6	0
9:30 AM				0	9		0		0		8	1				0	0		0		0		1	0				1	1		0		0		2	1
9:45 AM				2	6		1		2		15	0				0	0		0		0		0	0				0	1		0		0		1	0
10:00 AM				0	10		3		2		10	0				0	0		0		0		0	0				0	2		0		0		0	0
10:15 AM				3	9		1		1		9	0				0	0		0		0		0	0				0	0		0		0		0	1
10:30 AM				0	9		2		2		12	1				0	0		0		0		1	0				0	2		1		0		2	1
10:45 AM				0	14		0		0		9	0				0	0		0		0		1	0				0	1		0		0		3	0
11:00 AM				0	7		1		0		14	2				0	0		0		0		0	0				0	0		0		0		1	0
11:15 AM				3	3		1		1		8	0				0	0		0		0		0	0				0	1		0		0		1	0
11:30 AM				2	12		0		2		8	2				0	0		0		0		0	0				0	0		0		0		0	1
11:45 AM				0	6		1		0		14	0				0	0		0		0		1	0				0	0		1		0		1	0
12:00 PM				1	19		0		0		11	0				0	0		0		0		0	0				0	1		0		0		2	1
12:15 PM				1	33		1		3		6	0				0	1		0		0		0	0				0	2		0		0		1	1
12:30 PM				0	23		1		0		20	0				0	0		0		0		0	0				0	1		1		0		1	0
12:45 PM				0	10		2		0		11	0				0	0		0		0		0	0				0	1		0		0		0	3
1:00 PM				3	7		1		2		9	1				0	0		0		0		1	0				0	0		0		0		0	0
1:15 PM				0	8		3		1		6	1				0	0		0		0		2	0				0	2		3		0		2	0
1:30 PM				0	5		0		1		4	2				0	0		0		0		1	0				0	1		1		0		0	2
1:45 PM				0	4		4		2		1	1				0	0		0		0		1	0				0	0		0		0		3	0
2:00 PM				2	7		0		1		5	0				0	0		0		0		0	0				0	1		1		1		0	0
2:15 PM				3	15		2		8		4	5				0	0		0		0		1	0				0	2		0		0		0	1
2:30 PM				0	6		2		0		4	1				0	1		0		0		1	0				0	1		1		0		1	0
2:45 PM				0	13		1		0		21	0				0	0		0		0		1	0				0	2		0		0		6	5
3:00 PM				0	13		0		3		26	2				0	0		0		0		3	0				0	1		0		0		20	3
3:15 PM				3	10		1		3		19	0				0	2		0		0		2	0				1	2		0		0		1	0
3:30 PM				0	12		0		0		9	0				0	1		0		0		0	0				0	0		0		0		2	0
3:45 PM				2	12		0		0		13	2				0	0		0		0		1	0				0	2		0		0		3	1
4:00 PM				0	11		1		0		12	4				0	0		0		0		1	0				0	3		0		0		1	0
4:15 PM				3	6		3		3		4	2				0	0		0		0		0	0				0	4		0		0		0	0
4:30 PM				2	11		2		2		10	2				0	1		0		0		0	1				0	1		0		0		0	0
4:45 PM				0	12		0		0		20	4				0	2		0		0		0	0				0	2		1		0		0	1
5:00 PM				3	16		1		0		10	1				0	3		0		0		3	0				0	7		0		0		1	1
5:15 PM				2	20		0		0		11	0				0	0		0		0		1	0				0	4		1		0		0	2
5:30 PM				5	12		3		3		16	1				0	1		0		0		0	0				0	3		0		0		1	1
5:45 PM				0	8		4		1		8	1				0	0		0		0		0	0				0	4		0		0		0	0
6:00 PM				0	9		4		0		14	1				0	0		0		0		1	0				0	10		0		0		0	0
6:15 PM				0	21		1		3		17	3				0	0		0		0		1	0				0	6		1		0		0	1
6:30 PM				0	13		5		0		27	2				0	1		0		0		1	0				0	3		1		0		0	1
6:45 PM				0	12		2		0		11	1				0	1		0		0		0	0				0	6		0		0		1	0
7:00 PM				2	6		1		0		8	4				0	1		0		0		1	0				0	4		0		0		2	0
7:15 PM				0	9		0		2		7	0				0	0		0		0		0	0				0	4		0		0		3	1
7:30 PM				0	25		0		0		10	2				0	0		0		0		0	0				0	4		0		0		2	0
7:45 PM				1	12		0		0		19	0				0	0		0		0		0	0				0	2		0		0		0	1
8:00 PM				0	7		0		0		17	1				0	1		0		0		1	0				0	0		0		0		1	0
8:15 PM				1	14		0		0		2	0				0	0		0		0		0	0				0	2		0		0		0	0
8:30 PM				0	20		0		0		7	0				0	0		0		0		0	0				0	1		0		0		0	0
8:45 PM				6	6		0		0		11	0				0	0		0		0		1	0				0	3		0		0		0	0
Total	0	0	0	53	657	0	55	0	61	0	601	54	0	0	0	0	25	0	0	0	0	0	31	1	0	0	0	2	125	0	14	0	1	0	121	38

Mountain View Bike and Ped Counts
Tuesday, May 14, 2019
IDAX Data Solutions

Time	Location 7																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	North Leg (El Camino Real)			East Leg (Castro St)			South Leg (El Camino Real)			West Leg (Castro St)			North Leg (El Camino Real)			East Leg (Castro St)			South Leg (El Camino Real)			West Leg (Castro St)			North Leg (El Camino Real)			East Leg (Castro St)			South Leg (El Camino Real)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
6:00 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	0	0	0	0	0	0	0	0	0	0	0	0
6:15 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	0	0	0	0	0	0	0	0	0	0	0
6:30 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	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	2	1	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:00 AM	4	0	3	1	2	7	7	3	1	3	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:15 AM	1	1	2	0	3	1	7	2	4	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
7:30 AM	1	1	1	0	10	0	7	7	4	1	2	2	1	0	0	1	5	0	1	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	2	0
7:45 AM	2	1	9	1	17	5	4	3	3	2	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	9	0
8:00 AM	5	1	1	1	2	3	3	9	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	21	0
8:15 AM	2	1	2	2	4	3	0	3	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
8:30 AM	2	1	0	4	0	0	0	5	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0
8:45 AM	2	1	0	0	2	4	0	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
9:00 AM	0	0	0	0	1	4	0	3	1	2	1	4	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0
9:15 AM	2	0	0	0	4	2	0	3	5	2	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0
9:30 AM	0	1	0	1	1	5	0	1	4	1	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0
9:45 AM	4	0	0	0	4	0	0	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0
10:00 AM	7	1	1	3	1	3	0	5	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	4	2	0	6	1	3	0	1	4	1	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	0
10:30 AM	3	1	0	2	0	4	0	1	6	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	1	1
10:45 AM	0	2	0	2	1	5	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	3	0
11:00 AM	4	2	1	5	1	0	0	4	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0
11:15 AM	4	7	0	1	0	1	0	1	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
11:30 AM	3	2	0	1	2	3	0	4	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:45 AM	3	2	0	3	4	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0
12:00 PM	3	1	3	0	3	9	0	2	2	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM	4	5	4	8	3	6	0	4	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
12:30 PM	6	0	2	4	8	4	0	2	3	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:45 PM	6	5	2	3	4	1	0	11	1	0	1	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1:00 PM	7	2	1	4	4	1	0	2	1	0	4	0	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0
1:15 PM	2	3	0	5	2	0	0	0	0	1	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	4	0	1	0	1	5	0	1	0	1	0	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
1:45 PM	1	2	1	3	0	2	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:00 PM	0	4	2	3	1	0	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	0	0	0	0	0
2:15 PM	2	4	2	4	0	2	0	4	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2:30 PM	3	2	1	0	1	2	0	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2:45 PM	3	5	1	7	5	1	0	3	0	1	40	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	9	0
3:00 PM	1	0	0	3	6	1	4	1	1	2	30	0	1	1	0	0	0	0	0	2	0	0	3	0	0	0	0	0	1	0	0	0	0	0	23	0
3:15 PM	10	1	4	2	4	1	0	0	0	0	17	1	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
3:30 PM	3	5	1	1	3	4	0	4	2	1	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
3:45 PM	0	1	0	2	0	4	0	0	0	11	14	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:00 PM	4	1	11	1	5	2	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
4:15 PM	0	9	0	2	0	1	0	2	1	2	0	2	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	1	0	0	0
4:30 PM	2	7	2	3	6	1	0	2	6	2	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	8	7	0	2	5	5	1	1	8	1	1	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:00 PM	2	1	2	2	2	3	1	4	2	0	5	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	10	0	0	0	0	2	1	0
5:15 PM	3	1	2	7	7	4	0	5	5	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0
5:30 PM	1	8	3	7	3	2	0	6	3	0	6	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
5:45 PM	1	11	1	3	1	5	0	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
6:00 PM	1	5	4	2	5	2	0	0	5	2	3	5	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0
6:15 PM	1	3	3	5	7	1	2	0	4	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0
6:30 PM	1	5	3	3	8	3	0	0	5	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0
6:45 PM	2	6	6	6	6	2	0	1	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	0	1	0
7:00 PM	5	1	2	2	8	0	2	4	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0
7:15 PM	1	2	3	3	0	2	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0
7:30 PM	2	3	4	3	2	11	0	2	2	0	9	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	4	3
7:45 PM	1	3	2	4	0	4	0	1	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
8:00 PM	4	3	3	1	8	2	3	5	7	1	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 PM	1	4	0	3	2	3	0	1	1	0	0	1	0	0	0	1	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 PM	2	2	2	4	5	2	1	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 PM	1	2	1	4	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total	152	153	100	149	186	155	42	137	143	71	260	50	6	7	3	12	25	6	7	4	8	4	6	1	3	12	0	24	78	8	1	6	4	2	129	5

Mountain View Bike and Ped Counts
Saturday, June 01, 2019
IDAX Data Solutions

Time	Location 1											
	Pedestrians in Crosswalk/Sidewalk											
	North Leg (California St)			East Leg (Castro St)			South Leg (California St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	1	6	5	0	38	7	7	2	6	2	22	3
10:15 AM	6	0	6	1	19	2	6	2	5	2	34	2
10:30 AM	2	1	6	4	18	3	5	1	13	11	23	0
10:45 AM	4	3	11	5	27	4	5	2	5	0	32	8
11:00 AM	16	4	6	3	35	4	2	1	6	4	35	4
11:15 AM	20	0	7	7	39	12	4	0	1	1	52	3
11:30 AM	15	0	3	13	20	8	15	1	4	2	48	1
11:45 AM	11	0	8	5	40	13	6	5	5	2	65	6
12:00 PM	18	2	11	9	22	16	12	4	7	4	45	2
12:15 PM	32	0	12	0	49	21	2	0	21	5	61	1
12:30 PM	24	0	10	2	46	17	8	0	9	5	42	4
12:45 PM	26	1	11	3	76	17	9	0	3	8	57	1
1:00 PM	16	1	6	10	51	16	5	0	0	8	42	14
1:15 PM	24	1	5	1	46	18	8	0	10	3	83	9
1:30 PM	26	0	4	0	62	20	9	3	2	11	44	9
1:45 PM	8	1	5	1	48	36	1	2	12	8	78	4
2:00 PM	16	1	3	9	63	26	13	1	4	7	52	0
2:15 PM	10	1	6	0	74	20	11	0	5	5	45	5
2:30 PM	18	0	12	15	47	29	2	3	5	3	56	2
2:45 PM	10	0	6	10	44	26	5	0	0	2	61	4
3:00 PM	9	0	8	2	47	19	3	1	4	12	46	6
3:15 PM	6	2	10	13	42	17	5	0	2	4	49	1
3:30 PM	10	1	7	9	33	8	5	0	7	10	50	7
3:45 PM	10	1	2	2	27	12	3	2	1	1	41	0
4:00 PM	8	0	2	4	23	9	5	1	3	5	50	3
4:15 PM	12	0	4	7	22	11	4	0	3	1	43	0
4:30 PM	4	0	4	0	44	11	9	5	2	7	47	3
4:45 PM	10	3	10	7	47	8	11	2	2	2	41	0
5:00 PM	9	0	2	4	31	5	2	6	6	2	67	1
5:15 PM	2	0	5	2	38	6	4	5	7	3	57	2
5:30 PM	32	0	7	6	35	13	5	1	2	2	59	0
5:45 PM	12	0	5	1	32	7	4	2	5	2	79	2
6:00 PM	6	1	8	0	43	6	7	7	8	3	50	1
6:15 PM	6	0	2	5	39	8	9	3	5	8	46	2
6:30 PM	8	2	1	3	37	9	9	3	7	2	48	0
6:45 PM	14	0	3	7	50	13	7	0	8	2	54	0
7:00 PM	30	0	2	5	41	13	12	1	9	3	56	1
7:15 PM	20	0	1	0	67	5	6	0	7	4	81	4
7:30 PM	14	0	4	2	54	11	3	9	13	2	80	1
7:45 PM	30	0	5	9	58	20	5	2	6	4	37	1
8:00 PM	28	0	4	8	96	17	7	0	12	4	72	3
8:15 PM	10	0	4	11	59	16	7	0	7	3	73	2
8:30 PM	29	2	9	12	75	37	5	2	11	2	68	2
8:45 PM	21	0	0	14	80	37	0	1	0	12	75	13
9:00 PM	8	2	0	8	60	25	8	4	2	3	49	5
9:15 PM	20	0	2	13	70	29	6	0	2	3	44	2
9:30 PM	10	0	1	18	41	21	7	1	0	8	24	2
9:45 PM	8	0	0	8	59	19	0	1	1	4	33	1
Total	689	36	255	278	2214	727	293	86	265	211	2496	147

Time	Location 1											
	Bikes in Crosswalk/Sidewalk											
	North Leg (California St)			East Leg (Castro St)			South Leg (California St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	0	0	0	2	0	0	0	0	0	0	2	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	0	0	0	0	0	0	2	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	1	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0
4:45 PM	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	1	0
5:15 PM	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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	3	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	3	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	2	5	0	0	0	1	3	13	0

Time	Location 1											
	Bikes in Street											
	North Leg (California St)			East Leg (Castro St)			South Leg (California St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	1	0	0	0	0	0	0	0	1	0	2	0
10:15 AM	0	1	0	1	0	0	1	0	0	0	2	0
10:30 AM	1	0	1	1	0	0	1	0	1	0	0	0
10:45 AM	0	0	0	0	1	0	0	0	0	0	1	0
11:00 AM	3	0	2	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	3	0	0	2	0
11:30 AM	0	4	1	0	2	0	0	1	0	0	6	0
11:45 AM	0	0	0	0	1	0	0	0	2	1	2	0
12:00 PM	1	1	1	1	0	0	0	2	1	0	3	0
12:15 PM	1	2	0	0	1	0	0	1	0	0	1	0
12:30 PM	0	1	0	0	3	0	2	1	0	1	2	0
12:45 PM	0	1	0	0	3	2	0	1	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	3	0	0	4	0	0	0	0	0	1	1
1:30 PM	0	2	0	0	1	0	0	0	0	0	0	0
1:45 PM	0	1	0	0	2	0	0	0	0	0	1	1
2:00 PM	1	0	0	0	4	1	1	0	0	1	1	1
2:15 PM	0	1	0	0	4	0	0	1	0	0	3	0
2:30 PM	0	2	0	0	3	0	0	2	0	0	1	0
2:45 PM	1	1	0	0	1	0	0	0	0	0	2	0
3:00 PM	1	2	0	0	1	1	2	0	1	0	2	2
3:15 PM	2	1	1	0	2	0	0	1	0	0	2	2
3:30 PM	0	0	1	1	0	1	0	2	0	0	0	0
3:45 PM	0	1	0	0	2	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	0	1	0	0	4	1
4:30 PM	0	4	0	0	2	0	0	0	0	0	0	1
4:45 PM	2	2	0	0	1	0	0	1	2	0	4	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	2	0
5:30 PM	0	1	0	0	0	2	0	1	0	0	4	0
5:45 PM	0	3	0	0	5	0	0	0	0	0	1	0
6:00 PM	0	1	0	0	1	1	0	1	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
6:30 PM	0	2	0	0	0	0	0	1	1	0	1	0
6:45 PM	0	1	0	0	0	0	0	1	0	0	1	0
7:00 PM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	1	0	0	1	0	0	0	0	0	0	0
8:00 PM	0	0	0	1	0	0	0	0	0	0	0	0
8:15 PM	1	2	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	46	7	5	48	8	7	23	9	3	54	10

Mountain View Bike and Ped Counts
Saturday, June 01, 2019
IDAX Data Solutions

Time	Location 2																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	North Leg (Mercy St)			East Leg (Castro St)			South Leg (Mercy St)			West Leg (Castro St)			North Leg (Mercy St)			East Leg (Castro St)			South Leg (Mercy St)			West Leg (Castro St)			North Leg (Mercy St)			East Leg (Castro St)			South Leg (Mercy St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	9	0	6	2	30	4	2	0	4	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0
10:15 AM	7	0	1	0	29	7	2	3	1	1	36	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0
10:30 AM	9	0	2	2	17	10	3	6	1	4	24	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	2	2	0	0	0	0
10:45 AM	11	1	7	0	18	12	2	3	3	1	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0
11:00 AM	15	0	3	0	29	10	3	2	2	4	27	1	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	1	0	0	0	0	1	1	0
11:15 AM	4	0	4	2	34	5	1	0	6	6	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
11:30 AM	20	0	4	0	19	2	3	0	6	6	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	5	0
11:45 AM	16	0	3	0	20	4	2	0	3	2	50	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	0	0	0	0	1	0	0
12:00 PM	11	0	2	0	31	6	2	1	1	4	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
12:15 PM	14	2	3	1	35	11	1	0	7	5	42	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0
12:30 PM	10	0	3	2	17	8	6	0	2	2	30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0
12:45 PM	7	4	0	2	56	1	1	1	0	2	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
1:00 PM	10	0	6	1	63	7	2	0	1	1	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	10	0	8	0	37	12	7	2	0	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2	0
1:30 PM	15	0	5	2	28	12	12	0	0	1	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1:45 PM	12	0	0	3	47	5	0	2	4	0	39	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	3	0	0	1	0
2:00 PM	3	0	2	0	64	7	3	0	0	4	25	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	1	1
2:15 PM	12	1	4	0	60	8	9	7	8	4	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	3	0
2:30 PM	4	1	2	0	61	6	6	0	1	6	45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
2:45 PM	3	2	0	0	43	8	3	1	4	5	33	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0
3:00 PM	9	0	8	1	45	10	3	3	0	3	34	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
3:15 PM	5	5	0	0	46	2	7	0	2	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0
3:30 PM	12	2	3	8	27	6	2	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	9	0	3	0	32	6	0	1	0	5	33	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	1	0
4:00 PM	2	2	3	0	25	7	1	1	0	1	34	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0
4:15 PM	6	0	0	2	24	5	7	0	4	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	1
4:30 PM	16	0	0	0	29	5	0	2	3	6	29	1	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	2	0	0	1	0	0	2	0
4:45 PM	9	0	1	8	31	5	6	0	0	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	0
5:00 PM	5	0	1	0	32	3	5	0	1	3	62	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2	0	0	1	0
5:15 PM	10	0	1	4	45	4	4	1	0	2	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0
5:30 PM	3	0	1	2	36	2	3	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3	0
5:45 PM	16	0	1	1	28	4	1	0	0	5	52	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
6:00 PM	7	0	0	3	22	1	0	0	0	0	39	4	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0
6:15 PM	4	0	4	0	25	14	0	0	6	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:30 PM	5	0	4	0	45	3	4	1	0	0	31	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45 PM	3	1	2	0	31	7	1	1	0	1	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	2	0
7:00 PM	7	0	1	0	27	7	6	0	2	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
7:15 PM	6	0	0	3	38	15	2	0	3	1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:30 PM	11	0	2	0	42	5	4	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	1	1
7:45 PM	2	0	2	6	41	6	3	2	4	2	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00 PM	2	0	0	0	61	0	7	0	0	6	50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15 PM	9	0	0	5	58	12	8	0	0	1	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 PM	2	2	0	4	43	7	7	2	2	2	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45 PM	0	0	2	0	46	8	0	0	0	1	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00 PM	4	0	0	6	48	5	2	0	4	5	27	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
9:15 PM	2	0	0	0	46	3	1	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 PM	1	0	1	2	23	5	1	1	2	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:45 PM	0	0	1	2	42	3	0	0	1	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	369	23	106	74	1776	305	155	43	88	108	1640	57	0	6	1	0	6	3	1	3	0	1	5	1	6	16	7	3	54	5	5	16	4	6	58	3

Mountain View Bike and Ped Counts
Saturday, June 01, 2019
IDAX Data Solutions

Time	Location 3																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	North Leg (Church St)			East Leg (Castro St)			South Leg (Church St)			West Leg (Church St)			North Leg (Church St)			East Leg (Castro St)			South Leg (Church St)			West Leg (Castro St)			North Leg (Church St)			East Leg (Castro St)			South Leg (Church St)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	1	2	9	0	17	2	3	3	3	5	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0
10:15 AM	1	2	3	0	21	0	0	2	3	4	15	0	0	0	1	0	3	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	0
10:30 AM	3	4	3	0	16	1	3	3	6	2	17	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	4	2	1	0	0	2	0
10:45 AM	0	6	3	2	20	0	4	1	5	3	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	1	0	0	0
11:00 AM	0	8	5	2	19	0	5	0	1	6	19	0	0	1`	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0
11:15 AM	0	3	8	0	16	2	0	3	5	1	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0
11:30 AM	3	0	10	0	15	2	1	5	5	3	28	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0	2	0	0	5	0
11:45 AM	1	0	7	0	19	1	0	0	0	9	14	3	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	3	1	0	0	1	0
12:00 PM	0	2	1	0	25	0	2	2	4	2	32	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	0	2	0
12:15 PM	2	0	12	1	21	0	0	10	1	7	27	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	3	2	0	2	0
12:30 PM	0	0	8	1	20	1	1	3	3	8	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	2	2	1
12:45 PM	0	0	6	0	22	0	10	0	2	11	21	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	1	0	0	0	0
1:00 PM	0	0	7	0	22	1	5	0	0	4	36	4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1
1:15 PM	8	5	3	0	33	0	1	2	0	3	22	5	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	2	1	0	0	0	1	0	3
1:30 PM	1	0	8	0	38	0	6	4	0	9	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1:45 PM	1	3	3	0	25	0	5	0	2	11	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	1	0	0	1	0
2:00 PM	1	0	10	0	27	0	4	2	2	6	19	9	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	5	0	0	3	1	0	0	0
2:15 PM	1	3	5	5	24	5	4	0	6	2	28	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	5	0	0	1	0	0	3	0
2:30 PM	3	2	5	1	33	3	4	4	7	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
2:45 PM	3	0	0	0	21	0	2	0	2	2	23	4	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	0	2	0
3:00 PM	0	3	2	0	25	0	0	2	3	1	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0
3:15 PM	0	2	0	0	30	0	3	5	4	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	4	0
3:30 PM	1	0	5	0	23	0	0	3	3	2	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	1	0	0	0
3:45 PM	0	1	1	0	20	0	0	0	1	4	20	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0
4:00 PM	2	3	5	0	13	0	7	0	0	4	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	3	0	2	1	17	0	0	0	0	2	14	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	2	0	1	0	2	0
4:30 PM	0	0	2	0	20	0	1	1	1	3	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	2	0
4:45 PM	3	2	5	0	14	0	2	0	0	2	11	3	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	9	2	3	3	10	0	2	0	3	2	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	1	0
5:15 PM	4	0	2	3	14	0	0	3	2	1	19	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
5:30 PM	1	0	0	1	18	2	0	3	5	3	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	0	2	0
5:45 PM	3	0	2	0	33	0	2	0	4	5	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
6:00 PM	0	0	3	0	14	0	2	4	0	5	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:15 PM	0	3	1	1	10	0	0	5	3	6	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
6:30 PM	0	0	4	0	32	0	2	1	11	10	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:45 PM	6	1	3	2	14	0	0	4	6	3	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	1	0	2	0	0	2	0
7:00 PM	1	1	1	2	21	0	4	7	6	1	20	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	2	0	0	0	2	0
7:15 PM	3	1	1	2	14	0	0	0	9	2	27	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	5	8	6	0	18	0	1	0	9	6	21	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	2	0	0	0	0	0	0	0
7:45 PM	0	1	0	1	14	1	1	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	1	0	0	0
8:00 PM	1	1	2	0	31	0	0	1	4	6	30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0
8:15 PM	2	0	0	2	32	0	0	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 PM	2	2	0	0	15	7	0	3	9	3	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0
8:45 PM	3	0	1	2	17	0	1	1	2	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
9:00 PM	4	0	1	0	10	2	0	0	0	2	19	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
9:15 PM	0	0	1	0	18	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	2	20	0	0	3	0	2	14	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0
9:45 PM	3	0	2	2	13	0	0	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total	85	71	171	36	984	30	88	93	145	175	1028	77	0	3	2	0	12	0	0	2	2	7	16	1	11	44	15	1	49	12	17	37	12	6	42	9

Mountain View Bike and Ped Counts
Saturday, June 01, 2019
IDAX Data Solutions

Time	Location 4 & 5											
	Pedestrians in Crosswalk/Sidewalk											
	North Leg (High School Way)			East Leg (Castro St)			South Leg (Yosemite Ave)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	3	1	0	3	11	4	1	0	2	0	16	0
10:15 AM	7	2	1	1	12	1	0	0	0	0	14	1
10:30 AM	6	0	0	3	23	4	0	0	1	0	21	2
10:45 AM	4	0	0	2	12	4	0	0	0	0	14	1
11:00 AM	8	0	1	6	18	4	2	0	7	1	16	1
11:15 AM	4	0	0	1	8	6	6	2	7	0	14	1
11:30 AM	13	0	0	1	12	2	2	0	3	0	19	3
11:45 AM	4	1	0	3	15	1	1	1	5	0	7	0
12:00 PM	4	0	0	2	8	1	4	0	4	1	16	1
12:15 PM	0	2	0	1	14	0	3	0	3	0	13	2
12:30 PM	4	0	0	1	13	3	0	0	4	0	22	4
12:45 PM	2	0	0	3	7	3	3	0	4	0	5	2
1:00 PM	5	0	0	1	14	5	1	0	6	0	19	2
1:15 PM	4	0	1	0	17	2	1	0	0	2	11	3
1:30 PM	5	0	0	5	17	2	1	0	1	1	20	4
1:45 PM	6	0	0	1	15	5	2	0	5	1	13	1
2:00 PM	10	0	2	4	21	9	2	1	3	2	15	1
2:15 PM	8	2	2	9	25	22	0	0	1	0	28	0
2:30 PM	7	0	0	16	17	5	1	0	2	0	12	1
2:45 PM	2	0	3	7	19	4	1	0	0	0	21	2
3:00 PM	9	0	0	2	16	4	1	0	3	0	16	0
3:15 PM	4	1	0	4	16	7	1	2	0	0	7	0
3:30 PM	4	0	0	2	14	0	1	0	1	1	15	0
3:45 PM	2	0	0	2	12	8	1	0	1	0	22	2
4:00 PM	3	0	0	4	14	11	1	0	1	0	7	3
4:15 PM	1	0	1	4	24	2	0	0	2	0	21	1
4:30 PM	7	0	0	3	20	1	0	0	1	1	16	0
4:45 PM	4	0	3	2	11	4	0	3	5	0	21	0
5:00 PM	1	1	1	3	12	1	1	0	1	0	18	0
5:15 PM	9	2	2	1	8	1	0	0	0	0	12	1
5:30 PM	4	3	0	2	23	6	1	0	1	3	18	0
5:45 PM	2	6	0	3	14	1	0	0	4	0	17	2
6:00 PM	4	1	1	2	22	4	1	2	5	5	14	0
6:15 PM	7	0	0	2	9	7	1	0	12	0	14	0
6:30 PM	6	0	2	2	15	6	0	0	2	7	14	0
6:45 PM	8	1	0	6	8	3	0	0	3	0	8	0
7:00 PM	4	5	0	2	14	6	0	0	3	0	22	0
7:15 PM	1	1	2	10	5	5	0	0	3	0	14	1
7:30 PM	6	0	0	2	29	6	1	0	1	1	12	2
7:45 PM	1	0	2	0	8	2	0	0	3	0	8	0
8:00 PM	12	2	0	9	21	3	0	0	0	1	24	0
8:15 PM	3	0	0	5	29	4	0	1	4	1	9	0
8:30 PM	0	0	0	0	24	4	1	0	0	2	20	0
8:45 PM	4	0	0	2	25	1	0	0	3	0	11	1
9:00 PM	4	0	0	0	27	1	0	0	0	0	10	0
9:15 PM	0	0	5	1	20	5	0	0	0	0	8	0
9:30 PM	6	1	2	2	7	0	0	0	0	7	6	0
9:45 PM	0	0	0	1	13	1	0	0	1	1	4	0
Total	222	32	31	148	758	191	42	12	118	38	704	45

Time	Location 4 & 5											
	Bikes in Crosswalk/Sidewalk											
	North Leg (High School Way)			East Leg (Castro St)			South Leg (Yosemite Ave)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	3	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	3	1	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	2	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	1	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	2	0	0	0
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
1:15 PM	0	1	0	0	0	0	1	0	0	0	0	0
1:30 PM	0	0	0	0	2	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
2:00 PM	0	0	0	0	0	0	0	0	0	1	1	0
2:15 PM	0	0	0	0	1	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	3	0	1	0
2:45 PM	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	1	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	1	0	0	0	0	1	0
6:45 PM	0	0	0	0	0	0	0	1	0	0	2	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	2	0	0	0	0	0	2	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	2	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	1	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	1	1	16	3	6	1	5	5	22	2

Time	Location 4 & 5											
	Bikes in Street											
	North Leg (High School Way)			East Leg (Castro St)			South Leg (Yosemite Ave)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	0	0	0	0	1	0	2	0	0	0	2	0
10:15 AM	0	0	0	0	1	0	1	0	0	1	1	0
10:30 AM	0	0	0	0	2	0	0	0	0	0	1	0
10:45 AM	0	0	0	0	3	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	1	0	0	0	2	0
11:30 AM	0	0	0	0	2	0	0	0	0	0	6	0
11:45 AM	0	0	0	0	2	0	0	0	0	0	2	0
12:00 PM	0	0	2	0	1	0	1	0	0	1	4	0
12:15 PM	0	0	0	0	3	0	0	0	0	0	2	1
12:30 PM	0	0	1	0	0	2	0	0	0	1	7	0
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	2	3	0
1:15 PM	0	0	1	0	8	0	1	0	0	0	1	0
1:30 PM	0	0	1	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	2	1	0	0	0	0	2	1
2:00 PM	0	0	0	0	5	0	0	0	0	1	1	0
2:15 PM	0	0	0	0	4	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	3	0	0	0	0	1	0	0
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	1	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	3	0	0	0	0	0	5	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	3	0	0	0	0	0	1	0
5:15 PM	0	1	1	0	1	0	0	0	0	0	1	0
5:30 PM	0	0	0	1	2	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	2	0	0	0	0	0	1	0
6:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	3	0	0	0	0	0	2	0
7:00 PM	0	0	0	0	2	0	0	0	0	0	2	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	1	0	2	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
8:00 PM	0	0	1	0	1	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	1	0	1	0	0	0	0	0	0	0
Total	0	1	12	1	68	3	8	0	0	7	52	6

Mountain View Bike and Ped Counts
Saturday, June 01, 2019
IDAX Data Solutions

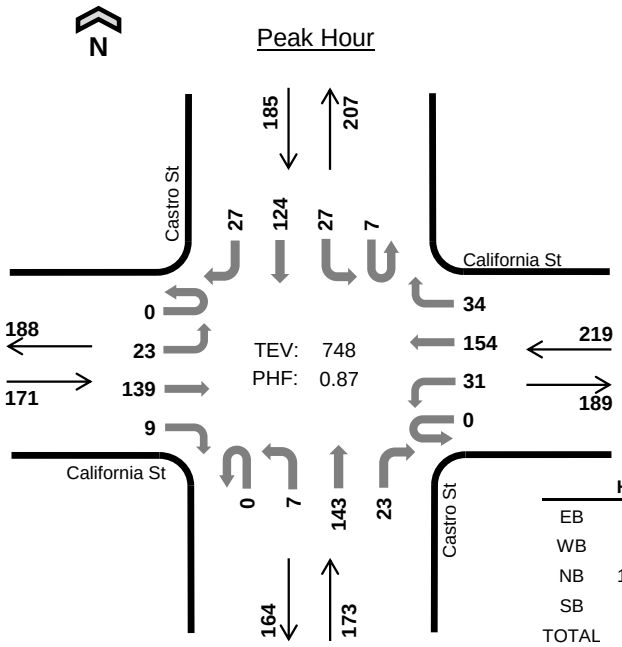
Time	Location 6																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	N/A			East Leg (Castro St)			South Leg (Fairmont Ave)			West Leg (Castro St)			N/A			East Leg (Castro St)			South Leg (Fairmont Ave)			West Leg (Castro St)			N/A			East Leg (Castro St)			South Leg (Fairmont Ave)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM				4	13		0		2		13	1				0	2		0		0		0	0				0	1		0		0		2	0
10:15 AM				1	9		0		0		8	0				0	0		0		0		1	2				0	2		0		0		1	0
10:30 AM				1	19		0		1		19	0				0	1		1		0		4	0				0	1		2		0		1	0
10:45 AM				0	11		0		2		16	0				0	1		0		0		1	0				1	2		0		0		1	0
11:00 AM				1	14		1		1		11	2				0	2		0		0		0	0				0	0		0		0		1	0
11:15 AM				1	10		0		0		14	0				0	1		0		0		0	0				0	1		0		0		2	0
11:30 AM				0	15		0		3		13	0				0	0		0		0		0	0				0	2		0		0		6	0
11:45 AM				0	17		0		3		7	0				0	0		0		0		2	0				0	1		0		0		2	0
12:00 PM				2	8		0		1		14	1				0	0		0		1		1	0				0	3		0		0		7	0
12:15 PM				3	13		4		2		17	0				0	0		0		0		1	0				0	4		0		0		3	1
12:30 PM				0	11		0		3		15	0				0	0		0		0		1	2				0	1		0		0		7	1
12:45 PM				1	5		0		1		5	0				0	2		0		0		0	2				1	0		0		0		2	0
1:00 PM				1	12		0		1		10	2				0	1		0		1		1	0				0	0		0		0		5	0
1:15 PM				2	11		0		0		14	0				0	0		1		1		0	0				0	6		0		0		0	0
1:30 PM				1	18		0		2		19	0				0	2		0		0		0	0				0	0		0		0		1	0
1:45 PM				1	10		1		1		15	1				0	1		1		0		1	0				0	2		0		0		2	0
2:00 PM				2	19		0		1		17	1				0	0		0		2		1	0				0	3		0		0		1	2
2:15 PM				1	16		0		0		16	0				0	0		0		0		1	0				2	2		0		0		0	0
2:30 PM				4	14		0		1		11	0				0	0		1		0		0	0				0	2		0		0		0	0
2:45 PM				3	9		0		5		13	0				0	0		1		1		0	1				1	0		0		0		0	0
3:00 PM				0	8		0		0		9	1				0	0		0		0		0	1				0	0		0		0		2	0
3:15 PM				2	15		0		1		7	0				0	1		0		0		4	1				0	1		0		0		0	0
3:30 PM				2	10		0		0		7	0				0	0		0		0		1	0				0	0		0		0		1	0
3:45 PM				0	7		0		1		18	0				0	1		0		0		0	0				0	1		0		0		0	0
4:00 PM				0	8		0		0		8	0				0	2		0		0		0	0				0	0		0		0		0	0
4:15 PM				1	13		0		2		11	0				0	1		0		0		2	1				0	1		0		0		2	0
4:30 PM				0	8		0		1		12	0				0	0		1		0		1	1				0	1		0		0		1	0
4:45 PM				1	3		0		2		12	0				0	1		1		0		1	0				0	1		0		0		0	0
5:00 PM				0	9		0		0		8	0				0	0		0		0		2	0				0	2		1		0		1	0
5:15 PM				1	4		0		0		12	0				0	0		0		0		0	0				1	0		0		0		2	0
5:30 PM				0	20		0		0		18	0				0	3		1		0		1	0				0	2		1		0		0	0
5:45 PM				0	17		0		0		16	0				0	0		0		0		1	0				0	1		1		0		0	1
6:00 PM				0	14		0		1		13	0				0	0		0		0		0	0				0	1		0		0		0	0
6:15 PM				0	5		2		0		6	0				0	2		0		0		0	0				0	1		0		0		1	0
6:30 PM				0	14		0		5		9	2				0	0		0		0		1	0				0	1		0		0		0	0
6:45 PM				0	6		0		0		6	0				0	0		0		0		3	0				0	4		0		0		2	0
7:00 PM				0	10		0		0		19	0				0	0		0		0		0	0				0	2		0		0		2	0
7:15 PM				0	4		0		0		14	0				0	2		0		0		2	0				0	0		0		0		0	0
7:30 PM				6	15		0		1		9	0				0	3		0		0		0	0				0	0		0		0		0	0
7:45 PM				0	9		0		0		7	0				0	0		0		0		2	0				0	2		0		0		0	0
8:00 PM				0	10		0		0		14	0				0	0		0		0		0	0				1	1		0		0		0	1
8:15 PM				0	22		0		3		10	2				0	1		0		0		0	0				0	0		0		0		0	0
8:30 PM				0	5		0		1		11	0				0	0		0		0		0	0				0	0		0		0		1	0
8:45 PM				0	23		0		0		6	0				0	0		0		0		0	0				0	0		0		0		0	0
9:00 PM				0	12		0		0		2	0				0	0		0		0		0	0				0	0		0		0		0	0
9:15 PM				0	17		0		0		5	0				0	0		0		0		0	0				0	0		0		0		0	0
9:30 PM				0	6		0		0		11	0				0	0		0		0		0	0				0	0		0		0		0	0
9:45 PM				0	10		0		0		5	0				0	0		0		0		0	0				0	0		0		0		0	0
Total	0	0	0	42	558	0	8	0	48	0	552	13	0	0	0	0	30	0	8	0	6	0	36	11	0	0	0	7	55	0	5	0	0	0	59	6

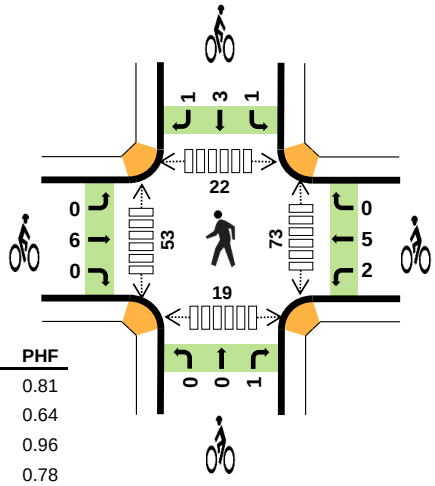
Mountain View Bike and Ped Counts
Saturday, June 01, 2019
IDAX Data Solutions

Time	Location 7																																			
	Pedestrians in Crosswalk/Sidewalk												Bikes in Crosswalk/Sidewalk												Bikes in Street											
	North Leg (El Camino Real)			East Leg (Castro St)			South Leg (El Camino Real)			West Leg (Castro St)			North Leg (El Camino Real)			East Leg (Castro St)			South Leg (El Camino Real)			West Leg (Castro St)			North Leg (El Camino Real)			East Leg (Castro St)			South Leg (El Camino Real)			West Leg (Castro St)		
	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right	SB Left	SB Thru	SB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	EB Left	EB Thru	EB Right
10:00 AM	3	2	3	7	2	4	0	2	3	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
10:15 AM	4	1	6	1	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	1	0	2	0
10:30 AM	0	1	4	0	4	4	0	2	11	3	4	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45 AM	3	1	2	3	1	4	2	7	9	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 AM	11	2	3	6	1	1	3	1	1	9	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	1	2	0	5	0	5	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
11:30 AM	5	5	3	4	4	1	0	2	1	1	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4	0
11:45 AM	1	2	6	5	1	5	0	2	4	0	1	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:00 PM	4	3	2	6	0	0	1	4	0	3	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
12:15 PM	6	4	8	1	1	0	2	0	4	0	3	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	4	0
12:30 PM	0	4	2	1	0	3	1	2	3	4	0	5	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	5	0
12:45 PM	4	0	1	2	1	2	0	4	1	8	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:00 PM	2	0	1	4	4	2	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0
1:15 PM	8	0	2	8	0	0	0	2	3	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0
1:30 PM	2	2	0	2	0	3	1	0	5	1	1	1	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	5	0	4	0	0	5	0	2	4	5	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0
2:00 PM	2	0	3	7	0	1	0	2	6	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0
2:15 PM	4	1	5	7	4	1	0	1	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
2:30 PM	2	2	4	3	8	1	1	1	0	3	5	0	0	0	1	1	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0
2:45 PM	0	4	2	0	1	0	0	7	2	4	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
3:00 PM	7	2	5	0	0	2	0	3	2	6	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:15 PM	1	2	7	5	1	1	1	3	1	6	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:30 PM	8	3	3	4	2	2	0	0	1	9	1	3	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:45 PM	6	1	1	0	0	2	0	3	4	8	3	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 PM	2	0	4	3	1	3	0	4	3	4	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	4	2	4	2	4	1	0	3	1	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
4:30 PM	0	0	1	1	0	0	0	0	7	4	1	0	2	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	3	0
4:45 PM	5	0	7	0	0	1	0	4	4	9	4	1	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
5:00 PM	5	0	1	2	0	0	0	4	0	6	3	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	3	0	1	0	0	0	0	0
5:15 PM	4	0	4	3	1	1	0	1	4	11	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:30 PM	3	4	1	5	5	3	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	3	0	1	11	0	0	0	0	4	11	5	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	1	1	0	0	1	0	0	2	0
6:00 PM	2	0	2	8	3	4	0	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:15 PM	4	0	1	3	0	3	0	4	0	8	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
6:30 PM	3	0	4	1	9	1	0	2	5	8	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
6:45 PM	7	3	4	2	0	0	0	1	0	9	0	0	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	3	1	0	0	0	0	0	1	0
7:00 PM	2	0	7	0	0	2	0	1	0	5	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
7:15 PM	1	2	4	0	2	0	0	1	1	3	6	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 PM	0	0	10	6	2	0	0	2	3	4	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	2	1	1	3	5	2	0	1	3	9	1	1	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:00 PM	2	0	3	0	1	2	0	3	2	6	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15 PM	2	3	3	5	0	3	0	7	5	3	0	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
8:30 PM	1	0	1	2	0	0	0	2	3	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45 PM	4	2	4	2	1	2	0	3	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	0	0	0
9:00 PM	0	0	7	1	9	3	0	3	1	3	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	0
9:15 PM	4	0	11	2	0	0	0	2	0	2	0	2	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	1	0	2	1	1	0	0	0	4	5	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	0
9:45 PM	2	3	1	3	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total	151	62	166	144	80	81	12	109	133	224	82	47	7	8	9	6	8	4	1	12	17	8	7	1	1	1	1	11	39	1	4	3	3	4	59	0

Castro St
California St

Date: 05-15-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	0.6%	0.81
WB	3.2%	0.64
NB	11.0%	0.96
SB	3.8%	0.78
TOTAL	4.5%	0.87

Two-Hour Count Summaries

Interval Start		California St Eastbound				California St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	12	0	0	2	14	2	0	0	23	3	0	4	19	4	85	0
7:15 AM		0	9	15	2	0	5	11	11	0	0	13	3	1	3	18	4	95	0
7:30 AM		0	5	19	1	1	1	18	8	1	0	36	5	1	2	24	8	130	0
7:45 AM		0	7	28	0	0	5	35	7	0	0	29	2	3	3	30	5	154	464
8:00 AM		**0**	**10**	**42**	**1**	**0**	**9**	**29**	**6**	**0**	**2**	**36**	**6**	**1**	**4**	**27**	**5**	**178**	557
8:15 AM		**0**	**2**	**30**	**2**	**0**	**4**	**44**	**7**	**0**	**1**	**34**	**5**	**2**	**7**	**31**	**3**	**172**	634
8:30 AM		**0**	**4**	**32**	**2**	**0**	**14**	**58**	**14**	**0**	**3**	**36**	**6**	**1**	**5**	**28**	**12**	**215**	719
8:45 AM		**0**	**7**	**35**	**4**	**0**	**4**	**23**	**7**	**0**	**1**	**37**	**6**	**3**	**11**	**38**	**7**	**183**	**748**
Count Total		0	46	213	12	1	44	232	62	1	7	244	36	12	39	215	48	1,212	0
Peak Hour	**All**	**0**	**23**	**139**	**9**	**0**	**31**	**154**	**34**	**0**	**7**	**143**	**23**	**7**	**27**	**124**	**27**	**748**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**3**	**0**	**0**	**15**	**4**	**0**	**0**	**7**	**0**	**34**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**6%**	**1%**	**9%**	**-**	**0%**	**10%**	**17%**	**0%**	**0%**	**6%**	**0%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	3	1	*6*	1	0	1	0	*2*	7	3	1	3	*14*
7:15 AM	1	1	0	1	*3*	3	1	0	1	*5*	10	9	2	6	*27*
7:30 AM	1	1	5	0	*7*	1	2	3	2	*8*	14	5	2	4	*25*
7:45 AM	0	4	0	3	*7*	0	0	2	3	*5*	18	15	9	3	*45*
8:00 AM	**1**	**4**	**4**	**2**	***11***	**1**	**2**	**0**	**1**	***4***	**18**	**13**	**6**	**4**	*41*
8:15 AM	**0**	**1**	**5**	**1**	***7***	**1**	**0**	**0**	**2**	***3***	**6**	**9**	**5**	**3**	*23*
8:30 AM	**0**	**1**	**5**	**2**	***8***	**2**	**3**	**1**	**1**	***7***	**31**	**18**	**7**	**9**	*65*
8:45 AM	**0**	**1**	**5**	**2**	***8***	**2**	**2**	**0**	**1**	***5***	**18**	**13**	**4**	**3**	***38***
Count Total	3	15	27	12	*57*	11	10	7	11	*39*	122	85	36	35	*278*
Peak Hour	**1**	**7**	**19**	**7**	***34***	**6**	**7**	**1**	**5**	***19***	**73**	**53**	**22**	**19**	***167***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	California St				California St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	1	0	6	0
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	0
7:30 AM	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	0	7	0
7:45 AM	0	0	0	0	0	2	1	1	0	0	0	0	0	1	2	0	7	23
8:00 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**11**	28
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**1**	**0**	**7**	32
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**8**	33
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**8**	**34**
Count Total	0	0	3	0	0	5	5	5	0	0	22	5	0	1	11	0	57	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**3**	**0**	**0**	**15**	**4**	**0**	**0**	**7**	**0**	**34**	**0**

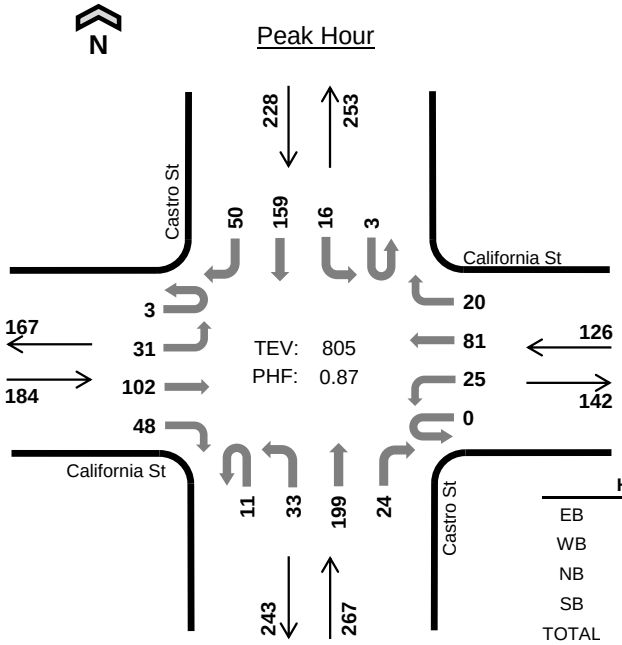
Two-Hour Count Summaries - Bikes

Interval Start	California St			California St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	3	0	0	1	0	0	0	0	0	1	0	5	0
7:30 AM	1	0	0	1	1	0	0	3	0	0	2	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	2	1	1	1	5	20
8:00 AM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	22
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**3**	20
8:30 AM	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**7**	19
8:45 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**19**
Count Total	1	10	0	3	7	0	0	4	3	2	7	2	39	0
Peak Hour	**0**	**6**	**0**	**2**	**5**	**0**	**0**	**0**	**1**	**1**	**3**	**1**	**19**	**0**

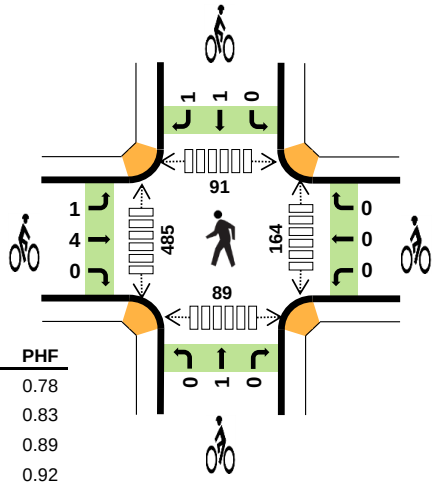
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
California St

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 11:45 AM to 12:45 PM



	HV %:	PHF
EB	2.2%	0.78
WB	0.8%	0.83
NB	2.2%	0.89
SB	3.1%	0.92
TOTAL	2.2%	0.87



Two-Hour Count Summaries

Interval Start		California St Eastbound UT	LT	TH	RT	California St Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
11:30 AM		0	7	12	6	0	1	20	0	0	4	49	4	1	2	49	13	168	0
11:45 AM		**1**	**3**	**23**	**8**	**0**	**8**	**19**	**2**	**5**	**8**	**46**	**4**	**2**	**3**	**42**	**15**	**189**	0
12:00 PM		**0**	**14**	**31**	**14**	**0**	**6**	**25**	**7**	**2**	**12**	**50**	**11**	**0**	**4**	**44**	**11**	**231**	0
12:15 PM		**2**	**8**	**30**	**13**	**0**	**5**	**19**	**6**	**2**	**7**	**54**	**4**	**1**	**4**	**36**	**15**	**206**	794
12:30 PM		**0**	**6**	**18**	**13**	**0**	**6**	**18**	**5**	**2**	**6**	**49**	**5**	**0**	**5**	**37**	**9**	**179**	**805**
12:45 PM		0	9	32	12	0	4	18	4	1	6	42	4	0	4	42	11	189	805
1:00 PM		0	8	24	15	0	4	19	2	1	2	43	9	2	3	41	13	186	760
1:15 PM		0	11	17	8	0	5	15	5	1	6	35	8	2	4	44	14	175	729
Count Total		3	66	187	89	0	39	153	31	14	51	368	49	8	29	335	101	1,523	0
Peak Hour	**All**	**3**	**31**	**102**	**48**	**0**	**25**	**81**	**20**	**11**	**33**	**199**	**24**	**3**	**16**	**159**	**50**	**805**	**0**
	HV	**0**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**2**	**18**	**0**
	HV%	**0%**	**10%**	**0%**	**2%**	**-**	**4%**	**0%**	**0%**	**0%**	**0%**	**3%**	**0%**	**0%**	**0%**	**3%**	**4%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:30 AM	1	0	1	4	*6*	1	0	0	1	*2*	18	64	14	6	*102*
11:45 AM	**1**	**0**	**2**	**0**	***3***	**4**	**0**	**0**	**1**	***5***	**32**	**102**	**10**	**24**	*168*
12:00 PM	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**49**	**174**	**29**	**18**	*270*
12:15 PM	**0**	**0**	**3**	**4**	***7***	**1**	**0**	**1**	**0**	***2***	**40**	**124**	**35**	**24**	*223*
12:30 PM	**2**	**1**	**1**	**1**	***5***	**0**	**0**	**0**	**1**	***1***	**43**	**85**	**17**	**23**	***168***
12:45 PM	1	0	1	3	*5*	1	1	1	3	*6*	47	118	19	14	*198*
1:00 PM	1	0	0	3	*4*	0	0	0	1	*1*	36	139	69	10	*254*
1:15 PM	1	0	3	2	*6*	0	1	1	0	*2*	49	96	10	17	*172*
Count Total	8	1	11	19	*39*	7	2	3	7	*19*	314	902	203	136	*1,555*
Peak Hour	**4**	**1**	**6**	**7**	***18***	**5**	**0**	**1**	**2**	***8***	**164**	**485**	**91**	**89**	***829***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	California St				California St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	1	6	0
11:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	0
12:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**7**	19
12:30 PM	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**18**
12:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5	20
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	21
1:15 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0	6	20
Count Total	0	6	1	1	0	1	0	0	0	0	11	0	0	1	14	4	39	0
Peak Hour	**0**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**5**	**2**	**18**	**0**

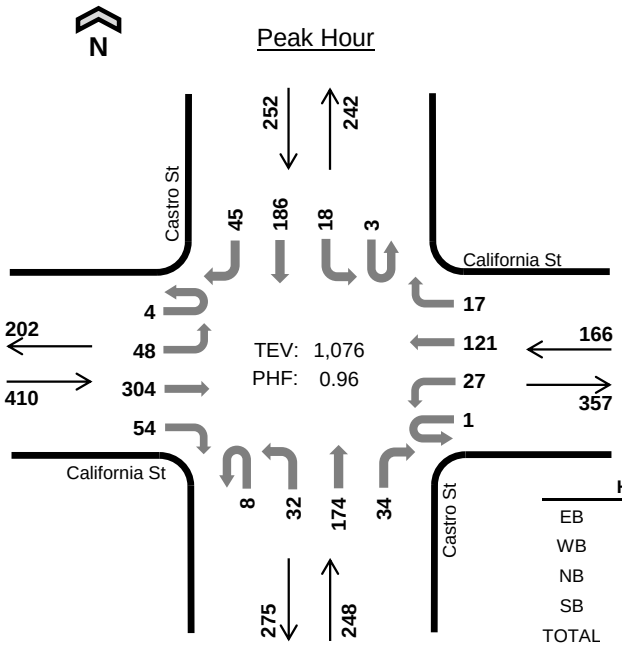
Two-Hour Count Summaries - Bikes

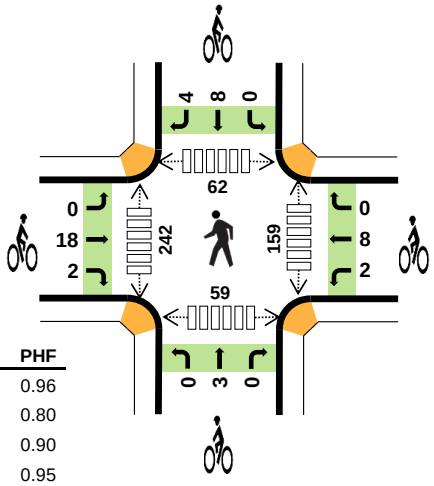
Interval Start	California St			California St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	0
11:45 AM	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	9
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**8**
12:45 PM	1	0	0	0	0	1	0	1	0	0	2	1	6	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	10
1:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	10
Count Total	2	5	0	0	1	1	0	3	0	0	4	3	19	0
Peak Hour	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**8**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
California St

Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.0%	0.96
WB	0.0%	0.80
NB	1.6%	0.90
SB	2.8%	0.95
TOTAL	1.4%	0.96

Two-Hour Count Summaries

Interval Start		California St Eastbound				California St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	9	56	13	0	5	20	5	1	9	41	4	0	1	32	7	203	0
4:15 PM		1	10	63	9	1	2	26	4	4	3	33	7	2	2	40	9	216	0
4:30 PM		0	11	56	12	0	2	41	1	1	8	45	6	2	0	48	8	241	0
4:45 PM		0	8	45	14	0	7	34	2	1	6	50	6	1	4	47	13	238	898
5:00 PM		**0**	**7**	**85**	**11**	**0**	**5**	**28**	**3**	**2**	**9**	**39**	**6**	**1**	**4**	**52**	**9**	**261**	956
5:15 PM		**1**	**20**	**68**	**17**	**1**	**11**	**33**	**7**	**4**	**7**	**44**	**8**	**1**	**3**	**48**	**8**	**281**	1,021
5:30 PM		**1**	**12**	**71**	**10**	**0**	**5**	**31**	**1**	**1**	**6**	**43**	**10**	**1**	**5**	**46**	**12**	**255**	1,035
5:45 PM		**2**	**9**	**80**	**16**	**0**	**6**	**29**	**6**	**1**	**10**	**48**	**10**	**0**	**6**	**40**	**16**	**279**	**1,076**
Count Total		5	86	524	102	2	43	242	29	15	58	343	57	8	25	353	82	1,974	0
Peak Hour	**All**	**4**	**48**	**304**	**54**	**1**	**27**	**121**	**17**	**8**	**32**	**174**	**34**	**3**	**18**	**186**	**45**	**1,076**	**0**
	HV	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**3**	**15**	**0**
	HV%	**0%**	**4%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**2%**	**7%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	2	*4*	2	0	1	1	*4*	19	40	8	12	*79*
4:15 PM	0	0	3	2	*5*	4	1	1	1	*7*	22	39	4	5	*70*
4:30 PM	2	0	0	3	*5*	3	3	0	1	*7*	32	48	10	13	*103*
4:45 PM	1	1	2	0	*4*	1	2	2	1	*6*	23	46	10	10	*89*
5:00 PM	**0**	**0**	**0**	**4**	***4***	**4**	**4**	**0**	**2**	***10***	**42**	**60**	**12**	**13**	*127*
5:15 PM	**1**	**0**	**2**	**0**	***3***	**2**	**1**	**1**	**2**	***6***	**40**	**53**	**10**	**14**	*117*
5:30 PM	**1**	**0**	**0**	**3**	***4***	**4**	**3**	**1**	**5**	***13***	**41**	**62**	**16**	**14**	*133*
5:45 PM	**2**	**0**	**2**	**0**	***4***	**10**	**2**	**1**	**3**	***16***	**36**	**67**	**24**	**18**	***145***
Count Total	8	2	9	14	*33*	30	16	7	16	*69*	255	415	94	99	*863*
Peak Hour	**4**	**0**	**4**	**7**	***15***	**20**	**10**	**3**	**12**	***45***	**159**	**242**	**62**	**59**	***522***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	California St				California St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5	0
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	5	0
4:45 PM	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	4	18
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	18
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	16
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**4**	15
5:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**15**
Count Total	0	4	2	2	0	0	2	0	0	0	8	1	0	0	9	5	33	0
Peak Hour	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**3**	**15**	**0**

Two-Hour Count Summaries - Bikes

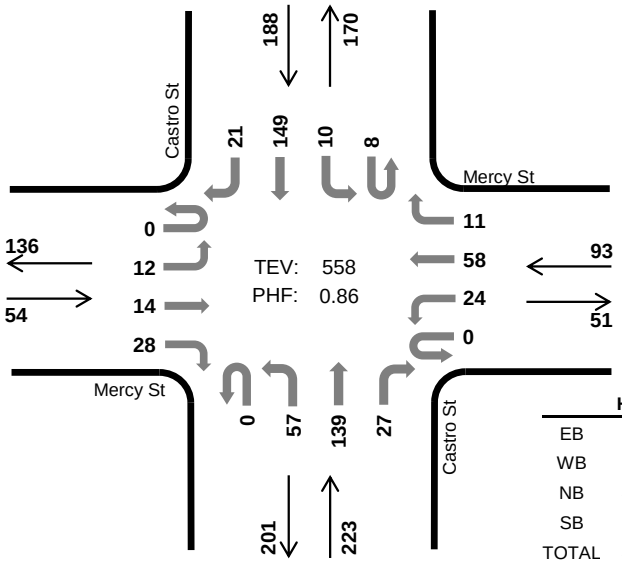
Interval Start	California St			California St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	1	0	0	0	0	0	1	0	0	1	0	4	0
4:15 PM	1	2	1	0	1	0	0	1	0	0	0	1	7	0
4:30 PM	0	3	0	0	3	0	0	0	0	0	1	0	7	0
4:45 PM	0	1	0	1	1	0	1	1	0	0	0	1	6	24
5:00 PM	**0**	**3**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**10**	30
5:15 PM	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**6**	29
5:30 PM	**0**	**4**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**2**	**13**	35
5:45 PM	**0**	**10**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**16**	**45**
Count Total	2	25	3	3	13	0	1	6	0	0	10	6	69	0
Peak Hour	**0**	**18**	**2**	**2**	**8**	**0**	**0**	**3**	**0**	**0**	**8**	**4**	**45**	**0**

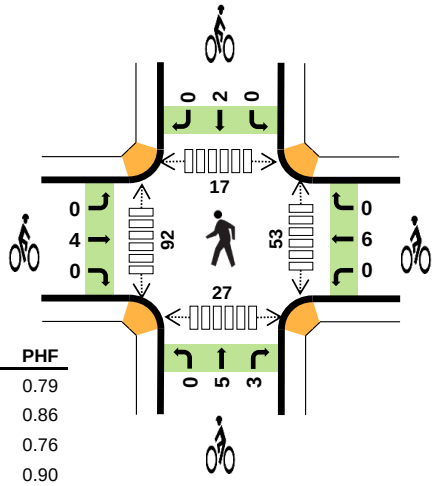
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Mercy St

Date: 05-14-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	3.7%	0.79
WB	3.2%	0.86
NB	4.0%	0.76
SB	6.4%	0.90
TOTAL	4.7%	0.86

Two-Hour Count Summaries

Interval Start		Mercy St Eastbound				Mercy St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	1	3	0	5	10	1	1	5	16	1	0	1	22	3	70	0
7:15 AM		0	1	2	3	0	3	13	0	0	5	27	3	3	2	29	5	96	0
7:30 AM		0	0	1	2	0	2	13	2	0	5	23	5	1	0	48	8	110	0
7:45 AM		0	0	5	4	0	9	15	2	0	2	33	5	5	2	36	3	121	397
8:00 AM		**0**	**1**	**5**	**6**	**0**	**6**	**15**	**3**	**0**	**9**	**31**	**4**	**3**	**2**	**39**	**8**	**132**	459
8:15 AM		**0**	**2**	**2**	**8**	**0**	**5**	**20**	**2**	**0**	**10**	**29**	**8**	**1**	**1**	**35**	**6**	**129**	492
8:30 AM		**0**	**8**	**2**	**7**	**0**	**6**	**11**	**6**	**0**	**18**	**44**	**11**	**1**	**3**	**42**	**4**	**163**	545
8:45 AM		**0**	**1**	**5**	**7**	**0**	**7**	**12**	**0**	**0**	**20**	**35**	**4**	**3**	**4**	**33**	**3**	**134**	**558**
Count Total		0	14	23	40	0	43	109	16	1	74	238	41	17	15	284	40	955	0
Peak Hour	**All**	**0**	**12**	**14**	**28**	**0**	**24**	**58**	**11**	**0**	**57**	**139**	**27**	**8**	**10**	**149**	**21**	**558**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**7**	**2**	**1**	**0**	**11**	**0**	**26**	**0**
	HV%	**-**	**0%**	**0%**	**7%**	**-**	**13%**	**0%**	**0%**	**-**	**0%**	**5%**	**7%**	**13%**	**0%**	**7%**	**0%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	1	3	*6*	1	1	0	0	*2*	5	11	1	5	*22*
7:15 AM	0	0	2	2	*4*	0	1	1	1	*3*	4	24	2	4	*34*
7:30 AM	0	0	3	5	*8*	1	1	2	0	*4*	8	13	2	4	*27*
7:45 AM	1	2	1	2	*6*	0	1	5	3	*9*	12	26	6	8	*52*
8:00 AM	**0**	**1**	**0**	**5**	***6***	**3**	**1**	**7**	**0**	***11***	**17**	**18**	**5**	**10**	*50*
8:15 AM	**2**	**1**	**3**	**3**	***9***	**0**	**2**	**0**	**0**	***2***	**9**	**31**	**5**	**10**	*55*
8:30 AM	**0**	**1**	**3**	**2**	***6***	**1**	**3**	**1**	**1**	***6***	**13**	**24**	**6**	**7**	*50*
8:45 AM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**14**	**19**	**1**	**0**	***34***
Count Total	3	7	16	24	*50*	6	10	16	6	*38*	82	166	28	48	*324*
Peak Hour	**2**	**3**	**9**	**12**	***26***	**4**	**6**	**8**	**2**	***20***	**53**	**92**	**17**	**27**	***189***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mercy St				Mercy St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	1	6	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	5	0	8	0
7:45 AM	0	0	0	1	0	1	0	1	0	0	1	0	0	0	1	1	6	24
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**6**	24
8:15 AM	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**3**	**0**	**9**	29
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**6**	27
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**5**	**26**
Count Total	0	0	0	3	0	6	0	1	0	1	13	2	1	0	21	2	50	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**7**	**2**	**1**	**0**	**11**	**0**	**26**	**0**

Two-Hour Count Summaries - Bikes

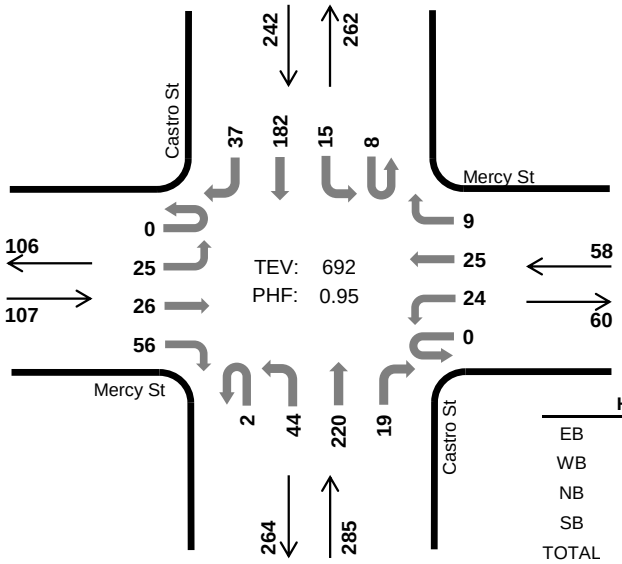
Interval Start	Mercy St			Mercy St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	1	0	3	0
7:30 AM	0	1	0	1	0	0	0	2	0	0	0	0	4	0
7:45 AM	0	0	0	0	1	0	0	3	2	0	3	0	9	18
8:00 AM	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**11**	27
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	26
8:30 AM	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**6**	28
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**20**
Count Total	0	6	0	3	7	0	0	11	5	0	6	0	38	0
Peak Hour	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**5**	**3**	**0**	**2**	**0**	**20**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

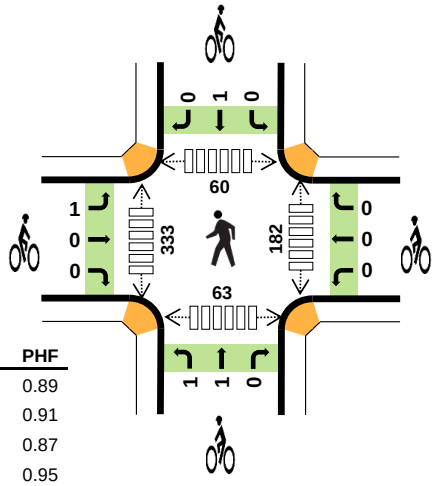
Castro St
Mercy St

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 11:45 AM to 12:45 PM

Peak Hour



	HV %:	PHF
EB	0.0%	0.89
WB	5.2%	0.91
NB	3.2%	0.87
SB	2.9%	0.95
TOTAL	2.7%	0.95



Two-Hour Count Summaries

Interval Start		Mercy St Eastbound UT	LT	TH	RT	Mercy St Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
11:30 AM		0	3	4	11	0	6	8	6	1	9	48	8	2	1	47	4	158	0
11:45 AM		**0**	**5**	**7**	**17**	**0**	**5**	**8**	**2**	**1**	**9**	**49**	**5**	**4**	**5**	**47**	**7**	**171**	0
12:00 PM		**0**	**6**	**6**	**10**	**0**	**4**	**7**	**4**	**0**	**10**	**68**	**4**	**1**	**4**	**47**	**12**	**183**	0
12:15 PM		**0**	**6**	**6**	**14**	**0**	**6**	**4**	**2**	**1**	**17**	**54**	**4**	**0**	**5**	**45**	**10**	**174**	686
12:30 PM		**0**	**8**	**7**	**15**	**0**	**9**	**6**	**1**	**0**	**8**	**49**	**6**	**3**	**1**	**43**	**8**	**164**	**692**
12:45 PM		0	1	7	20	0	3	3	5	1	7	44	5	4	1	49	7	157	678
1:00 PM		0	7	2	20	0	4	5	4	1	9	44	8	2	5	52	2	165	660
1:15 PM		0	6	11	18	0	10	8	4	1	7	38	4	1	3	44	14	169	655
Count Total		0	42	50	125	0	47	49	28	6	76	394	44	17	25	374	64	1,341	0
Peak Hour	**All**	**0**	**25**	**26**	**56**	**0**	**24**	**25**	**9**	**2**	**44**	**220**	**19**	**8**	**15**	**182**	**37**	**692**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**2**	**0**	**0**	**7**	**0**	**19**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**8%**	**4%**	**0%**	**0%**	**2%**	**3%**	**11%**	**0%**	**0%**	**4%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:30 AM	1	1	2	3	*7*	1	0	0	0	*1*	23	51	10	5	*89*
11:45 AM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**1**	**0**	***1***	**62**	**90**	**17**	**17**	*186*
12:00 PM	**0**	**1**	**3**	**1**	***5***	**0**	**0**	**1**	**0**	***1***	**58**	**98**	**16**	**25**	*197*
12:15 PM	**0**	**1**	**2**	**4**	***7***	**1**	**0**	**0**	**0**	***1***	**32**	**69**	**16**	**3**	*120*
12:30 PM	**0**	**1**	**2**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**30**	**76**	**11**	**18**	***135***
12:45 PM	0	1	1	3	*5*	1	0	0	2	*3*	67	90	28	13	*198*
1:00 PM	1	1	1	1	*4*	0	0	1	1	*2*	41	96	14	11	*162*
1:15 PM	1	5	2	2	*10*	0	0	1	1	*2*	51	82	21	12	*166*
Count Total	3	11	15	16	*45*	3	0	4	5	*12*	364	652	133	104	*1,253*
Peak Hour	**0**	**3**	**9**	**7**	***19***	**1**	**0**	**2**	**1**	***4***	**182**	**333**	**60**	**63**	***638***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mercy St				Mercy St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	3	0	7	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**5**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**7**	21
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**5**	**19**
12:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5	22
1:00 PM	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	4	21
1:15 PM	0	0	1	0	0	2	2	1	0	0	2	0	0	0	2	0	10	24
Count Total	0	0	1	2	0	6	4	1	0	1	10	4	0	0	15	1	45	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**2**	**0**	**0**	**7**	**0**	**19**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Mercy St			Mercy St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
12:15 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**4**
12:45 PM	1	0	0	0	0	0	0	0	0	0	2	0	3	6
1:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	7
1:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	8
Count Total	3	0	0	0	0	0	1	3	0	0	5	0	12	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**4**	**0**

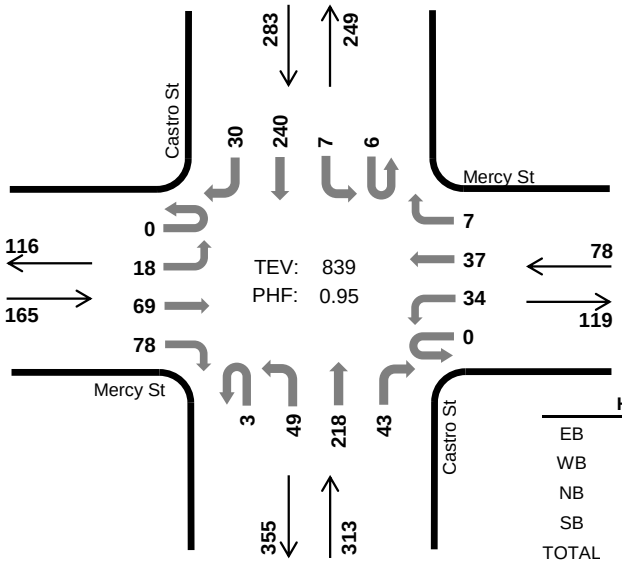
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Mercy St

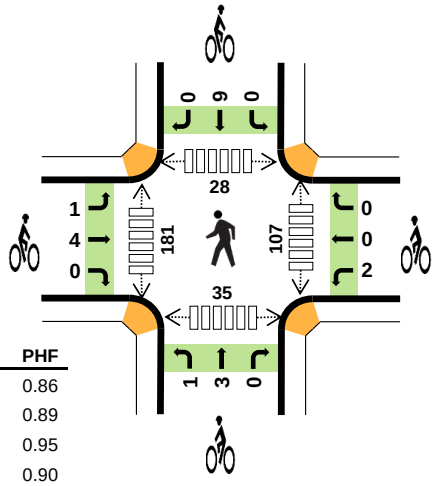
Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

N

Peak Hour



	HV %:	PHF
EB	0.0%	0.86
WB	3.8%	0.89
NB	2.2%	0.95
SB	1.8%	0.90
TOTAL	1.8%	0.95



Two-Hour Count Summaries

Interval Start		Mercy St Eastbound UT	LT	TH	RT	Mercy St Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	1	30	18	0	7	6	2	1	9	54	7	0	5	47	6	193	0
4:15 PM		0	3	11	20	0	5	8	0	1	9	49	5	0	4	50	4	169	0
4:30 PM		0	4	12	20	0	6	9	0	2	12	51	9	3	2	51	5	186	0
4:45 PM		**0**	**6**	**15**	**18**	**0**	**8**	**7**	**4**	**0**	**11**	**53**	**18**	**0**	**3**	**62**	**6**	**211**	759
5:00 PM		**0**	**6**	**19**	**19**	**0**	**6**	**9**	**2**	**1**	**10**	**53**	**11**	**3**	**1**	**56**	**8**	**204**	770
5:15 PM		**0**	**4**	**24**	**20**	**0**	**12**	**7**	**1**	**1**	**12**	**53**	**8**	**2**	**0**	**68**	**9**	**221**	822
5:30 PM		**0**	**2**	**11**	**21**	**0**	**8**	**14**	**0**	**1**	**16**	**59**	**6**	**1**	**3**	**54**	**7**	**203**	**839**
5:45 PM		0	0	15	16	0	5	6	4	0	15	58	8	0	5	46	7	185	813
Count Total		0	26	137	152	0	57	66	13	7	94	430	72	9	23	434	52	1,572	0
Peak Hour	**All**	**0**	**18**	**69**	**78**	**0**	**34**	**37**	**7**	**3**	**49**	**218**	**43**	**6**	**7**	**240**	**30**	**839**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**	**2**	**0**	**0**	**5**	**0**	**15**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**9%**	**0%**	**0%**	**0%**	**2%**	**2%**	**5%**	**0%**	**0%**	**2%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	1	2	1	*4*	20	39	6	7	*72*
4:15 PM	1	1	4	2	*8*	0	0	0	1	*1*	19	38	7	7	*71*
4:30 PM	1	0	3	3	*7*	1	0	2	2	*5*	13	48	7	5	*73*
4:45 PM	**0**	**1**	**2**	**1**	***4***	**2**	**0**	**2**	**0**	***4***	**22**	**30**	**2**	**7**	*61*
5:00 PM	**0**	**0**	**2**	**2**	***4***	**1**	**0**	**1**	**4**	***6***	**24**	**55**	**12**	**7**	*98*
5:15 PM	**0**	**1**	**3**	**0**	***4***	**1**	**1**	**0**	**1**	***3***	**25**	**51**	**9**	**11**	*96*
5:30 PM	**0**	**1**	**0**	**2**	***3***	**1**	**1**	**1**	**4**	***7***	**36**	**45**	**5**	**10**	***96***
5:45 PM	0	0	3	0	*3*	0	1	2	3	*6*	24	56	1	5	*86*
Count Total	2	4	17	11	*34*	6	4	10	16	*36*	183	362	49	59	*653*
Peak Hour	**0**	**3**	**7**	**5**	***15***	**5**	**2**	**4**	**9**	***20***	**107**	**181**	**28**	**35**	***351***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Mercy St				Mercy St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	1	0	1	0	0	0	0	3	1	0	0	2	0	8	0
4:30 PM	0	0	0	1	0	0	0	0	0	1	0	2	0	0	3	0	7	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	20
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	23
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**4**	19
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**15**
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	14
Count Total	0	0	0	2	0	4	0	0	0	2	9	6	0	0	11	0	34	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**	**2**	**0**	**0**	**5**	**0**	**15**	**0**

Two-Hour Count Summaries - Bikes

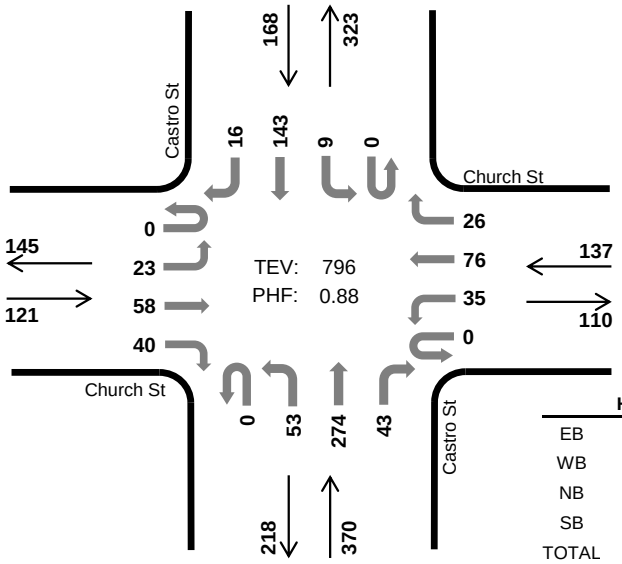
Interval Start	Mercy St			Mercy St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	2	0	0	1	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	1	0	0	0	0	0	1	1	0	2	0	5	0
4:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	14
5:00 PM	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**6**	16
5:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	18
5:30 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**7**	**20**
5:45 PM	0	0	0	1	0	0	0	1	1	0	3	0	6	22
Count Total	1	5	0	4	0	0	1	7	2	0	16	0	36	0
Peak Hour	**1**	**4**	**0**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**9**	**0**	**20**	**0**

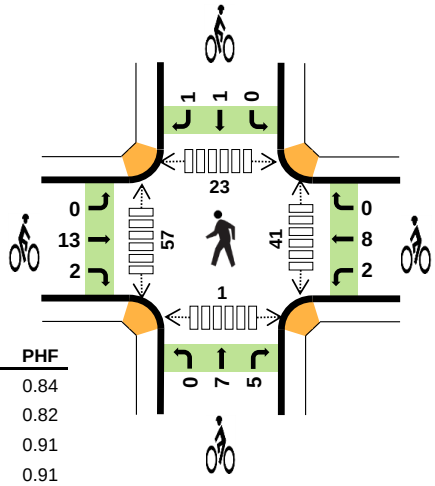
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Church St

Date: 05-14-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	1.7%	0.84
WB	0.0%	0.82
NB	2.7%	0.91
SB	9.5%	0.91
TOTAL	3.5%	0.88

Two-Hour Count Summaries

Interval Start	Church St Eastbound				Church St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	5	0	3	12	3	0	10	28	5	0	2	25	0	101	0
7:15 AM	0	1	4	4	0	11	4	0	0	11	38	4	0	1	29	4	111	0
7:30 AM	0	3	8	10	0	9	15	2	0	7	39	5	0	2	40	5	145	0
7:45 AM	0	3	14	6	0	8	15	2	0	14	51	9	0	4	37	2	165	522
8:00 AM	**0**	**6**	**24**	**6**	**0**	**9**	**20**	**6**	**0**	**13**	**57**	**11**	**0**	**1**	**36**	**6**	**195**	616
8:15 AM	**0**	**7**	**6**	**12**	**0**	**5**	**14**	**0**	**0**	**15**	**64**	**12**	**0**	**3**	**30**	**3**	**171**	676
8:30 AM	**0**	**5**	**16**	**14**	**0**	**9**	**19**	**14**	**0**	**13**	**79**	**10**	**0**	**3**	**40**	**3**	**225**	756
8:45 AM	**0**	**5**	**12**	**8**	**0**	**12**	**23**	**6**	**0**	**12**	**74**	**10**	**0**	**2**	**37**	**4**	**205**	**796**
Count Total	0	30	92	65	0	66	122	33	0	95	430	66	0	18	274	27	1,318	0
Peak Hour All	**0**	**23**	**58**	**40**	**0**	**35**	**76**	**26**	**0**	**53**	**274**	**43**	**0**	**9**	**143**	**16**	**796**	**0**
Peak Hour HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**14**	**1**	**28**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**5%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**4%**	**0%**	**-**	**11%**	**10%**	**6%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	2	4	*8*	1	2	1	1	*5*	6	2	1	0	*9*
7:15 AM	0	0	2	1	*3*	3	2	2	1	*8*	5	10	3	0	*18*
7:30 AM	1	0	2	6	*9*	5	1	1	1	*8*	5	9	2	0	*16*
7:45 AM	0	0	2	3	*5*	5	4	5	3	*17*	4	10	3	0	*17*
8:00 AM	**0**	**0**	**0**	**5**	***5***	**3**	**2**	**11**	**0**	***16***	**12**	**12**	**1**	**0**	*25*
8:15 AM	**1**	**0**	**3**	**6**	***10***	**3**	**4**	**0**	**0**	***7***	**8**	**20**	**6**	**0**	*34*
8:30 AM	**0**	**0**	**4**	**3**	***7***	**5**	**1**	**0**	**1**	***7***	**6**	**14**	**7**	**0**	*27*
8:45 AM	**1**	**0**	**3**	**2**	***6***	**4**	**3**	**1**	**1**	***9***	**15**	**11**	**9**	**1**	***36***
Count Total	4	1	18	30	*53*	29	19	21	8	*77*	61	88	32	1	*182*
Peak Hour	**2**	**0**	**10**	**16**	***28***	**15**	**10**	**12**	**2**	***39***	**41**	**57**	**23**	**1**	***122***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Church St				Church St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	1	0	1	0	1	0	0	4	0	8	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	6	0	9	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	25
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	22
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**4**	**1**	**10**	29
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**7**	27
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**6**	**28**
Count Total	0	1	1	2	0	0	0	1	0	1	16	1	0	1	27	2	53	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**14**	**1**	**28**	**0**

Two-Hour Count Summaries - Bikes

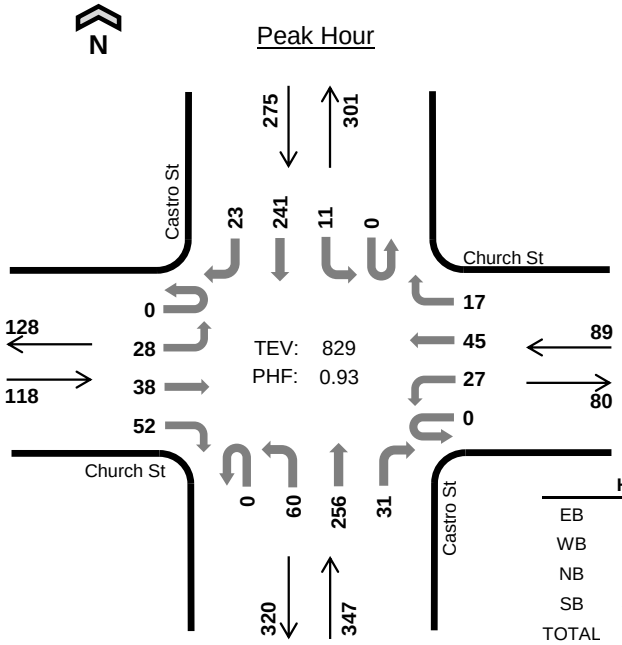
Interval Start	Church St			Church St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	2	0	1	0	0	0	0	1	5	0
7:15 AM	0	1	2	1	0	1	0	1	1	0	1	0	8	0
7:30 AM	0	4	1	1	0	0	0	1	0	0	1	0	8	0
7:45 AM	0	4	1	1	2	1	0	5	0	0	3	0	17	38
8:00 AM	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**16**	49
8:15 AM	**0**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	48
8:30 AM	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	47
8:45 AM	**0**	**3**	**1**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**9**	**39**
Count Total	0	23	6	5	12	2	1	14	6	0	6	2	77	0
Peak Hour	**0**	**13**	**2**	**2**	**8**	**0**	**0**	**7**	**5**	**0**	**1**	**1**	**39**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

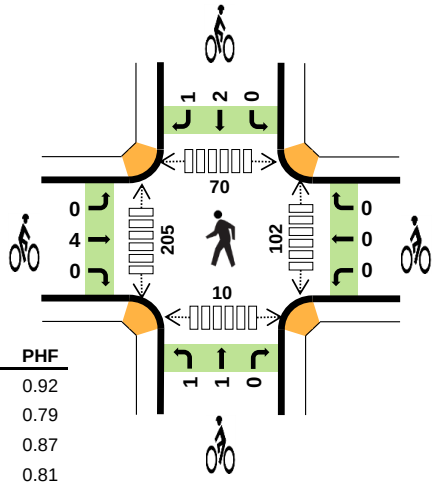
Castro St
Church St

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 12:00 PM to 1:00 PM

Peak Hour



	HV %:	PHF
EB	0.8%	0.92
WB	0.0%	0.79
NB	3.5%	0.87
SB	4.0%	0.81
TOTAL	2.9%	0.93



Two-Hour Count Summaries

Interval Start		Church St Eastbound UT	LT	TH	RT	Church St Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
11:30 AM		0	6	13	11	0	9	16	3	0	9	63	7	0	2	54	1	194	0
11:45 AM		0	5	7	11	0	10	7	6	0	8	57	1	0	5	61	7	185	0
12:00 PM		**0**	**6**	**8**	**18**	**0**	**12**	**9**	**7**	**0**	**17**	**76**	**7**	**0**	**3**	**44**	**7**	**214**	0
12:15 PM		**0**	**7**	**5**	**14**	**0**	**3**	**9**	**0**	**0**	**17**	**73**	**9**	**0**	**4**	**73**	**8**	**222**	815
12:30 PM		**0**	**8**	**12**	**11**	**0**	**7**	**10**	**7**	**0**	**14**	**47**	**7**	**0**	**1**	**60**	**4**	**188**	809
12:45 PM		**0**	**7**	**13**	**9**	**0**	**5**	**17**	**3**	**0**	**12**	**60**	**8**	**0**	**3**	**64**	**4**	**205**	**829**
1:00 PM		0	10	8	19	0	7	11	4	0	12	60	5	0	1	65	7	209	824
1:15 PM		0	6	8	13	0	11	4	3	0	15	47	5	0	2	61	6	181	783
Count Total		0	55	74	106	0	64	83	33	0	104	483	49	0	21	482	44	1,598	0
Peak Hour	**All**	**0**	**28**	**38**	**52**	**0**	**27**	**45**	**17**	**0**	**60**	**256**	**31**	**0**	**11**	**241**	**23**	**829**	**0**
	HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**1**	**0**	**1**	**10**	**0**	**24**	**0**
	HV%	**-**	**4%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**3%**	**4%**	**3%**	**-**	**9%**	**4%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:30 AM	0	0	2	3	*5*	0	0	0	0	*0*	14	48	16	0	*78*
11:45 AM	1	1	1	2	*5*	0	1	1	0	*2*	30	57	17	0	*104*
12:00 PM	**1**	**0**	**2**	**1**	***4***	**2**	**0**	**1**	**0**	***3***	**27**	**67**	**15**	**0**	*109*
12:15 PM	**0**	**0**	**4**	**6**	***10***	**0**	**0**	**1**	**0**	***1***	**27**	**40**	**9**	**0**	*76*
12:30 PM	**0**	**0**	**5**	**2**	***7***	**2**	**0**	**0**	**1**	***3***	**19**	**41**	**26**	**10**	*96*
12:45 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**2**	***2***	**29**	**57**	**20**	**0**	***106***
1:00 PM	0	0	1	3	*4*	1	0	2	1	*4*	36	50	14	10	*110*
1:15 PM	2	0	3	4	*9*	2	1	1	1	*5*	14	42	14	4	*74*
Count Total	4	1	19	23	*47*	7	2	6	5	*20*	196	402	131	24	*753*
Peak Hour	**1**	**0**	**12**	**11**	***24***	**4**	**0**	**2**	**3**	***9***	**102**	**205**	**70**	**10**	***387***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Church St				Church St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
11:45 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	2	0	5	0
12:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**1**	**5**	**0**	**10**	24
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**7**	26
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**24**
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	24
1:15 PM	0	0	0	2	0	0	0	0	0	1	2	0	0	0	4	0	9	23
Count Total	0	2	0	2	0	1	0	0	0	3	15	1	0	1	21	1	47	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**1**	**0**	**1**	**10**	**0**	**24**	**0**

Two-Hour Count Summaries - Bikes

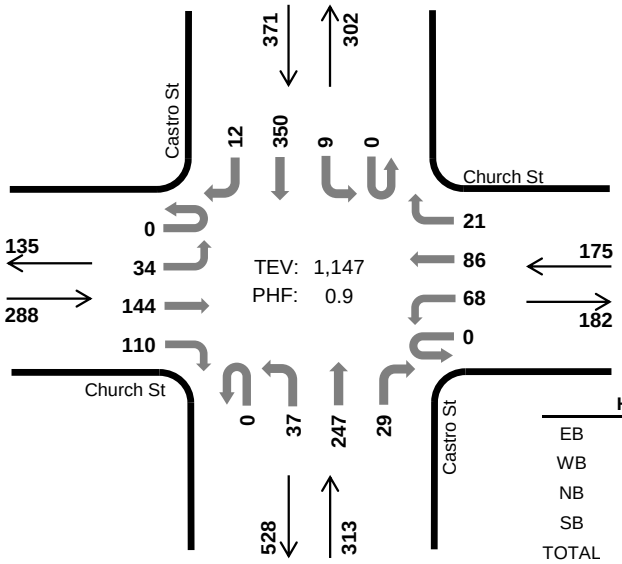
Interval Start	Church St			Church St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0
12:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	6
12:30 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	9
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**9**
1:00 PM	0	1	0	0	0	0	0	1	1	0	1	0	4	10
1:15 PM	0	2	0	0	1	0	0	1	0	0	0	1	5	14
Count Total	0	7	0	0	2	0	1	4	1	0	3	2	20	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**1**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

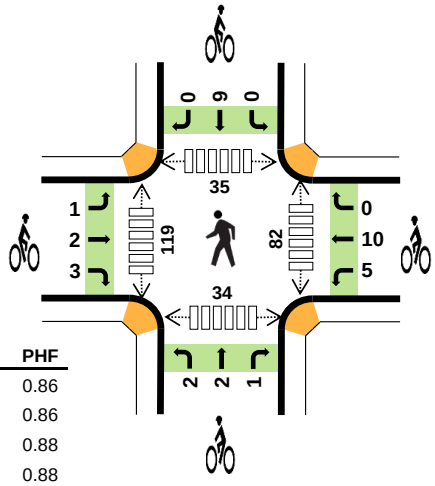
Castro St
Church St

Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour



	HV %:	PHF
EB	0.7%	0.86
WB	1.1%	0.86
NB	2.2%	0.88
SB	2.2%	0.88
TOTAL	1.7%	0.90



Two-Hour Count Summaries

Interval Start		Church St Eastbound UT	LT	TH	RT	Church St Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	5	21	16	0	13	16	4	0	8	54	7	0	3	62	2	211	0
4:15 PM		0	2	12	20	0	13	18	5	0	8	57	4	0	3	77	3	222	0
4:30 PM		0	6	25	14	0	13	19	5	0	13	71	5	0	4	65	5	245	0
4:45 PM		**0**	**12**	**17**	**32**	**0**	**13**	**17**	**5**	**0**	**14**	**71**	**4**	**0**	**1**	**90**	**3**	**279**	957
5:00 PM		**0**	**9**	**26**	**28**	**0**	**22**	**25**	**4**	**0**	**7**	**50**	**9**	**0**	**5**	**76**	**2**	**263**	1,009
5:15 PM		**0**	**7**	**49**	**28**	**0**	**18**	**25**	**7**	**0**	**7**	**62**	**11**	**0**	**0**	**101**	**4**	**319**	1,106
5:30 PM		**0**	**6**	**52**	**22**	**0**	**15**	**19**	**5**	**0**	**9**	**64**	**5**	**0**	**3**	**83**	**3**	**286**	**1,147**
5:45 PM		0	8	34	20	0	13	24	6	0	9	63	4	0	4	59	4	248	1,116
Count Total		0	55	236	180	0	120	163	41	0	75	492	49	0	23	613	26	2,073	0
Peak Hour	**All**	**0**	**34**	**144**	**110**	**0**	**68**	**86**	**21**	**0**	**37**	**247**	**29**	**0**	**9**	**350**	**12**	**1,147**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**7**	**1**	**19**	**0**
	HV%	**-**	**0%**	**0%**	**2%**	**-**	**1%**	**0%**	**5%**	**-**	**0%**	**2%**	**3%**	**-**	**0%**	**2%**	**8%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	1	1	0	1	*3*	2	4	2	3	*11*	27	26	11	1	*65*
4:15 PM	1	0	4	4	*9*	3	3	1	1	*8*	11	23	10	1	*45*
4:30 PM	0	0	4	4	*8*	5	3	0	1	*9*	13	51	2	20	*86*
4:45 PM	**0**	**1**	**3**	**1**	***5***	**3**	**4**	**2**	**2**	***11***	**17**	**32**	**13**	**10**	*72*
5:00 PM	**1**	**1**	**1**	**3**	***6***	**0**	**6**	**1**	**4**	***11***	**17**	**45**	**9**	**15**	*86*
5:15 PM	**1**	**0**	**3**	**1**	***5***	**2**	**2**	**1**	**2**	***7***	**20**	**22**	**7**	**4**	*53*
5:30 PM	**0**	**0**	**0**	**3**	***3***	**1**	**3**	**1**	**1**	***6***	**28**	**20**	**6**	**5**	***59***
5:45 PM	0	0	3	0	*3*	3	5	1	2	*11*	12	30	7	5	*54*
Count Total	4	3	18	17	*42*	19	30	9	16	*74*	145	249	65	61	*520*
Peak Hour	**2**	**2**	**7**	**8**	***19***	**6**	**15**	**5**	**9**	***35***	**82**	**119**	**35**	**34**	***270***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Church St				Church St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	1	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	3	1	8	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**5**	25
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	28
5:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**5**	24
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**19**
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	17
Count Total	0	0	1	3	0	1	1	1	0	1	16	1	0	0	14	3	42	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**6**	**1**	**0**	**0**	**7**	**1**	**19**	**0**

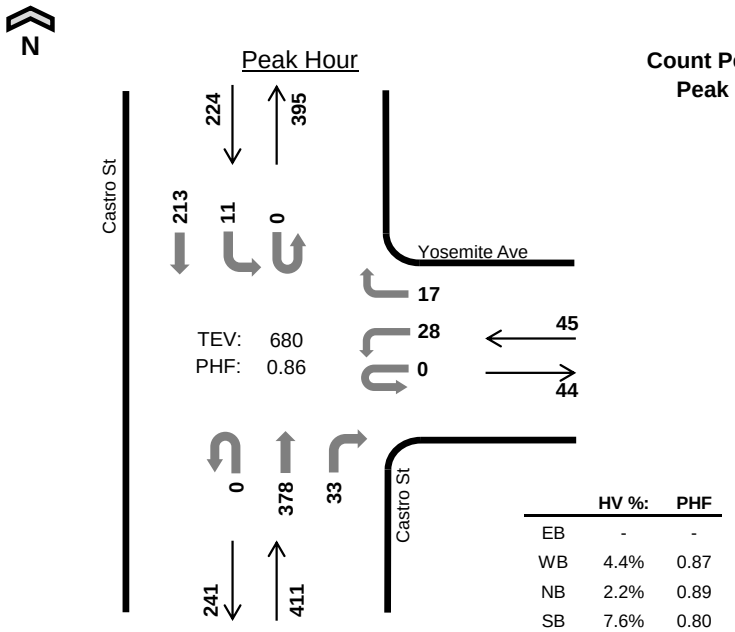
Two-Hour Count Summaries - Bikes

Interval Start	Church St			Church St			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	4	0	0	2	0	0	3	0	11	0
4:15 PM	0	2	1	0	3	0	0	0	1	0	1	0	8	0
4:30 PM	0	4	1	1	1	1	0	0	0	0	0	1	9	0
4:45 PM	**1**	**0**	**2**	**0**	**4**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**11**	39
5:00 PM	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**11**	39
5:15 PM	**0**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**7**	38
5:30 PM	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**6**	**35**
5:45 PM	0	1	2	1	4	0	0	0	1	0	2	0	11	35
Count Total	1	11	7	7	22	1	2	4	3	0	15	1	74	0
Peak Hour	**1**	**2**	**3**	**5**	**10**	**0**	**2**	**2**	**1**	**0**	**9**	**0**	**35**	**0**

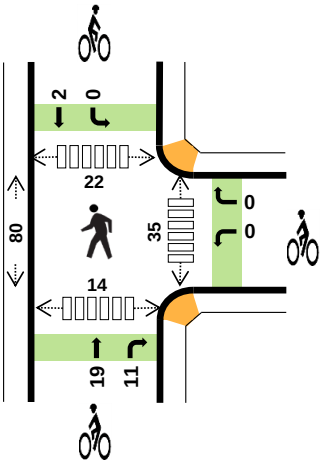
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Yosemite Ave

Date: 05-14-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	4.4%	0.87
NB	2.2%	0.89
SB	7.6%	0.80
TOTAL	4.1%	0.86



Two-Hour Count Summaries

Interval Start		n/a Eastbound UT	LT	TH	RT	Yosemite Ave Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	0	0	0	5	0	1	0	0	45	2	2	0	37	0	92	0
7:15 AM		0	0	0	0	0	3	0	6	0	0	47	2	0	4	38	0	100	0
7:30 AM		0	0	0	0	0	13	0	0	0	0	55	1	0	2	64	0	135	0
7:45 AM		0	0	0	0	0	8	0	3	0	0	78	13	0	5	49	0	156	483
8:00 AM		**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**83**	**11**	**0**	**4**	**51**	**0**	**160**	551
8:15 AM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**	**0**	**89**	**7**	**0**	**0**	**43**	**0**	**151**	602
8:30 AM		**0**	**0**	**0**	**0**	**0**	**8**	**0**	**5**	**0**	**0**	**109**	**6**	**0**	**4**	**66**	**0**	**198**	665
8:45 AM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**3**	**0**	**0**	**97**	**9**	**0**	**3**	**53**	**0**	**171**	**680**
Count Total		0	0	0	0	0	57	0	27	0	0	603	51	2	22	401	0	1,163	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**17**	**0**	**0**	**378**	**33**	**0**	**11**	**213**	**0**	**680**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**0**	**0**	**1**	**16**	**0**	**28**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**6%**	**-**	**-**	**2%**	**0%**	**-**	**9%**	**8%**	**-**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	1	3	*4*	0	0	2	0	*2*	4	13	3	4	*24*
7:15 AM	0	0	2	1	*3*	0	2	3	3	*8*	9	15	8	10	*42*
7:30 AM	0	0	2	6	*8*	0	1	2	2	*5*	14	18	4	12	*48*
7:45 AM	0	0	3	2	*5*	0	0	5	4	*9*	13	11	8	6	*38*
8:00 AM	**0**	**0**	**0**	**6**	***6***	**0**	**0**	**19**	**0**	***19***	**14**	**20**	**7**	**8**	*49*
8:15 AM	**0**	**0**	**3**	**5**	***8***	**0**	**0**	**2**	**0**	***2***	**10**	**20**	**5**	**2**	*37*
8:30 AM	**0**	**0**	**5**	**3**	***8***	**0**	**0**	**6**	**1**	***7***	**4**	**20**	**3**	**2**	*29*
8:45 AM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**3**	**1**	***4***	**7**	**20**	**7**	**2**	***36***
Count Total	0	2	17	29	*48*	0	3	42	11	*56*	75	137	45	46	*303*
Peak Hr	**0**	**2**	**9**	**17**	***28***	**0**	**0**	**30**	**2**	***32***	**35**	**80**	**22**	**14**	***151***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Yosemite Ave				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5	20
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**6**	22
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**8**	27
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	27
8:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	**28**
Count Total	0	0	0	0	0	1	0	1	0	0	16	1	0	1	28	0	48	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**9**	**0**	**0**	**1**	**16**	**0**	**28**	**0**

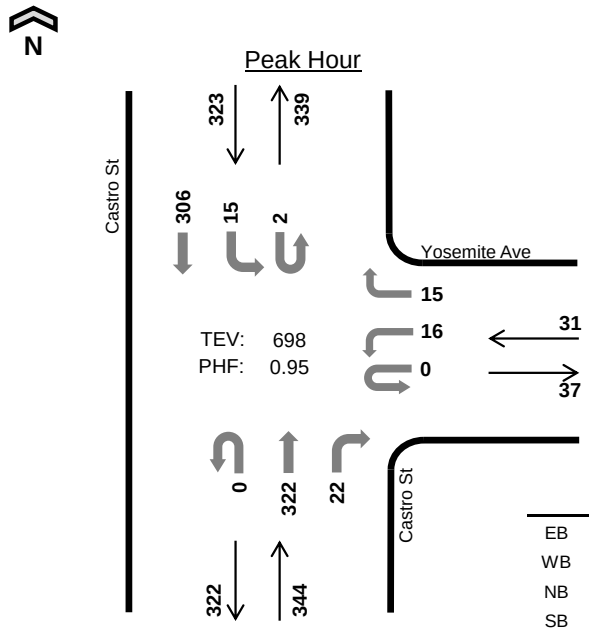
Two-Hour Count Summaries - Bikes

Interval Start	n/a			Yosemite Ave			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	2	0	0	0	2	1	0	3	0	8	0
7:30 AM	0	0	0	1	0	0	0	1	1	0	2	0	5	0
7:45 AM	0	0	0	0	0	0	0	5	0	0	4	0	9	24
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**0**	**0**	**0**	**19**	41
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	35
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**1**	**0**	**7**	37
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**4**	**32**
Count Total	0	0	0	3	0	0	0	29	13	0	11	0	56	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**11**	**0**	**2**	**0**	**32**	**0**

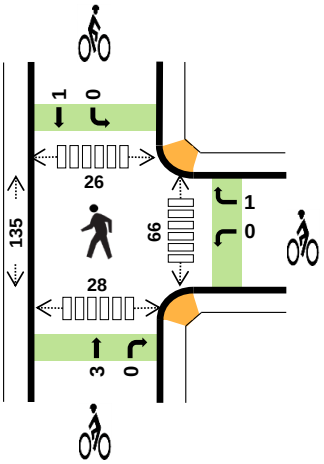
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Yosemite Ave

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 11:30 AM to 12:30 PM



	HV %:	PHF
EB	-	-
WB	6.5%	0.78
NB	2.6%	0.92
SB	3.7%	0.96
TOTAL	3.3%	0.95



Two-Hour Count Summaries

Interval Start		n/a				Yosemite Ave				Castro St				Castro St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM		**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**69**	**11**	**1**	**2**	**81**	**0**	**174**	0
11:45 AM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**3**	**0**	**0**	**72**	**6**	**0**	**6**	**74**	**0**	**167**	0
12:00 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**89**	**4**	**1**	**3**	**72**	**0**	**173**	0
12:15 PM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**92**	**1**	**0**	**4**	**79**	**0**	**184**	**698**
12:30 PM		0	0	0	0	0	4	0	4	0	0	62	5	0	2	85	0	162	686
12:45 PM		0	0	0	0	0	3	0	3	0	0	76	5	0	3	75	0	165	684
1:00 PM		0	0	0	0	0	2	0	1	0	0	82	5	0	3	86	0	179	690
1:15 PM		0	0	0	0	0	4	0	3	0	0	71	4	2	6	77	0	167	673
Count Total		0	0	0	0	0	29	0	26	0	0	613	41	4	29	629	0	1,371	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**15**	**0**	**0**	**322**	**22**	**2**	**15**	**306**	**0**	**698**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**0**	**0**	**1**	**11**	**0**	**23**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**13%**	**-**	**-**	**3%**	**0%**	**0%**	**7%**	**4%**	**-**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**8**	**26**	**4**	**7**	*45*
11:45 AM	**0**	**0**	**1**	**3**	***4***	**0**	**1**	**1**	**1**	***3***	**16**	**35**	**8**	**4**	*63*
12:00 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**1**	**0**	***1***	**18**	**39**	**4**	**7**	*68*
12:15 PM	**0**	**2**	**4**	**5**	***11***	**0**	**0**	**1**	**0**	***1***	**24**	**35**	**10**	**10**	***79***
12:30 PM	0	0	3	2	*5*	0	0	0	1	*1*	13	46	4	6	*69*
12:45 PM	0	0	1	2	*3*	0	0	0	1	*1*	7	43	11	13	*74*
1:00 PM	0	0	2	2	*4*	0	0	1	0	*1*	12	23	10	6	*51*
1:15 PM	0	0	2	6	*8*	0	0	1	0	*1*	14	48	12	5	*79*
Count Total	0	2	17	24	*43*	0	1	5	3	*9*	112	295	63	58	*528*
Peak Hr	**0**	**2**	**9**	**12**	***23***	**0**	**1**	**3**	**1**	***5***	**66**	**135**	**26**	**28**	***255***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Yosemite Ave				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**1**	**4**	**0**	**11**	**23**
12:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	23
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	22
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	23
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	0	8	20
Count Total	0	0	0	0	0	0	0	2	0	0	17	0	0	2	22	0	43	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**0**	**0**	**1**	**11**	**0**	**23**	**0**

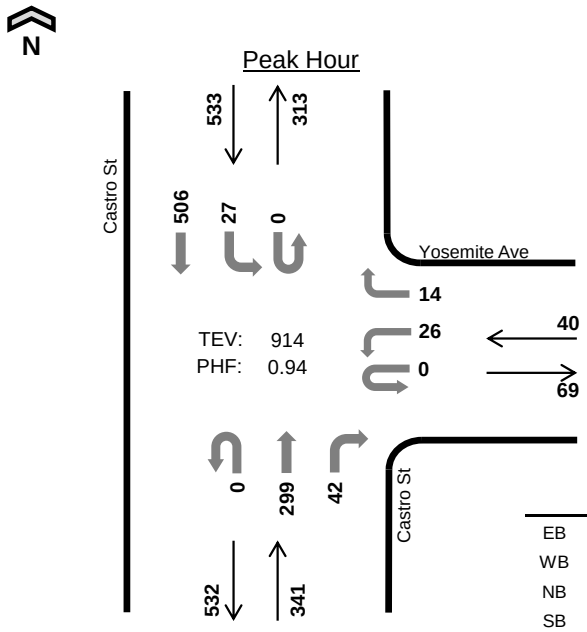
Two-Hour Count Summaries - Bikes

Interval Start	n/a			Yosemite Ave			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	0	0	0	0	1	0	5	0	0	3	0	9	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**5**	**0**

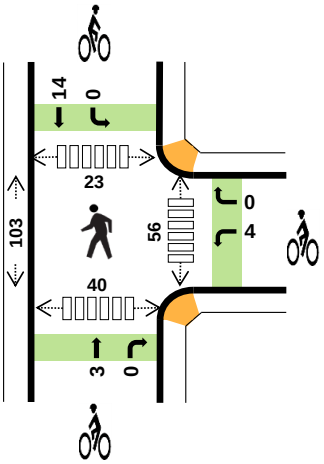
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Yosemite Ave

Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.67
NB	2.1%	0.87
SB	1.7%	0.95
TOTAL	1.8%	0.94



Two-Hour Count Summaries

Interval Start		n/a Eastbound				Yosemite Ave Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	3	0	2	0	0	68	6	0	4	88	0	171	0
4:15 PM		0	0	0	0	0	3	0	2	0	0	58	5	0	4	111	0	183	0
4:30 PM		0	0	0	0	0	3	0	3	0	0	84	11	0	3	87	0	191	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**85**	**7**	**0**	**8**	**124**	**0**	**228**	773
5:00 PM		**0**	**0**	**0**	**0**	**0**	**10**	**0**	**4**	**0**	**0**	**66**	**7**	**0**	**8**	**124**	**0**	**219**	821
5:15 PM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**70**	**8**	**0**	**7**	**133**	**0**	**225**	863
5:30 PM		**0**	**0**	**0**	**0**	**0**	**9**	**0**	**6**	**0**	**0**	**78**	**20**	**0**	**4**	**125**	**0**	**242**	**914**
5:45 PM		0	0	0	0	0	7	0	2	0	0	77	12	0	4	99	0	201	887
Count Total		0	0	0	0	0	42	0	23	0	0	586	76	0	42	891	0	1,660	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**14**	**0**	**0**	**299**	**42**	**0**	**27**	**506**	**0**	**914**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**8**	**0**	**16**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**2%**	**0%**	**-**	**4%**	**2%**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	0	1	2	*3*	11	19	3	3	*36*
4:15 PM	0	0	4	3	*7*	0	0	0	5	*5*	5	10	2	3	*20*
4:30 PM	0	0	3	3	*6*	0	1	0	1	*2*	10	17	0	5	*32*
4:45 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**1**	**3**	***4***	**7**	**27**	**4**	**8**	*46*
5:00 PM	**0**	**0**	**1**	**4**	***5***	**0**	**1**	**1**	**7**	***9***	**15**	**30**	**3**	**11**	*59*
5:15 PM	**0**	**0**	**3**	**2**	***5***	**0**	**2**	**0**	**2**	***4***	**19**	**26**	**6**	**13**	*64*
5:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**1**	**1**	**2**	***4***	**15**	**20**	**10**	**8**	***53***
5:45 PM	0	0	3	1	*4*	0	0	0	6	*6*	9	17	5	4	*35*
Count Total	0	0	17	17	*34*	0	5	4	28	*37*	91	166	33	55	*345*
Peak Hr	**0**	**0**	**7**	**9**	***16***	**0**	**4**	**3**	**14**	***21***	**56**	**103**	**23**	**40**	***222***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Yosemite Ave				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	18
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	22
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**5**	20
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**16**
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	16
Count Total	0	0	0	0	0	0	0	0	0	0	17	0	0	1	16	0	34	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**8**	**0**	**16**	**0**

Two-Hour Count Summaries - Bikes

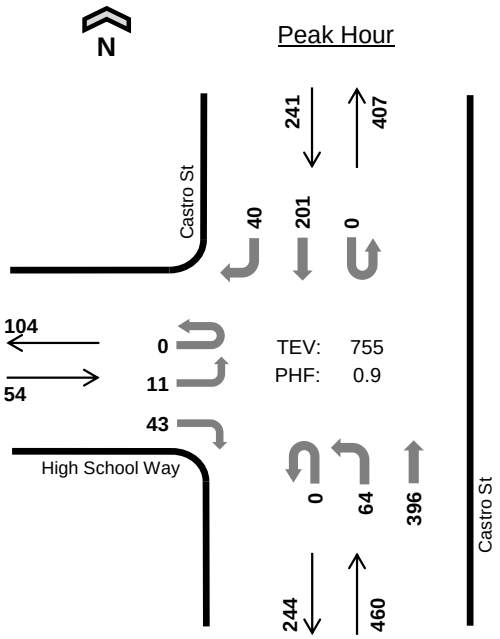
Interval Start	n/a			Yosemite Ave			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**4**	14
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**9**	20
5:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	19
5:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	**21**
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	6	23
Count Total	0	0	0	5	0	0	0	4	0	0	28	0	37	0
Peak Hour	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**14**	**0**	**21**	**0**

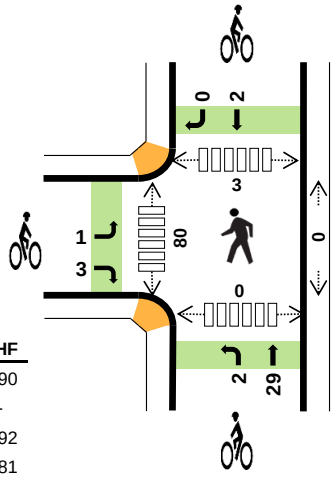
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
High School Way

Date: 05-14-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	3.7%	0.90
WB	-	-
NB	2.2%	0.92
SB	6.6%	0.81
TOTAL	3.7%	0.90

Two-Hour Count Summaries

Interval Start		High School Way Eastbound				n/a Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	7	0	0	0	0	0	3	47	0	0	0	36	7	100	0
7:15 AM		0	3	0	9	0	0	0	0	0	10	46	0	0	0	36	4	108	0
7:30 AM		0	1	0	9	0	0	0	0	0	15	55	0	0	0	70	7	157	0
7:45 AM		0	7	0	11	0	0	0	0	0	15	83	0	0	0	53	4	173	538
8:00 AM		**0**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**16**	**91**	**0**	**0**	**0**	**51**	**7**	**179**	617
8:15 AM		**0**	**1**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**13**	**95**	**0**	**0**	**0**	**39**	**11**	**173**	682
8:30 AM		**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**17**	**108**	**0**	**0**	**0**	**63**	**11**	**210**	735
8:45 AM		**0**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**18**	**102**	**0**	**0**	**0**	**48**	**11**	**193**	**755**
Count Total		0	22	0	79	0	0	0	0	0	107	627	0	0	0	396	62	1,293	0
Peak Hour	**All**	**0**	**11**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**64**	**396**	**0**	**0**	**0**	**201**	**40**	**755**	**0**
	HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**15**	**1**	**28**	**0**
	HV%	**-**	**0%**	**-**	**5%**	**-**	**-**	**-**	**-**	**-**	**2%**	**2%**	**-**	**-**	**-**	**7%**	**3%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	1	3	*4*	0	0	2	0	*2*	0	13	0	0	*13*
7:15 AM	0	0	2	1	*3*	1	0	2	4	*7*	0	12	0	0	*12*
7:30 AM	0	0	3	6	*9*	6	0	3	4	*13*	0	13	0	0	*13*
7:45 AM	1	0	3	2	*6*	2	0	5	4	*11*	0	8	1	0	*9*
8:00 AM	**1**	**0**	**0**	**4**	***5***	**3**	**0**	**18**	**0**	***21***	**0**	**22**	**1**	**0**	*23*
8:15 AM	**1**	**0**	**4**	**5**	***10***	**1**	**0**	**3**	**0**	***4***	**0**	**22**	**0**	**0**	*22*
8:30 AM	**0**	**0**	**5**	**3**	***8***	**0**	**0**	**7**	**1**	***8***	**0**	**18**	**1**	**0**	*19*
8:45 AM	**0**	**0**	**1**	**4**	***5***	**0**	**0**	**3**	**1**	***4***	**0**	**18**	**1**	**0**	***19***
Count Total	3	0	19	28	*50*	13	0	43	14	*70*	0	126	4	0	*130*
Peak Hr	**2**	**0**	**10**	**16**	***28***	**4**	**0**	**31**	**2**	***37***	**0**	**80**	**3**	**0**	***83***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	High School Way				n/a				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	6	0	9	0
7:45 AM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	1	1	6	22
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**5**	23
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**5**	**0**	**10**	30
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	29
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**5**	**28**
Count Total	0	1	0	2	0	0	0	0	0	3	16	0	0	0	26	2	50	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**15**	**1**	**28**	**0**

Two-Hour Count Summaries - Bikes

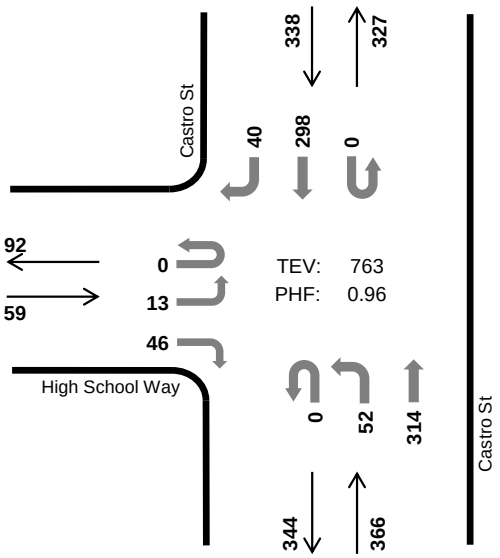
Interval Start	High School Way			n/a			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	1	0	0	0	0	0	0	2	0	0	4	0	7	0
7:30 AM	0	0	6	0	0	0	1	2	0	0	3	1	13	0
7:45 AM	0	0	2	0	0	0	0	5	0	0	4	0	11	33
8:00 AM	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**21**	52
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	49
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**1**	**0**	**8**	44
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**4**	**37**
Count Total	2	0	11	0	0	0	3	40	0	0	13	1	70	0
Peak Hour	**1**	**0**	**3**	**0**	**0**	**0**	**2**	**29**	**0**	**0**	**2**	**0**	**37**	**0**

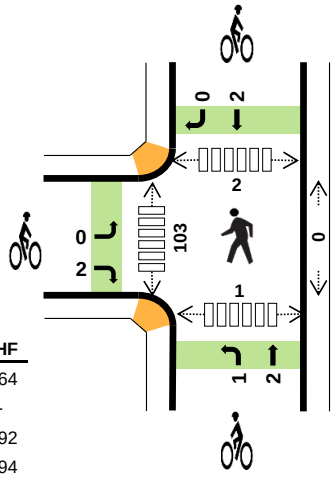
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
High School Way

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 12:15 PM to 1:15 PM

Peak Hour





	HV %:	PHF
EB	1.7%	0.64
WB	-	-
NB	3.0%	0.92
SB	3.0%	0.94
TOTAL	2.9%	0.96

Two-Hour Count Summaries

Interval Start	High School Way Eastbound				n/a Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	2	0	8	0	0	0	0	0	9	76	0	0	0	75	11	181	0
11:45 AM	1	3	0	14	0	0	0	0	1	12	76	0	0	0	77	6	190	0
12:00 PM	0	2	0	12	0	0	0	0	0	16	90	0	1	0	67	6	194	0
12:15 PM	**0**	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**9**	**91**	**0**	**0**	**0**	**71**	**11**	**193**	758
12:30 PM	**0**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**14**	**66**	**0**	**0**	**0**	**82**	**8**	**179**	756
12:45 PM	**0**	**7**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**18**	**74**	**0**	**0**	**0**	**70**	**8**	**193**	759
1:00 PM	**0**	**3**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**11**	**83**	**0**	**0**	**0**	**75**	**13**	**198**	**763**
1:15 PM	0	2	0	10	0	0	0	0	0	11	73	0	0	0	73	7	176	746
Count Total	1	22	0	90	0	0	0	0	1	100	629	0	1	0	590	70	1,504	0
Peak Hour All	**0**	**13**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**52**	**314**	**0**	**0**	**0**	**298**	**40**	**763**	**0**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**8**	**2**	**22**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**2%**	**-**	**-**	**-**	**-**	**-**	**2%**	**3%**	**-**	**-**	**-**	**3%**	**5%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:30 AM	1	0	3	3	*7*	0	0	0	0	*0*	0	12	0	0	*12*
11:45 AM	0	0	2	3	*5*	0	0	1	1	*2*	0	28	0	0	*28*
12:00 PM	1	0	2	1	*4*	1	0	2	0	*3*	0	29	0	0	*29*
12:15 PM	**0**	**0**	**4**	**4**	***8***	**2**	**0**	**1**	**0**	***3***	**0**	**26**	**2**	**1**	*29*
12:30 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**1**	**1**	***2***	**0**	**32**	**0**	**0**	*32*
12:45 PM	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**0**	**24**	**0**	**0**	*24*
1:00 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**1**	**0**	***1***	**0**	**21**	**0**	**0**	***21***
1:15 PM	1	0	2	5	*8*	1	0	2	0	*3*	0	40	0	0	*40*
Count Total	4	0	20	22	*46*	4	0	8	3	*15*	0	212	2	1	*215*
Peak Hr	**1**	**0**	**11**	**10**	***22***	**2**	**0**	**3**	**2**	***7***	**0**	**103**	**2**	**1**	***106***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	High School Way				n/a				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	2	1	7	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	5	0
12:00 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**8**	24
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**1**	**5**	22
12:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**5**	22
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**4**	**22**
1:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	4	1	8	22
Count Total	0	0	0	4	0	0	0	0	0	3	17	0	0	0	17	5	46	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**8**	**2**	**22**	**0**

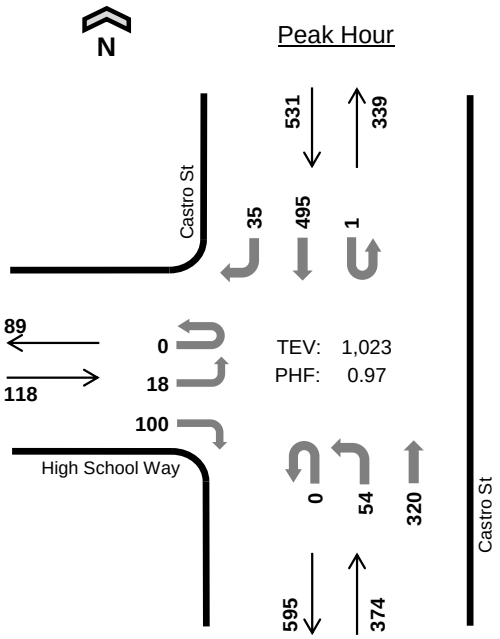
Two-Hour Count Summaries - Bikes

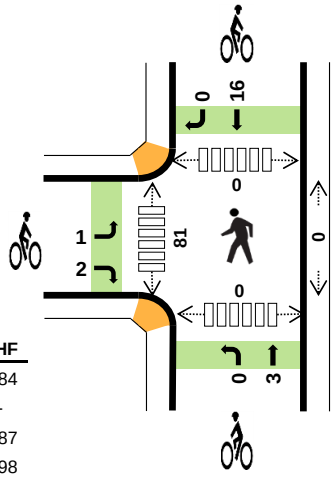
Interval Start	High School Way			n/a			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0
12:00 PM	0	0	1	0	0	0	1	1	0	0	0	0	3	0
12:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	8
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	10
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	9
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**7**
1:15 PM	0	0	1	0	0	0	1	1	0	0	0	0	3	7
Count Total	0	0	4	0	0	0	3	5	0	0	2	1	15	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
High School Way

Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.0%	0.84
WB	-	-
NB	1.9%	0.87
SB	1.5%	0.98
TOTAL	1.5%	0.97

Two-Hour Count Summaries

Interval Start		High School Way Eastbound				n/a Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	2	0	23	0	0	0	0	0	7	69	0	0	0	105	5	211	0
4:15 PM		0	2	0	19	0	0	0	0	0	10	63	0	0	0	107	8	209	0
4:30 PM		0	6	0	13	0	0	0	0	0	15	91	0	0	0	86	4	215	0
4:45 PM		**0**	**4**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**10**	**88**	**0**	**0**	**0**	**121**	**8**	**252**	887
5:00 PM		**0**	**4**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**16**	**70**	**0**	**0**	**0**	**132**	**4**	**257**	933
5:15 PM		**0**	**7**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**14**	**68**	**0**	**1**	**0**	**122**	**11**	**250**	974
5:30 PM		**0**	**3**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**14**	**94**	**0**	**0**	**0**	**120**	**12**	**264**	**1,023**
5:45 PM		0	3	0	16	0	0	0	0	1	15	84	0	0	0	99	5	223	994
Count Total		0	31	0	171	0	0	0	0	1	101	627	0	1	0	892	57	1,881	0
Peak Hour	**All**	**0**	**18**	**0**	**100**	**0**	**0**	**0**	**0**	**0**	**54**	**320**	**0**	**1**	**0**	**495**	**35**	**1,023**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**1**	**15**	**0**
	HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**0%**	**-**	**1%**	**3%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	1	0	1	2	*4*	1	17	0	0	*18*
4:15 PM	1	0	4	3	*8*	1	0	0	5	*6*	0	5	0	1	*6*
4:30 PM	1	0	2	3	*6*	0	0	0	0	*0*	0	15	0	0	*15*
4:45 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**1**	**2**	***3***	**0**	**26**	**0**	**0**	*26*
5:00 PM	**0**	**0**	**1**	**3**	***4***	**2**	**0**	**1**	**7**	***10***	**0**	**22**	**0**	**0**	*22*
5:15 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**4**	***4***	**0**	**17**	**0**	**0**	*17*
5:30 PM	**0**	**0**	**0**	**2**	***2***	**1**	**0**	**1**	**3**	***5***	**0**	**16**	**0**	**0**	***16***
5:45 PM	0	0	3	1	*4*	0	0	0	4	*4*	0	6	0	0	*6*
Count Total	2	0	16	16	*34*	5	0	4	27	*36*	1	124	0	1	*126*
Peak Hr	**0**	**0**	**7**	**8**	***15***	**3**	**0**	**3**	**16**	***22***	**0**	**81**	**0**	**0**	***81***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	High School Way				n/a				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	1	8	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	0	6	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	19
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	22
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**1**	**5**	19
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**15**
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	15
Count Total	0	1	0	1	0	0	0	0	0	0	16	0	0	0	14	2	34	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**1**	**15**	**0**

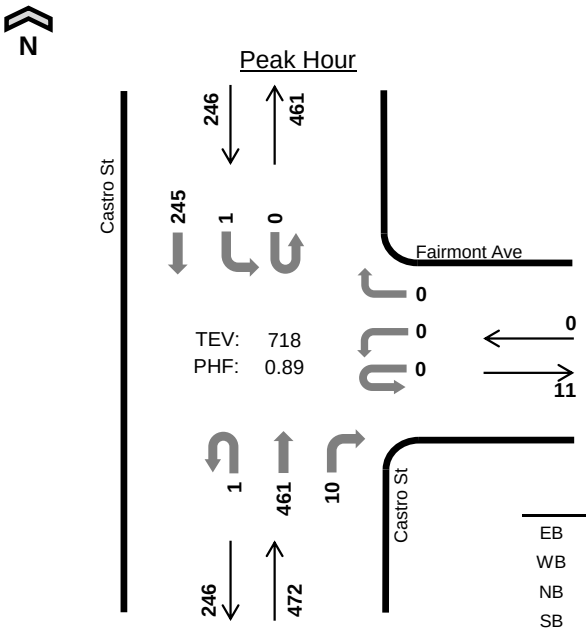
Two-Hour Count Summaries - Bikes

Interval Start	High School Way			n/a			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	1	0	0	2	0	4	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	4	1	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	13
5:00 PM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**10**	19
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	17
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**5**	**22**
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	23
Count Total	2	0	3	0	0	0	0	4	0	0	26	1	36	0
Peak Hour	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**16**	**0**	**22**	**0**

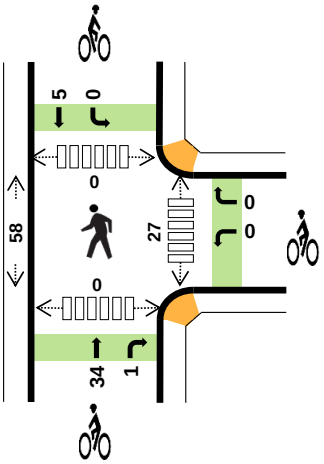
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Fairmont Ave

Date: 05-14-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	-	-
NB	2.1%	0.90
SB	6.9%	0.88
TOTAL	3.8%	0.89



Two-Hour Count Summaries

Interval Start		n/a Eastbound				Fairmont Ave Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	50	1	1	0	39	0	91	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	57	0	0	0	46	0	103	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	70	1	0	0	79	0	150	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	98	4	0	0	64	0	166	510
8:00 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**106**	**4**	**0**	**1**	**62**	**0**	**174**	593
8:15 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**1**	**0**	**0**	**53**	**0**	**162**	652
8:30 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**4**	**0**	**0**	**70**	**0**	**201**	703
8:45 AM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**1**	**0**	**0**	**60**	**0**	**181**	**718**
Count Total		0	0	0	0	0	0	0	0	1	0	736	16	1	1	473	0	1,228	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**461**	**10**	**0**	**1**	**245**	**0**	**718**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**17**	**0**	**27**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**2%**	**0%**	**-**	**0%**	**7%**	**-**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	3	*4*	0	1	2	0	*3*	3	12	0	1	*16*
7:15 AM	0	0	2	1	*3*	0	0	3	4	*7*	11	8	0	0	*19*
7:30 AM	0	0	3	6	*9*	0	1	3	9	*13*	14	14	0	0	*28*
7:45 AM	0	0	3	1	*4*	0	0	8	6	*14*	18	7	0	0	*25*
8:00 AM	**0**	**0**	**0**	**5**	***5***	**0**	**0**	**18**	**2**	***20***	**9**	**15**	**0**	**0**	*24*
8:15 AM	**0**	**0**	**4**	**6**	***10***	**0**	**0**	**4**	**1**	***5***	**9**	**17**	**0**	**0**	*26*
8:30 AM	**0**	**0**	**5**	**3**	***8***	**0**	**0**	**9**	**1**	***10***	**6**	**16**	**0**	**0**	*22*
8:45 AM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**4**	**1**	***5***	**3**	**10**	**0**	**0**	***13***
Count Total	0	0	19	28	*47*	0	2	51	24	*77*	73	99	0	1	*173*
Peak Hr	**0**	**0**	**10**	**17**	***27***	**0**	**0**	**35**	**5**	***40***	**27**	**58**	**0**	**0**	***85***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Fairmont Ave				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	9	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	20
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	21
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**10**	28
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**8**	27
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	**27**
Count Total	0	0	0	0	0	0	0	0	0	0	19	0	0	0	28	0	47	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**17**	**0**	**27**	**0**

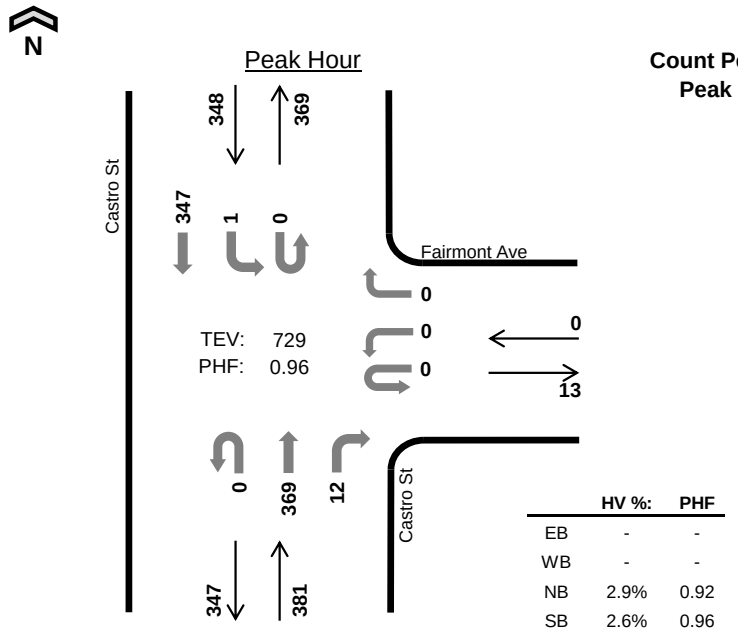
Two-Hour Count Summaries - Bikes

Interval Start	n/a			Fairmont Ave			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	2	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	2	1	0	4	0	7	0
7:30 AM	0	0	0	0	0	1	0	2	1	2	7	0	13	0
7:45 AM	0	0	0	0	0	0	0	5	3	0	6	0	14	37
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**2**	**0**	**20**	54
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**0**	**5**	52
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**10**	49
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	**40**
Count Total	0	0	0	1	0	1	0	45	6	2	22	0	77	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**1**	**0**	**5**	**0**	**40**	**0**

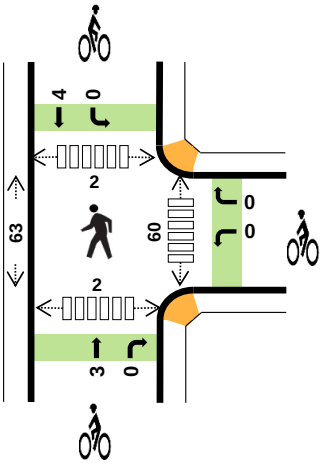
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Fairmont Ave

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 12:15 PM to 1:15 PM



	HV %:	PHF
EB	-	-
WB	-	-
NB	2.9%	0.92
SB	2.6%	0.96
TOTAL	2.7%	0.96



Two-Hour Count Summaries

Interval Start		n/a Eastbound UT	LT	TH	RT	Fairmont Ave Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
11:30 AM		0	0	0	0	0	1	0	0	0	0	85	3	0	0	82	0	171	0
11:45 AM		0	0	0	0	0	0	0	0	0	0	91	0	0	0	92	0	183	0
12:00 PM		0	0	0	0	0	0	0	0	0	0	104	4	2	0	75	0	185	0
12:15 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**3**	**0**	**0**	**80**	**0**	**183**	722
12:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**2**	**0**	**0**	**91**	**0**	**172**	723
12:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**3**	**0**	**0**	**87**	**0**	**185**	725
1:00 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**4**	**0**	**1**	**89**	**0**	**189**	**729**
1:15 PM		0	0	0	0	0	0	0	0	0	0	85	0	0	2	80	0	167	713
Count Total		0	0	0	0	0	1	0	0	0	0	734	19	2	3	676	0	1,435	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**369**	**12**	**0**	**1**	**347**	**0**	**729**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**9**	**0**	**20**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**0%**	**-**	**0%**	**3%**	**-**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:30 AM	0	0	3	3	*6*	0	0	1	0	*1*	16	7	0	0	*23*
11:45 AM	0	0	2	2	*4*	0	0	1	0	*1*	13	9	0	0	*22*
12:00 PM	0	0	2	2	*4*	0	1	2	1	*4*	13	19	0	1	*33*
12:15 PM	**0**	**0**	**4**	**4**	***8***	**0**	**0**	**1**	**2**	***3***	**25**	**17**	**1**	**1**	*44*
12:30 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**1**	**1**	***2***	**19**	**24**	**1**	**0**	*44*
12:45 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**1**	***1***	**9**	**12**	**0**	**0**	*21*
1:00 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**1**	**0**	***1***	**7**	**10**	**0**	**1**	***18***
1:15 PM	0	0	2	5	*7*	0	0	2	1	*3*	9	8	0	0	*17*
Count Total	0	0	20	21	*41*	0	1	9	6	*16*	111	106	2	3	*222*
Peak Hr	**0**	**0**	**11**	**9**	***20***	**0**	**0**	**3**	**4**	***7***	**60**	**63**	**2**	**2**	***127***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Fairmont Ave				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**8**	22
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	20
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	21
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**20**
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	19
Count Total	0	0	0	0	0	0	0	0	0	0	20	0	0	0	21	0	41	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**9**	**0**	**20**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	n/a			Fairmont Ave			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	1	0	1	1	1	0	0	4	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	9
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	10
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	10
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**7**
1:15 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	7
Count Total	0	0	0	0	0	1	0	7	2	2	4	0	16	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**4**	**0**	**7**	**0**

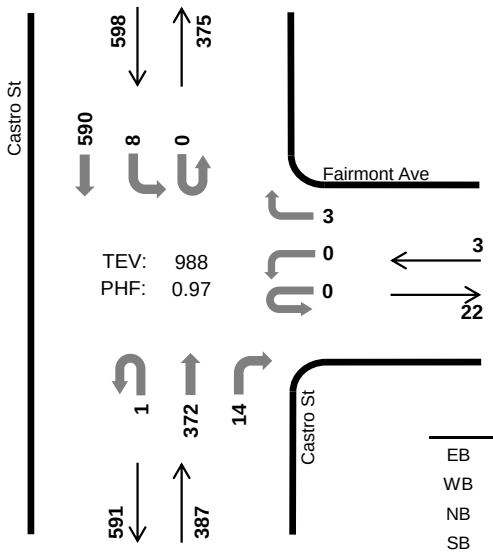
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
Fairmont Ave

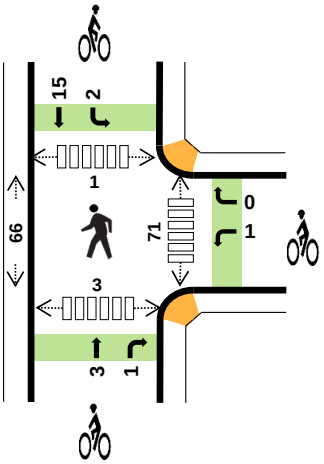
Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.0%	0.75
NB	1.8%	0.90
SB	1.2%	0.92
TOTAL	1.4%	0.97



Two-Hour Count Summaries

Interval Start		n/a Eastbound UT	LT	TH	RT	Fairmont Ave Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	0	0	0	0	1	0	0	1	0	76	4	0	2	105	0	189	0
4:15 PM		0	0	0	0	0	0	0	0	0	0	73	4	0	2	123	0	202	0
4:30 PM		0	0	0	0	0	0	0	1	0	0	106	2	0	1	98	0	208	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**99**	**4**	**0**	**5**	**141**	**0**	**250**	849
5:00 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**5**	**0**	**1**	**161**	**0**	**255**	915
5:15 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**81**	**2**	**0**	**1**	**149**	**0**	**235**	948
5:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**104**	**3**	**0**	**1**	**139**	**0**	**248**	**988**
5:45 PM		0	0	0	0	0	0	0	1	0	0	99	7	0	0	118	0	225	963
Count Total		0	0	0	0	0	1	0	5	2	0	726	31	0	13	1,034	0	1,812	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**372**	**14**	**0**	**8**	**590**	**0**	**988**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**0**	**14**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**2%**	**0%**	**-**	**0%**	**1%**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	0	1	3	*4*	12	13	1	0	*26*
4:15 PM	0	0	4	3	*7*	0	0	0	4	*4*	5	5	0	0	*10*
4:30 PM	0	0	2	3	*5*	0	0	0	1	*1*	10	11	0	1	*22*
4:45 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**1**	**2**	***3***	**16**	**22**	**0**	**2**	*40*
5:00 PM	**0**	**0**	**1**	**3**	***4***	**0**	**1**	**1**	**7**	***9***	**12**	**22**	**0**	**0**	*34*
5:15 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**1**	**4**	***5***	**23**	**9**	**0**	**0**	*32*
5:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**1**	**4**	***5***	**20**	**13**	**1**	**1**	***35***
5:45 PM	0	0	3	1	*4*	0	0	0	3	*3*	12	0	0	0	*12*
Count Total	0	0	16	15	*31*	0	1	5	28	*34*	110	95	2	4	*211*
Peak Hr	**0**	**0**	**7**	**7**	***14***	**0**	**1**	**4**	**17**	***22***	**71**	**66**	**1**	**3**	***141***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				Fairmont Ave				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	17
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	20
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	17
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**14**
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	14
Count Total	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	31	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**0**	**14**	**0**

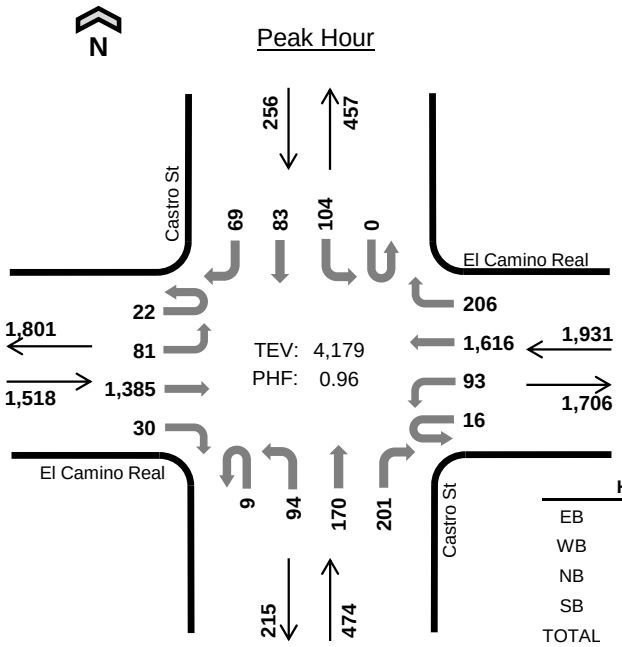
Two-Hour Count Summaries - Bikes

Interval Start	n/a			Fairmont Ave			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**3**	12
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**0**	**9**	17
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**5**	18
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**5**	**22**
5:45 PM	0	0	0	0	0	0	0	0	0	1	2	0	3	22
Count Total	0	0	0	1	0	0	0	4	1	4	24	0	34	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**1**	**2**	**15**	**0**	**22**	**0**

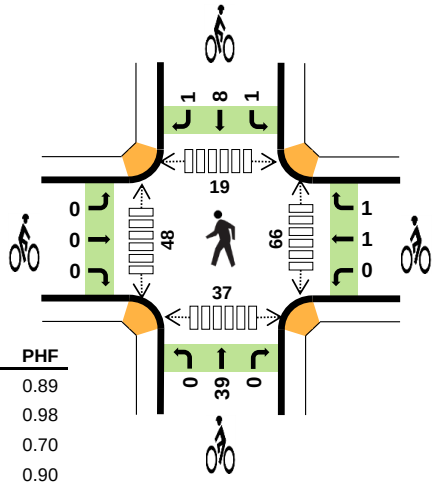
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
El Camino Real

Date: 05-14-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.0%	0.89
WB	2.2%	0.98
NB	1.1%	0.70
SB	6.3%	0.90
TOTAL	2.3%	0.96



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		1	4	127	2	1	10	320	33	0	8	13	18	0	20	16	9	582	0
7:15 AM		6	6	197	7	3	17	394	34	0	14	16	25	0	15	21	3	758	0
7:30 AM		3	15	246	31	4	43	373	33	1	36	23	57	0	22	42	14	943	0
7:45 AM		**6**	**23**	**315**	**13**	**5**	**39**	**398**	**45**	**1**	**58**	**32**	**79**	**0**	**22**	**37**	**12**	**1,085**	3,368
8:00 AM		**4**	**14**	**329**	**7**	**2**	**21**	**408**	**62**	**3**	**13**	**41**	**34**	**0**	**27**	**17**	**18**	**1,000**	3,786
8:15 AM		**5**	**16**	**354**	**4**	**2**	**11**	**404**	**44**	**2**	**12**	**50**	**50**	**0**	**26**	**11**	**18**	**1,009**	4,037
8:30 AM		**7**	**28**	**387**	**6**	**7**	**22**	**406**	**55**	**3**	**11**	**47**	**38**	**0**	**29**	**18**	**21**	**1,085**	**4,179**
8:45 AM		5	28	334	4	7	18	410	57	0	13	37	40	0	27	15	14	1,009	4,103
Count Total		37	134	2,289	74	31	181	3,113	363	10	165	259	341	0	188	177	109	7,471	0
Peak Hour	**All**	**22**	**81**	**1,385**	**30**	**16**	**93**	**1,616**	**206**	**9**	**94**	**170**	**201**	**0**	**104**	**83**	**69**	**4,179**	**0**
	HV	**0**	**3**	**28**	**0**	**0**	**1**	**35**	**7**	**0**	**0**	**2**	**3**	**0**	**5**	**5**	**6**	**95**	**0**
	HV%	**0%**	**4%**	**2%**	**0%**	**0%**	**1%**	**2%**	**3%**	**0%**	**0%**	**1%**	**1%**	**-**	**5%**	**6%**	**9%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	4	13	0	3	*20*	0	0	2	0	*2*	2	12	0	13	*27*
7:15 AM	9	18	1	1	*29*	1	1	3	4	*9*	10	9	2	8	*29*
7:30 AM	11	13	2	6	*32*	0	2	3	8	*13*	26	13	4	14	*57*
7:45 AM	**6**	**9**	**1**	**1**	***17***	**0**	**0**	**9**	**5**	***14***	**35**	**11**	**6**	**10**	*62*
8:00 AM	**10**	**13**	**0**	**5**	***28***	**0**	**1**	**18**	**3**	***22***	**9**	**14**	**3**	**10**	*36*
8:15 AM	**7**	**10**	**2**	**6**	***25***	**0**	**0**	**4**	**1**	***5***	**10**	**11**	**3**	**5**	*29*
8:30 AM	**8**	**11**	**2**	**4**	***25***	**0**	**1**	**8**	**1**	***10***	**12**	**12**	**7**	**12**	***43***
8:45 AM	12	11	1	2	*26*	0	0	5	1	*6*	6	7	1	6	*20*
Count Total	67	98	9	28	*202*	1	5	52	23	*81*	110	89	26	78	*303*
Peak Hour	**31**	**43**	**5**	**16**	***95***	**0**	**2**	**39**	**10**	***51***	**66**	**48**	**19**	**37**	***170***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	12	1	0	0	0	0	0	1	1	1	20	0
7:15 AM	0	0	9	0	0	0	17	1	0	0	1	0	0	0	1	0	29	0
7:30 AM	0	1	10	0	0	0	12	1	0	0	1	1	0	0	4	2	32	0
7:45 AM	**0**	**1**	**5**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**17**	98
8:00 AM	**0**	**0**	**10**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**28**	106
8:15 AM	**0**	**1**	**6**	**0**	**0**	**1**	**7**	**2**	**0**	**0**	**0**	**2**	**0**	**4**	**1**	**1**	**25**	102
8:30 AM	**0**	**1**	**7**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**2**	**25**	**95**
8:45 AM	0	1	11	0	0	0	11	0	0	0	1	0	0	1	1	0	26	104
Count Total	0	5	62	0	0	1	87	10	0	0	5	4	0	7	12	9	202	0
Peak Hour	**0**	**3**	**28**	**0**	**0**	**1**	**35**	**7**	**0**	**0**	**2**	**3**	**0**	**5**	**5**	**6**	**95**	**0**

Two-Hour Count Summaries - Bikes

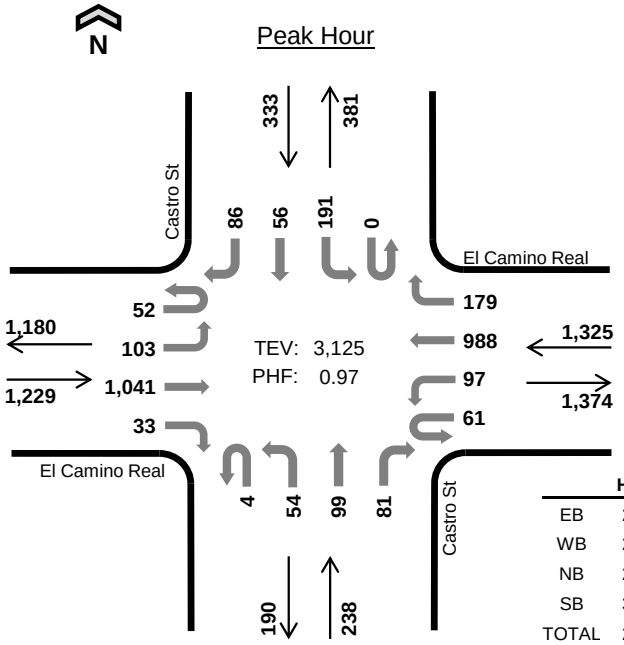
Interval Start	El Camino Real			El Camino Real			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	1	0	0	1	0	0	3	0	0	4	0	9	0
7:30 AM	0	0	0	0	2	0	0	3	0	0	7	1	13	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**4**	**0**	**14**	38
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**18**	**0**	**0**	**2**	**1**	**22**	58
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**5**	54
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**1**	**0**	**10**	**51**
8:45 AM	0	0	0	0	0	0	0	5	0	0	1	0	6	43
Count Total	0	1	0	0	4	1	0	52	0	1	20	2	81	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**39**	**0**	**1**	**8**	**1**	**51**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

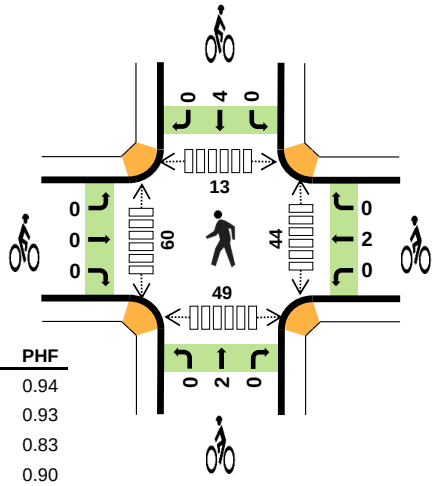
Castro St
El Camino Real

Date: 05-14-2019
Count Period: 11:30 AM to 1:30 PM
Peak Hour: 12:00 PM to 1:00 PM

Peak Hour



	HV %:	PHF
EB	2.8%	0.94
WB	2.1%	0.93
NB	2.5%	0.83
SB	3.0%	0.90
TOTAL	2.5%	0.97



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
11:30 AM		10	15	208	6	11	14	221	43	2	6	28	23	0	62	8	21	678	0
11:45 AM		9	19	259	9	5	14	256	44	0	9	29	19	0	36	25	24	757	0
12:00 PM		**10**	**28**	**269**	**8**	**17**	**27**	**260**	**52**	**2**	**15**	**26**	**17**	**0**	**42**	**12**	**20**	**805**	0
12:15 PM		**17**	**24**	**220**	**3**	**8**	**22**	**243**	**45**	**1**	**19**	**30**	**22**	**0**	**48**	**10**	**27**	**739**	2,979
12:30 PM		**14**	**21**	**283**	**10**	**22**	**22**	**248**	**39**	**1**	**9**	**20**	**22**	**0**	**57**	**16**	**19**	**803**	3,104
12:45 PM		**11**	**30**	**269**	**12**	**14**	**26**	**237**	**43**	**0**	**11**	**23**	**20**	**0**	**44**	**18**	**20**	**778**	**3,125**
1:00 PM		10	26	285	5	15	21	192	42	3	13	29	15	0	44	19	29	748	3,068
1:15 PM		7	20	304	11	14	14	237	53	0	13	15	20	0	34	15	20	777	3,106
Count Total		88	183	2,097	64	106	160	1,894	361	9	95	200	158	0	367	123	180	6,085	0
Peak Hour	**All**	**52**	**103**	**1,041**	**33**	**61**	**97**	**988**	**179**	**4**	**54**	**99**	**81**	**0**	**191**	**56**	**86**	**3,125**	**0**
	HV	**0**	**5**	**30**	**0**	**0**	**2**	**25**	**1**	**0**	**0**	**5**	**1**	**0**	**2**	**5**	**3**	**79**	**0**
	HV%	**0%**	**5%**	**3%**	**0%**	**0%**	**2%**	**3%**	**1%**	**0%**	**0%**	**5%**	**1%**	**-**	**1%**	**9%**	**3%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
11:30 AM	11	7	2	5	*25*	0	0	0	0	*0*	11	8	3	10	*32*
11:45 AM	10	11	2	2	*25*	0	0	1	0	*1*	6	10	2	4	*22*
12:00 PM	**8**	**8**	**2**	**2**	***20***	**0**	**0**	**1**	**0**	***1***	**10**	**12**	**4**	**8**	*34*
12:15 PM	**10**	**7**	**2**	**4**	***23***	**0**	**1**	**1**	**2**	***4***	**15**	**14**	**1**	**12**	*42*
12:30 PM	**7**	**8**	**2**	**1**	***18***	**0**	**1**	**0**	**0**	***1***	**15**	**24**	**6**	**5**	*50*
12:45 PM	**10**	**5**	**0**	**3**	***18***	**0**	**0**	**0**	**2**	***2***	**4**	**10**	**2**	**24**	***40***
1:00 PM	13	8	2	1	*24*	0	0	1	0	*1*	9	13	3	9	*34*
1:15 PM	8	6	0	5	*19*	0	0	2	0	*2*	7	7	2	7	*23*
Count Total	77	60	12	23	*172*	0	2	6	4	*12*	77	98	23	79	*277*
Peak Hour	**35**	**28**	**6**	**10**	***79***	**0**	**2**	**2**	**4**	***8***	**44**	**60**	**13**	**49**	***166***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:30 AM	0	1	10	0	0	0	6	1	0	0	1	1	0	4	1	0	25	0
11:45 AM	0	0	10	0	0	0	11	0	0	0	2	0	0	0	1	1	25	0
12:00 PM	**0**	**0**	**8**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**20**	0
12:15 PM	**0**	**2**	**8**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**2**	**1**	**23**	93
12:30 PM	**0**	**1**	**6**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**18**	86
12:45 PM	**0**	**2**	**8**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**18**	**79**
1:00 PM	0	0	12	1	0	0	8	0	0	0	2	0	0	0	1	0	24	83
1:15 PM	0	1	7	0	0	1	5	0	0	0	0	0	0	1	2	2	19	79
Count Total	0	7	69	1	0	3	55	2	0	0	10	2	0	7	10	6	172	0
Peak Hour	**0**	**5**	**30**	**0**	**0**	**2**	**25**	**1**	**0**	**0**	**5**	**1**	**0**	**2**	**5**	**3**	**79**	**0**

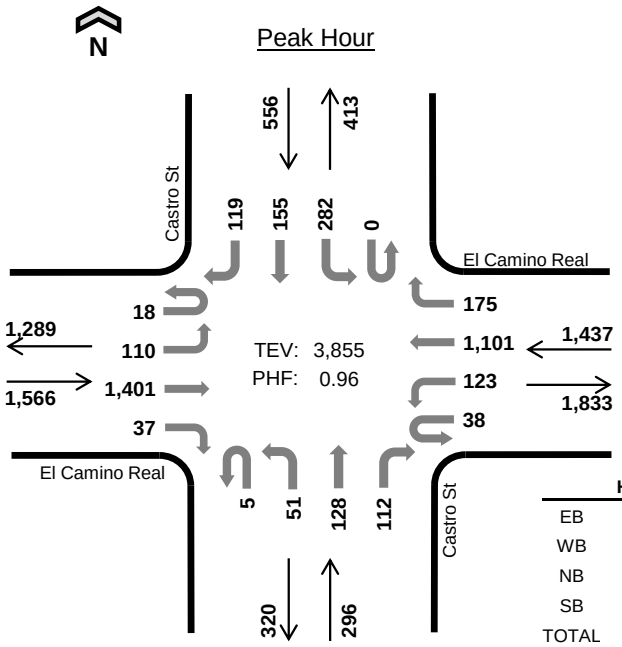
Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
12:15 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	6
12:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**8**
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	8
1:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	6
Count Total	0	0	0	0	2	0	0	6	0	0	4	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**4**	**0**	**8**	**0**

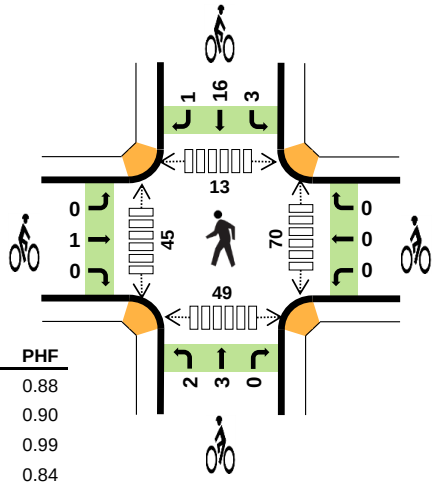
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Castro St
El Camino Real

Date: 05-14-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.6%	0.88
WB	1.0%	0.90
NB	1.4%	0.99
SB	1.3%	0.84
TOTAL	1.3%	0.96



Two-Hour Count Summaries

Interval Start		El Camino Real Eastbound UT	LT	TH	RT	El Camino Real Westbound UT	LT	TH	RT	Castro St Northbound UT	LT	TH	RT	Castro St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		5	17	443	12	11	23	265	48	2	8	21	26	0	63	28	18	990	0
4:15 PM		3	25	407	5	9	21	262	33	2	17	15	30	0	79	28	22	958	0
4:30 PM		7	26	341	5	16	31	254	53	1	20	31	18	0	56	17	17	893	0
4:45 PM		7	27	391	12	8	21	271	49	0	5	31	23	0	82	26	22	975	3,816
5:00 PM		**3**	**32**	**375**	**8**	**8**	**19**	**253**	**37**	**3**	**13**	**25**	**32**	**0**	**91**	**44**	**30**	**973**	3,799
5:15 PM		**3**	**21**	**320**	**8**	**10**	**35**	**247**	**46**	**1**	**16**	**33**	**24**	**0**	**76**	**37**	**35**	**912**	3,753
5:30 PM		**6**	**23**	**316**	**8**	**11**	**39**	**299**	**52**	**1**	**8**	**34**	**32**	**0**	**62**	**40**	**31**	**962**	3,822
5:45 PM		**6**	**34**	**390**	**13**	**9**	**30**	**302**	**40**	**0**	**14**	**36**	**24**	**0**	**53**	**34**	**23**	**1,008**	**3,855**
Count Total		40	205	2,983	71	82	219	2,153	358	10	101	226	209	0	562	254	198	7,671	0
Peak Hour	**All**	**18**	**110**	**1,401**	**37**	**38**	**123**	**1,101**	**175**	**5**	**51**	**128**	**112**	**0**	**282**	**155**	**119**	**3,855**	**0**
	HV	**0**	**1**	**24**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**3**	**0**	**0**	**1**	**4**	**2**	**50**	**0**
	HV%	**0%**	**1%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**2%**	**2%**	**0%**	**-**	**0%**	**3%**	**2%**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	8	4	1	1	*14*	0	1	1	3	*5*	6	16	4	5	*31*
4:15 PM	10	6	3	3	*22*	0	0	1	4	*5*	6	14	3	13	*36*
4:30 PM	4	1	2	3	*10*	0	0	1	0	*1*	11	20	4	9	*44*
4:45 PM	5	2	2	1	*10*	0	1	2	1	*4*	16	10	5	12	*43*
5:00 PM	**6**	**3**	**2**	**3**	***14***	**0**	**0**	**3**	**11**	***14***	**11**	**16**	**5**	**8**	*40*
5:15 PM	**9**	**4**	**2**	**1**	***16***	**0**	**0**	**1**	**5**	***6***	**27**	**12**	**2**	**6**	*47*
5:30 PM	**7**	**3**	**0**	**2**	***12***	**1**	**0**	**1**	**2**	***4***	**18**	**11**	**4**	**15**	*48*
5:45 PM	**3**	**4**	**0**	**1**	***8***	**0**	**0**	**0**	**2**	***2***	**14**	**6**	**2**	**20**	***42***
Count Total	52	27	12	15	*106*	1	2	10	28	*41*	109	105	29	88	*331*
Peak Hour	**25**	**14**	**4**	**7**	***50***	**1**	**0**	**5**	**20**	***26***	**70**	**45**	**13**	**49**	***177***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	El Camino Real				El Camino Real				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	8	0	0	0	4	0	0	0	0	1	0	0	1	0	14	0
4:15 PM	0	1	9	0	0	0	6	0	0	0	3	0	0	1	1	1	22	0
4:30 PM	0	0	4	0	0	0	1	0	0	0	2	0	0	1	1	1	10	0
4:45 PM	0	1	4	0	0	0	2	0	0	0	2	0	0	0	0	1	10	56
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**14**	56
5:15 PM	**0**	**1**	**8**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**16**	50
5:30 PM	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**12**	52
5:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**50**
Count Total	0	3	49	0	0	0	27	0	0	1	10	1	0	3	7	5	106	0
Peak Hour	**0**	**1**	**24**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**3**	**0**	**0**	**1**	**4**	**2**	**50**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	El Camino Real			El Camino Real			Castro St			Castro St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	1	0	0	3	0	5	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	4	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	1	0	0	0	1	1	0	1	0	4	15
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**10**	**0**	**14**	24
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**2**	**1**	**6**	25
5:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**4**	28
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**26**
Count Total	0	1	0	2	0	0	2	7	1	3	24	1	41	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**3**	**16**	**1**	**26**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix B.

Level of Service Analysis Worksheets

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	200	11	289	53	7	173	203	35
v/c Ratio	0.45	0.03	0.61	0.12	0.03	0.39	0.51	0.09
Control Delay	24.0	0.1	27.5	6.0	20.9	22.3	25.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	0.1	27.5	6.0	20.9	22.3	25.8	2.8
Queue Length 50th (ft)	49	0	68	0	2	40	51	0
Queue Length 95th (ft)	128	0	136	7	13	124	128	4
Internal Link Dist (ft)	258		416			431	293	
Turn Bay Length (ft)		45		50	125			70
Base Capacity (vph)	969	809	968	802	532	938	860	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.01	0.30	0.07	0.01	0.18	0.24	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	139	9	31	154	34	7	143	23	34	124	27
Future Volume (vph)	23	139	9	31	154	34	7	143	23	34	124	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	4.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	0.95		1.00	0.95	1.00	0.99			1.00	0.92
Flpb, ped/bikes		1.00	1.00		1.00	1.00	0.96	1.00			0.99	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.98			1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00	0.95	1.00			0.99	1.00
Satd. Flow (prot)		1850	1504		1847	1498	1690	1797			1816	1451
Flt Permitted		0.99	1.00		0.99	1.00	0.58	1.00			0.90	1.00
Satd. Flow (perm)		1850	1504		1847	1498	1040	1797			1656	1451
Peak-hour factor, PHF	0.81	0.81	0.81	0.64	0.64	0.64	0.96	0.96	0.96	0.78	0.78	0.78
Adj. Flow (vph)	28	172	11	48	241	53	7	149	24	44	159	35
RTOR Reduction (vph)	0	0	8	0	0	39	0	7	0	0	0	26
Lane Group Flow (vph)	0	200	3	0	289	14	7	166	0	0	203	9
Confl. Peds. (#/hr)			19			22	53		73	73		53
Confl. Bikes (#/hr)			6			5						3
Turn Type	Split	NA	Perm	Split	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	4	4		3	3			6			2	
Permitted Phases			4			3	6			2		2
Actuated Green, G (s)		13.8	13.8		14.6	14.6	13.9	13.9			13.9	13.9
Effective Green, g (s)		13.8	13.8		14.6	14.6	13.9	13.9			13.9	13.9
Actuated g/C Ratio		0.25	0.25		0.27	0.27	0.25	0.25			0.25	0.25
Clearance Time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	4.2
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0
Lane Grp Cap (vph)		465	378		491	398	263	454			419	367
v/s Ratio Prot		c0.11			c0.16			0.09				
v/s Ratio Perm			0.00			0.01	0.01				c0.12	0.01
v/c Ratio		0.43	0.01		0.59	0.04	0.03	0.37			0.48	0.02
Uniform Delay, d1		17.2	15.4		17.5	14.9	15.4	16.9			17.5	15.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2		0.2	0.0		1.2	0.0	0.0	0.2			0.3	0.0
Delay (s)		17.5	15.4		18.7	14.9	15.4	17.1			17.8	15.4
Level of Service		B	B		B	B	B	B			B	B
Approach Delay (s)		17.4			18.1			17.0			17.4	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	12.6
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	33	35	95	13	75	219	209
v/c Ratio	0.05	0.06	0.14	0.02	0.14	0.23	0.23
Control Delay	7.8	3.7	8.0	3.1	9.9	8.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	3.7	8.0	3.1	9.9	8.7	9.1
Queue Length 50th (ft)	3	0	9	0	5	15	15
Queue Length 95th (ft)	15	9	35	5	31	66	82
Internal Link Dist (ft)	330		437			618	431
Turn Bay Length (ft)		50		35	130		
Base Capacity (vph)	1285	1220	1360	1231	804	1378	1325
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.03	0.07	0.01	0.09	0.16	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	14	28	24	58	11	57	139	27	18	149	21
Future Volume (vph)	12	14	28	24	58	11	57	139	27	18	149	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		1.00	0.96		1.00	0.96	1.00	0.99			0.99	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	0.95	1.00			1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.98			0.99	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1814	1519		1828	1524	1675	1799			1803	
Flt Permitted		0.86	1.00		0.91	1.00	0.63	1.00			0.96	
Satd. Flow (perm)		1591	1519		1684	1524	1106	1799			1742	
Peak-hour factor, PHF	0.79	0.79	0.79	0.86	0.86	0.86	0.76	0.76	0.76	0.90	0.90	0.90
Adj. Flow (vph)	15	18	35	28	67	13	75	183	36	20	166	23
RTOR Reduction (vph)	0	0	25	0	0	9	0	12	0	0	7	0
Lane Group Flow (vph)	0	33	10	0	95	4	75	207	0	0	202	0
Confl. Peds. (#/hr)	17		27	27		17	92		53	53		92
Confl. Bikes (#/hr)			4			6			5			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4		4	4		4	6			2		
Actuated Green, G (s)		7.7	7.7		7.7	7.7	11.8	11.8			11.8	
Effective Green, g (s)		7.7	7.7		7.7	7.7	11.8	11.8			11.8	
Actuated g/C Ratio		0.28	0.28		0.28	0.28	0.42	0.42			0.42	
Clearance Time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	5.0	5.0			5.0	
Lane Grp Cap (vph)		439	419		464	420	467	760			736	
v/s Ratio Prot								0.12				
v/s Ratio Perm		0.02	0.01		c0.06	0.00	0.07				c0.12	
v/c Ratio		0.08	0.02		0.20	0.01	0.16	0.27			0.27	
Uniform Delay, d1		7.5	7.4		7.8	7.3	5.0	5.3			5.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.1	0.0		0.2	0.0	0.3	0.4			0.4	
Delay (s)		7.5	7.4		8.0	7.3	5.3	5.7			5.7	
Level of Service		A	A		A	A	A	A			A	
Approach Delay (s)		7.5			7.9			5.6			5.7	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	27.9	Sum of lost time (s)	8.4
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	117	43	125	58	348	10	175
v/c Ratio	0.06	0.20	0.09	0.21	0.13	0.30	0.02	0.18
Control Delay	24.7	13.5	24.1	16.4	24.7	12.2	25.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	13.5	24.1	16.4	24.7	12.2	25.7	14.5
Queue Length 50th (ft)	5	13	8	19	12	35	2	28
Queue Length 95th (ft)	30	55	40	66	56	#212	17	104
Internal Link Dist (ft)		496		638		440		618
Turn Bay Length (ft)	110		110		215		55	
Base Capacity (vph)	540	1074	540	1089	605	1188	605	1115
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.11	0.08	0.11	0.10	0.29	0.02	0.16

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	58	40	35	76	26	53	274	43	9	143	16
Future Volume (vph)	23	58	40	35	76	26	53	274	43	9	143	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1703		1770	1758		1770	1807		1770	1818	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1703		1770	1758		1770	1807		1770	1818	
Peak-hour factor, PHF	0.84	0.84	0.84	0.82	0.82	0.82	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	27	69	48	43	93	32	58	301	47	10	157	18
RTOR Reduction (vph)	0	42	0	0	21	0	0	7	0	0	5	0
Lane Group Flow (vph)	27	75	0	43	104	0	58	341	0	10	170	0
Confl. Peds. (#/hr)			1			23			41			57
Confl. Bikes (#/hr)			13			8			7			1
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	1.7	4.8		1.7	4.8		2.6	15.4		0.7	13.5	
Effective Green, g (s)	1.7	4.8		1.7	4.8		2.6	15.4		0.7	13.5	
Actuated g/C Ratio	0.04	0.12		0.04	0.12		0.06	0.37		0.02	0.32	
Clearance Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	72	196		72	202		110	668		29	589	
v/s Ratio Prot	0.02	0.04		c0.02	c0.06		c0.03	c0.19		0.01	0.09	
v/s Ratio Perm												
v/c Ratio	0.38	0.38		0.60	0.51		0.53	0.51		0.34	0.29	
Uniform Delay, d1	19.4	17.0		19.6	17.3		18.9	10.2		20.2	10.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	1.2		12.6	2.2		4.5	1.3		7.0	0.6	
Delay (s)	22.7	18.3		32.2	19.5		23.4	11.5		27.2	11.0	
Level of Service	C	B		C	B		C	B		C	B	
Approach Delay (s)		19.1			22.8			13.2			11.9	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	41.6	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	17	378	33	11	213
Future Volume (Veh/h)	28	17	378	33	11	213
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.89	0.89	0.80	0.80
Hourly flow rate (vph)	32	20	425	37	14	266
Pedestrians	35		14			22
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	3		1			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			517			520
pX, platoon unblocked						
vC, conflicting volume	786	500			497	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	786	500			497	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	96			99	
cM capacity (veh/h)	339	540			1031	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	52	462	14	266
Volume Left	32	0	14	0
Volume Right	20	37	0	0
cSH	396	1700	1031	1700
Volume to Capacity	0.13	0.27	0.01	0.16
Queue Length 95th (ft)	11	0	1	0
Control Delay (s)	15.5	0.0	8.5	0.0
Lane LOS	C		A	
Approach Delay (s)	15.5	0.0	0.4	
Approach LOS	C			

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	43	64	396	201	40
Future Volume (Veh/h)	11	43	64	396	201	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.92	0.92	0.81	0.81
Hourly flow rate (vph)	12	48	70	430	248	49
Pedestrians	80				3	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	8				0	
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)				405	632	
pX, platoon unblocked						
vC, conflicting volume	926	352	377			
vC1, stage 1 conf vol	352					
vC2, stage 2 conf vol	573					
vCu, unblocked vol	926	352	377			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	92	94			
cM capacity (veh/h)	458	638	1091			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	60	70	430	297
Volume Left	12	70	0	0
Volume Right	48	0	0	49
cSH	592	1091	1700	1700
Volume to Capacity	0.10	0.06	0.25	0.17
Queue Length 95th (ft)	8	5	0	0
Control Delay (s)	11.8	8.5	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.8	1.2		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	116	1590	111	1859	390	287	96	189
v/c Ratio	0.81	0.70	0.77	0.83	1.12	0.64	0.45	0.41
Control Delay	88.8	26.5	84.2	30.5	127.1	15.5	51.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.8	26.5	84.2	30.5	127.1	15.5	51.9	28.5
Queue Length 50th (ft)	87	341	83	432	~349	24	71	40
Queue Length 95th (ft)	#190	390	#184	501	#365	38	130	78
Internal Link Dist (ft)		952		1332	1341			182
Turn Bay Length (ft)	315		320					
Base Capacity (vph)	144	2388	144	2348	348	449	321	664
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.67	0.77	0.79	1.12	0.64	0.30	0.28

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	1385	30	109	1616	206	103	170	201	104	83	69
Future Volume (vph)	103	1385	30	109	1616	206	103	170	201	104	83	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.83	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.98			1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	0.99	
Satd. Flow (prot)	1770	5060		1770	4955			1828	1318	1610	3024	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00	0.95	0.99	
Satd. Flow (perm)	1770	5060		1770	4955			1828	1318	1610	3024	
Peak-hour factor, PHF	0.89	0.89	0.89	0.98	0.98	0.98	0.70	0.70	0.70	0.90	0.90	0.90
Adj. Flow (vph)	116	1556	34	111	1649	210	147	243	287	116	92	77
RTOR Reduction (vph)	0	2	0	0	13	0	0	0	202	0	67	0
Lane Group Flow (vph)	116	1588	0	111	1846	0	0	390	85	96	122	0
Confl. Peds. (#/hr)			37			19			66			48
Confl. Bikes (#/hr)						1			39			8
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	9.0	49.9		9.0	49.9			21.1	21.1	14.6	14.6	
Effective Green, g (s)	9.0	49.9		9.0	49.9			21.1	21.1	14.6	14.6	
Actuated g/C Ratio	0.08	0.45		0.08	0.45			0.19	0.19	0.13	0.13	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	144	2282		144	2235			348	251	212	399	
v/s Ratio Prot	c0.07	0.31		0.06	c0.37			c0.21		c0.06	0.04	
v/s Ratio Perm									0.06			
v/c Ratio	0.81	0.70		0.77	0.83			1.12	0.34	0.45	0.31	
Uniform Delay, d1	49.9	24.3		49.8	26.5			44.8	38.7	44.3	43.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	26.9	0.9		22.1	2.6			85.0	0.8	1.5	0.4	
Delay (s)	76.9	25.2		71.9	29.2			129.7	39.5	45.8	43.9	
Level of Service	E	C		E	C			F	D	D	D	
Approach Delay (s)		28.7			31.6			91.5			44.5	
Approach LOS		C			C			F			D	

Intersection Summary			
HCM 2000 Control Delay	40.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	110.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	175	62	128	24	49	251	194	54
v/c Ratio	0.28	0.13	0.22	0.05	0.21	0.41	0.33	0.20
Control Delay	22.9	6.9	24.0	0.2	25.0	23.6	23.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	6.9	24.0	0.2	25.0	23.6	23.3	7.2
Queue Length 50th (ft)	71	0	52	0	19	104	80	0
Queue Length 95th (ft)	105	19	89	0	48	171	139	22
Internal Link Dist (ft)	258		416			431	293	
Turn Bay Length (ft)		45		50	125			70
Base Capacity (vph)	987	720	987	708	367	951	928	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.09	0.13	0.03	0.13	0.26	0.21	0.14

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	102	48	25	81	20	44	199	24	19	159	50
Future Volume (vph)	34	102	48	25	81	20	44	199	24	19	159	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	4.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	0.88		1.00	0.88	1.00	0.98			1.00	0.49
Flpb, ped/bikes		1.00	1.00		1.00	1.00	0.62	1.00			0.99	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.98			1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00	0.95	1.00			0.99	1.00
Satd. Flow (prot)		1840	1400		1841	1392	1096	1794			1829	774
Flt Permitted		0.99	1.00		0.99	1.00	0.62	1.00			0.95	1.00
Satd. Flow (perm)		1840	1400		1841	1392	721	1794			1744	774
Peak-hour factor, PHF	0.78	0.78	0.78	0.83	0.83	0.83	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	44	131	62	30	98	24	49	224	27	21	173	54
RTOR Reduction (vph)	0	0	46	0	0	18	0	5	0	0	0	40
Lane Group Flow (vph)	0	175	16	0	128	6	49	246	0	0	194	14
Confl. Peds. (#/hr)			89			91	485		164	164		485
Confl. Bikes (#/hr)			4						1			1
Turn Type	Split	NA	Perm	Split	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	4	4		3	3			6			2	
Permitted Phases			4			3	6			2		2
Actuated Green, G (s)		12.6	12.6		11.5	11.5	13.0	13.0			13.0	13.0
Effective Green, g (s)		12.6	12.6		11.5	11.5	13.0	13.0			13.0	13.0
Actuated g/C Ratio		0.25	0.25		0.23	0.23	0.26	0.26			0.26	0.26
Clearance Time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	4.2
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0
Lane Grp Cap (vph)		466	354		425	322	188	469			456	202
v/s Ratio Prot		c0.10			c0.07			c0.14				
v/s Ratio Perm			0.01			0.00	0.07				0.11	0.02
v/c Ratio		0.38	0.04		0.30	0.02	0.26	0.52			0.43	0.07
Uniform Delay, d1		15.3	14.0		15.8	14.7	14.5	15.7			15.2	13.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2		0.2	0.0		0.1	0.0	0.3	0.5			0.2	0.1
Delay (s)		15.5	14.0		15.9	14.7	14.8	16.2			15.5	13.9
Level of Service		B	B		B	B	B	B			B	B
Approach Delay (s)		15.1			15.7			16.0			15.1	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	12.6
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	57	63	53	10	53	275	255
v/c Ratio	0.09	0.10	0.09	0.02	0.10	0.26	0.25
Control Delay	8.7	3.6	8.7	2.6	9.5	8.9	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	3.6	8.7	2.6	9.5	8.9	8.8
Queue Length 50th (ft)	7	0	6	0	4	20	18
Queue Length 95th (ft)	26	16	25	4	28	102	100
Internal Link Dist (ft)	330		437			618	431
Turn Bay Length (ft)		50		35	130		
Base Capacity (vph)	1210	1152	1209	1149	700	1333	1174
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.04	0.01	0.08	0.21	0.22

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	26	56	24	25	9	46	220	19	23	182	37
Future Volume (vph)	25	26	56	24	25	9	46	220	19	23	182	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		1.00	0.94		1.00	0.95	1.00	0.99			0.96	
Flpb, ped/bikes		0.98	1.00		0.98	1.00	0.82	1.00			0.99	
Frt		1.00	0.85		1.00	0.85	1.00	0.99			0.98	
Flt Protected		0.98	1.00		0.98	1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1789	1494		1787	1497	1446	1819			1724	
Flt Permitted		0.84	1.00		0.84	1.00	0.74	1.00			0.96	
Satd. Flow (perm)		1545	1494		1545	1497	1124	1819			1658	
Peak-hour factor, PHF	0.89	0.89	0.89	0.91	0.91	0.91	0.87	0.87	0.87	0.95	0.95	0.95
Adj. Flow (vph)	28	29	63	26	27	10	53	253	22	24	192	39
RTOR Reduction (vph)	0	0	45	0	0	7	0	5	0	0	10	0
Lane Group Flow (vph)	0	57	18	0	53	3	53	270	0	0	245	0
Confl. Peds. (#/hr)	60		63	63		60	333		182	182		333
Confl. Bikes (#/hr)									1			1
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4		4	4		4	6			2		
Actuated Green, G (s)		7.3	7.3		7.3	7.3	12.7	12.7			12.7	
Effective Green, g (s)		7.3	7.3		7.3	7.3	12.7	12.7			12.7	
Actuated g/C Ratio		0.26	0.26		0.26	0.26	0.45	0.45			0.45	
Clearance Time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	5.0	5.0			5.0	
Lane Grp Cap (vph)		397	384		397	384	502	813			741	
v/s Ratio Prot								c0.15				
v/s Ratio Perm		c0.04	0.01		0.03	0.00	0.05				0.15	
v/c Ratio		0.14	0.05		0.13	0.01	0.11	0.33			0.33	
Uniform Delay, d1		8.1	7.9		8.1	7.9	4.6	5.1			5.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.2	0.1		0.2	0.0	0.2	0.5			0.6	
Delay (s)		8.3	8.0		8.3	7.9	4.7	5.6			5.6	
Level of Service		A	A		A	A	A	A			A	
Approach Delay (s)		8.1			8.2			5.5			5.6	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	28.4	Sum of lost time (s)	8.4
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	30	98	34	79	69	330	14	326
v/c Ratio	0.07	0.16	0.08	0.13	0.16	0.30	0.03	0.34
Control Delay	27.1	10.9	26.9	14.7	27.4	13.5	27.9	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	10.9	26.9	14.7	27.4	13.5	27.9	17.4
Queue Length 50th (ft)	9	9	10	13	21	57	4	84
Queue Length 95th (ft)	35	47	33	42	62	190	19	171
Internal Link Dist (ft)		496		638		440		618
Turn Bay Length (ft)	110		110		215		55	
Base Capacity (vph)	525	987	525	1000	591	1151	591	1034
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.06	0.08	0.12	0.29	0.02	0.32

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	38	52	27	45	17	60	256	31	11	241	23
Future Volume (vph)	28	38	52	27	45	17	60	256	31	11	241	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	0.96		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1658		1770	1730		1770	1803		1770	1796	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1658		1770	1730		1770	1803		1770	1796	
Peak-hour factor, PHF	0.92	0.92	0.92	0.79	0.79	0.79	0.87	0.87	0.87	0.81	0.81	0.81
Adj. Flow (vph)	30	41	57	34	57	22	69	294	36	14	298	28
RTOR Reduction (vph)	0	48	0	0	19	0	0	6	0	0	5	0
Lane Group Flow (vph)	30	50	0	34	60	0	69	324	0	14	321	0
Confl. Peds. (#/hr)			10			70			102			205
Confl. Bikes (#/hr)			4						1			2
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	1.8	7.0		1.8	7.0		2.5	16.3		0.8	14.6	
Effective Green, g (s)	1.8	7.0		1.8	7.0		2.5	16.3		0.8	14.6	
Actuated g/C Ratio	0.04	0.16		0.04	0.16		0.06	0.36		0.02	0.33	
Clearance Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	70	258		70	269		98	654		31	584	
v/s Ratio Prot	0.02	0.03		c0.02	c0.03		c0.04	c0.18		0.01	0.18	
v/s Ratio Perm												
v/c Ratio	0.43	0.19		0.49	0.22		0.70	0.50		0.45	0.55	
Uniform Delay, d1	21.0	16.5		21.1	16.6		20.8	11.1		21.8	12.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	0.4		5.2	0.4		20.5	1.2		10.1	1.9	
Delay (s)	25.2	16.9		26.3	17.0		41.3	12.3		31.9	14.4	
Level of Service	C	B		C	B		D	B		C	B	
Approach Delay (s)		18.8			19.8			17.4			15.1	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	44.9	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	15	322	22	17	306
Future Volume (Veh/h)	16	15	322	22	17	306
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.92	0.92	0.96	0.96
Hourly flow rate (vph)	21	19	350	24	18	319
Pedestrians	66		28			26
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	6		3			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			517			520
pX, platoon unblocked	0.98					
vC, conflicting volume	811	454			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	800	454			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	97			98	
cM capacity (veh/h)	313	554			1050	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	40	374	18	319
Volume Left	21	0	18	0
Volume Right	19	24	0	0
cSH	394	1700	1050	1700
Volume to Capacity	0.10	0.22	0.02	0.19
Queue Length 95th (ft)	8	0	1	0
Control Delay (s)	15.2	0.0	8.5	0.0
Lane LOS	C		A	
Approach Delay (s)	15.2	0.0	0.5	
Approach LOS	C			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	46	52	314	298	40
Future Volume (Veh/h)	13	46	52	314	298	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.64	0.64	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	20	72	57	341	317	43
Pedestrians	103			1	2	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	10			0	0	
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)				405	632	
pX, platoon unblocked						
vC, conflicting volume	898	442	463			
vC1, stage 1 conf vol	442					
vC2, stage 2 conf vol	457					
vCu, unblocked vol	898	442	463			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	87	94			
cM capacity (veh/h)	471	554	990			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	92	57	341	360
Volume Left	20	57	0	0
Volume Right	72	0	0	43
cSH	534	990	1700	1700
Volume to Capacity	0.17	0.06	0.20	0.21
Queue Length 95th (ft)	15	5	0	0
Control Delay (s)	13.1	8.9	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	13.1	1.3		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	1142	170	1254	189	98	127	243
v/c Ratio	0.89	0.62	0.91	0.69	0.59	0.30	0.47	0.42
Control Delay	87.2	25.0	92.2	25.7	44.4	10.6	42.2	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	25.0	92.2	25.7	44.4	10.6	42.2	23.9
Queue Length 50th (ft)	99	205	103	227	102	0	73	41
Queue Length 95th (ft)	#278	271	#287	299	181	37	156	92
Internal Link Dist (ft)		952		1332	1341			182
Turn Bay Length (ft)	315		320					
Base Capacity (vph)	186	3071	186	3009	449	423	414	834
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.37	0.91	0.42	0.42	0.23	0.31	0.29

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1041	33	158	988	179	58	99	81	191	56	86
Future Volume (vph)	155	1041	33	158	988	179	58	99	81	191	56	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.92	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.98			1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	0.98	
Satd. Flow (prot)	1770	5049		1770	4928			1829	1461	1610	3007	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00	0.95	0.98	
Satd. Flow (perm)	1770	5049		1770	4928			1829	1461	1610	3007	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	165	1107	35	170	1062	192	70	119	98	212	62	96
RTOR Reduction (vph)	0	3	0	0	24	0	0	0	81	0	77	0
Lane Group Flow (vph)	165	1139	0	170	1230	0	0	189	17	127	166	0
Confl. Peds. (#/hr)			49			13			44			60
Confl. Bikes (#/hr)						2			2			4
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	9.3	32.3		9.3	32.3			15.5	15.5	15.0	15.0	
Effective Green, g (s)	9.3	32.3		9.3	32.3			15.5	15.5	15.0	15.0	
Actuated g/C Ratio	0.11	0.37		0.11	0.37			0.18	0.18	0.17	0.17	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	186	1851		186	1806			321	257	274	511	
v/s Ratio Prot	0.09	0.23		c0.10	c0.25			c0.10		c0.08	0.06	
v/s Ratio Perm									0.01			
v/c Ratio	0.89	0.62		0.91	0.68			0.59	0.07	0.46	0.32	
Uniform Delay, d1	38.9	22.8		39.0	23.6			33.4	30.3	32.9	32.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.0	0.6		42.1	1.1			2.8	0.1	1.2	0.4	
Delay (s)	74.9	23.4		81.1	24.6			36.1	30.4	34.2	32.5	
Level of Service	E	C		F	C			D	C	C	C	
Approach Delay (s)		29.9			31.4			34.2			33.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	88.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	371	56	186	21	44	231	218	47
v/c Ratio	0.71	0.13	0.43	0.06	0.24	0.52	0.49	0.18
Control Delay	31.5	6.1	27.3	0.3	26.5	26.3	26.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	6.1	27.3	0.3	26.5	26.3	26.9	5.8
Queue Length 50th (ft)	169	0	78	0	17	92	91	0
Queue Length 95th (ft)	265	22	122	0	46	163	159	18
Internal Link Dist (ft)	258		416			431	293	
Turn Bay Length (ft)		45		50	125			70
Base Capacity (vph)	856	658	854	655	325	801	807	423
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.09	0.22	0.03	0.14	0.29	0.27	0.11

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	304	54	28	121	17	40	174	34	21	186	45
Future Volume (vph)	52	304	54	28	121	17	40	174	34	21	186	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	4.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	0.88		1.00	0.88	1.00	0.96			1.00	0.66
Flpb, ped/bikes		1.00	1.00		1.00	1.00	0.78	1.00			0.98	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.98			1.00	0.85
Flt Protected		0.99	1.00		0.99	1.00	0.95	1.00			0.99	1.00
Satd. Flow (prot)		1849	1398		1845	1396	1373	1746			1826	1047
Flt Permitted		0.99	1.00		0.99	1.00	0.54	1.00			0.96	1.00
Satd. Flow (perm)		1849	1398		1845	1396	782	1746			1753	1047
Peak-hour factor, PHF	0.96	0.96	0.96	0.80	0.80	0.80	0.90	0.90	0.90	0.95	0.95	0.95
Adj. Flow (vph)	54	317	56	35	151	21	44	193	38	22	196	47
RTOR Reduction (vph)	0	0	40	0	0	16	0	8	0	0	0	35
Lane Group Flow (vph)	0	371	16	0	186	5	44	223	0	0	218	12
Confl. Peds. (#/hr)			59			62	242		159	159		242
Confl. Bikes (#/hr)			18			8			3			8
Turn Type	Split	NA	Perm	Split	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	4	4		3	3			6			2	
Permitted Phases			4			3	6			2		2
Actuated Green, G (s)		18.5	18.5		15.2	15.2	16.7	16.7			16.7	16.7
Effective Green, g (s)		18.5	18.5		15.2	15.2	16.7	16.7			16.7	16.7
Actuated g/C Ratio		0.29	0.29		0.24	0.24	0.27	0.27			0.27	0.27
Clearance Time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	4.2
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0
Lane Grp Cap (vph)		542	410		445	336	207	462			464	277
v/s Ratio Prot		c0.20			c0.10			c0.13				
v/s Ratio Perm			0.01			0.00	0.06				0.12	0.01
v/c Ratio		0.68	0.04		0.42	0.02	0.21	0.48			0.47	0.04
Uniform Delay, d1		19.7	15.9		20.2	18.2	18.0	19.5			19.4	17.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2		2.9	0.0		0.2	0.0	0.2	0.3			0.3	0.0
Delay (s)		22.5	15.9		20.4	18.2	18.2	19.8			19.7	17.2
Level of Service		C	B		C	B	B	B			B	B
Approach Delay (s)		21.7			20.2			19.5			19.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	63.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	101	91	80	8	55	274	314
v/c Ratio	0.12	0.12	0.11	0.01	0.11	0.31	0.36
Control Delay	9.4	3.1	9.4	2.1	9.7	9.5	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	3.1	9.4	2.1	9.7	9.5	10.2
Queue Length 50th (ft)	13	0	10	0	4	20	25
Queue Length 95th (ft)	40	18	35	3	30	103	123
Internal Link Dist (ft)	330		437			618	431
Turn Bay Length (ft)		50		35	130		
Base Capacity (vph)	1365	1185	1216	1185	737	1281	1256
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08	0.07	0.01	0.07	0.21	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	69	78	34	37	7	52	218	43	13	240	30
Future Volume (vph)	18	69	78	34	37	7	52	218	43	13	240	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		1.00	0.95		1.00	0.96	1.00	0.98			0.98	
Flpb, ped/bikes		1.00	1.00		0.99	1.00	0.91	1.00			1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.98			0.99	
Flt Protected		0.99	1.00		0.98	1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1838	1511		1803	1525	1607	1787			1794	
Flt Permitted		0.94	1.00		0.84	1.00	0.65	1.00			0.98	
Satd. Flow (perm)		1737	1511		1557	1525	1104	1787			1763	
Peak-hour factor, PHF	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	21	80	91	38	42	8	55	229	45	14	267	33
RTOR Reduction (vph)	0	0	62	0	0	5	0	12	0	0	7	0
Lane Group Flow (vph)	0	101	29	0	80	3	55	262	0	0	307	0
Confl. Peds. (#/hr)	28		35	35		28	181		107	107		181
Confl. Bikes (#/hr)			4						3			9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			4			6			2	
Permitted Phases	4		4	4		4	6			2		
Actuated Green, G (s)		9.6	9.6		9.6	9.6	11.7	11.7			11.7	
Effective Green, g (s)		9.6	9.6		9.6	9.6	11.7	11.7			11.7	
Actuated g/C Ratio		0.32	0.32		0.32	0.32	0.39	0.39			0.39	
Clearance Time (s)		4.2	4.2		4.2	4.2	4.2	4.2			4.2	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	5.0	5.0			5.0	
Lane Grp Cap (vph)		561	488		503	492	434	703			694	
v/s Ratio Prot								0.15				
v/s Ratio Perm		c0.06	0.02		0.05	0.00	0.05				c0.17	
v/c Ratio		0.18	0.06		0.16	0.01	0.13	0.37			0.44	
Uniform Delay, d1		7.2	6.9		7.2	6.8	5.7	6.4			6.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.2	0.1		0.1	0.0	0.3	0.7			0.9	
Delay (s)		7.4	7.0		7.3	6.8	6.0	7.1			7.5	
Level of Service		A	A		A	A	A	A			A	
Approach Delay (s)		7.2			7.3			6.9			7.5	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	29.7	Sum of lost time (s)	8.4
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	295	79	124	42	314	10	412
v/c Ratio	0.17	0.63	0.33	0.24	0.19	0.43	0.05	0.66
Control Delay	30.0	23.8	32.1	17.0	31.3	17.2	29.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	23.8	32.1	17.0	31.3	17.2	29.8	26.7
Queue Length 50th (ft)	15	89	30	26	16	79	4	150
Queue Length 95th (ft)	42	154	69	71	44	189	17	#298
Internal Link Dist (ft)		496		638		440		618
Turn Bay Length (ft)	110		110		215		55	
Base Capacity (vph)	259	698	259	758	222	827	222	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.42	0.31	0.16	0.19	0.38	0.05	0.56

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	144	110	68	86	21	37	247	29	9	350	12
Future Volume (vph)	34	144	110	68	86	21	37	247	29	9	350	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.96		1.00	0.98		1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.97		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1680		1770	1776		1770	1804		1770	1839	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1680		1770	1776		1770	1804		1770	1839	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	40	167	128	79	100	24	42	281	33	10	398	14
RTOR Reduction (vph)	0	41	0	0	13	0	0	5	0	0	1	0
Lane Group Flow (vph)	40	254	0	79	111	0	42	309	0	10	411	0
Confl. Peds. (#/hr)			34			35			82			119
Confl. Bikes (#/hr)			2			10			2			9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	2.2	13.9		3.4	15.1		2.9	21.8		0.9	19.8	
Effective Green, g (s)	2.2	13.9		3.4	15.1		2.9	21.8		0.9	19.8	
Actuated g/C Ratio	0.04	0.24		0.06	0.26		0.05	0.37		0.02	0.34	
Clearance Time (s)	5.0	5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	66	395		102	454		87	666		27	617	
v/s Ratio Prot	0.02	c0.15		c0.04	0.06		c0.02	0.17		0.01	c0.22	
v/s Ratio Perm												
v/c Ratio	0.61	0.64		0.77	0.25		0.48	0.46		0.37	0.67	
Uniform Delay, d1	28.0	20.3		27.4	17.4		27.3	14.2		28.8	16.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.7	3.6		29.9	0.3		4.2	1.1		8.4	3.6	
Delay (s)	42.7	23.9		57.3	17.7		31.5	15.2		37.1	20.4	
Level of Service	D	C		E	B		C	B		D	C	
Approach Delay (s)		26.1			33.1			17.1			20.8	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	26	14	299	42	27	506
Future Volume (Veh/h)	26	14	299	42	27	506
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.67	0.67	0.87	0.87	0.95	0.95
Hourly flow rate (vph)	39	21	344	48	28	533
Pedestrians	56		40			23
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	5		4			2
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			517			520
pX, platoon unblocked	0.85					
vC, conflicting volume	1053	447			448	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	972	447			448	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	96			97	
cM capacity (veh/h)	210	566			1053	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	60	392	28	533
Volume Left	39	0	28	0
Volume Right	21	48	0	0
cSH	269	1700	1053	1700
Volume to Capacity	0.22	0.23	0.03	0.31
Queue Length 95th (ft)	21	0	2	0
Control Delay (s)	22.1	0.0	8.5	0.0
Lane LOS	C		A	
Approach Delay (s)	22.1	0.0	0.4	
Approach LOS	C			

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	100	54	320	495	35
Future Volume (Veh/h)	18	100	54	320	495	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.87	0.87	0.98	0.98
Hourly flow rate (vph)	21	119	62	368	505	36
Pedestrians	81					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	8					
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)				405	632	
pX, platoon unblocked	0.87	0.87	0.87			
vC, conflicting volume	1096	604	622			
vC1, stage 1 conf vol	604					
vC2, stage 2 conf vol	492					
vCu, unblocked vol	1038	476	496			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	75	93			
cM capacity (veh/h)	409	476	862			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	140	62	368	541
Volume Left	21	62	0	0
Volume Right	119	0	0	36
cSH	464	862	1700	1700
Volume to Capacity	0.30	0.07	0.22	0.32
Queue Length 95th (ft)	31	6	0	0
Control Delay (s)	16.1	9.5	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.1	1.4		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	145	1634	179	1417	186	113	225	438
v/c Ratio	0.94	0.76	1.16	0.67	0.67	0.38	0.78	0.74
Control Delay	111.6	28.9	169.3	26.0	56.6	12.0	62.3	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.6	28.9	169.3	26.0	56.6	12.0	62.3	45.4
Queue Length 50th (ft)	~116	361	~168	290	130	0	172	147
Queue Length 95th (ft)	#253	424	#328	358	212	51	#273	199
Internal Link Dist (ft)		952		1332	1341			182
Turn Bay Length (ft)	315		320					
Base Capacity (vph)	154	2539	154	2495	372	362	342	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.64	1.16	0.57	0.50	0.31	0.66	0.63

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1401	37	161	1101	175	56	128	112	282	155	119
Future Volume (vph)	128	1401	37	161	1101	175	56	128	112	282	155	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.86	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.98			1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	0.99	
Satd. Flow (prot)	1770	5053		1770	4942			1835	1367	1610	3075	
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00	0.95	0.99	
Satd. Flow (perm)	1770	5053		1770	4942			1835	1367	1610	3075	
Peak-hour factor, PHF	0.88	0.88	0.88	0.90	0.90	0.90	0.99	0.99	0.99	0.84	0.84	0.84
Adj. Flow (vph)	145	1592	42	179	1223	194	57	129	113	336	185	142
RTOR Reduction (vph)	0	2	0	0	18	0	0	0	96	0	43	0
Lane Group Flow (vph)	145	1632	0	179	1399	0	0	186	17	225	395	0
Confl. Peds. (#/hr)			49			13			70			45
Confl. Bikes (#/hr)			1						3			16
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases									3			
Actuated Green, G (s)	9.2	45.2		9.2	45.2			16.2	16.2	19.2	19.2	
Effective Green, g (s)	9.2	45.2		9.2	45.2			16.2	16.2	19.2	19.2	
Actuated g/C Ratio	0.09	0.43		0.09	0.43			0.15	0.15	0.18	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	153	2158		153	2111			280	209	292	558	
v/s Ratio Prot	0.08	c0.32		c0.10	0.28			c0.10		c0.14	0.13	
v/s Ratio Perm									0.01			
v/c Ratio	0.95	0.76		1.17	0.66			0.66	0.08	0.77	0.71	
Uniform Delay, d1	48.1	25.6		48.3	24.2			42.2	38.4	41.2	40.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	56.6	1.6		125.7	0.8			5.8	0.2	11.8	4.1	
Delay (s)	104.7	27.2		174.0	25.0			48.1	38.6	53.1	44.7	
Level of Service	F	C		F	C			D	D	D	D	
Approach Delay (s)		33.5			41.7			44.5			47.6	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	105.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix C.

Bicycling and Walking Tour Summary

Castro Street Bikeway Study

Public Meeting/Bike-Walk Tour

Meeting Notes

Date:	Saturday, June 22, 2019
Time:	9:00 a.m. to 11:00 a.m.
Location:	Mountain View City Hall
Attendees:	City Staff: Dawn Cameron, Nate Baird TJKM Staff: Nayan Amin, Janice Spuller, Ian Lin B/PAC Member: Kalyanaraman Shankari Community Members: Approximately 35

Introduction of City and TJKM Staff

The meeting took place in front of City Hall. Residents and interested members of the community signed-in and received a walking and bike map of the tour and survey. Nate welcomed and introduced himself, Dawn Cameron and TJKM staff. He discussed the purpose of the study and described the two tours: the walking tour and bicycle tour.

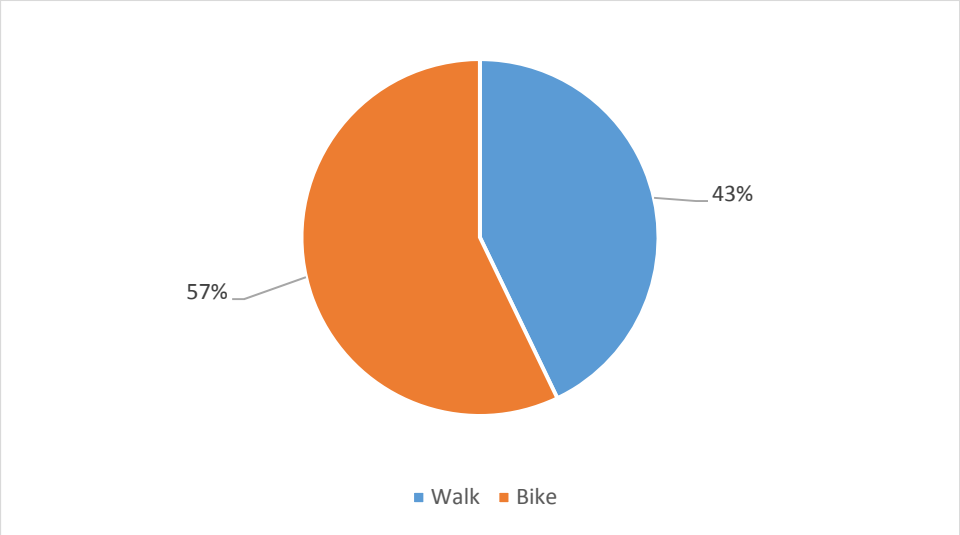
Bicycle and Walking Tour

Two groups were split by mode. Dawn took a group of 12 on the walking tour, and Nate took the rest on the bike tour. During this time, members of the community discussed current issues, ask questions, and described their experience along the project corridor.

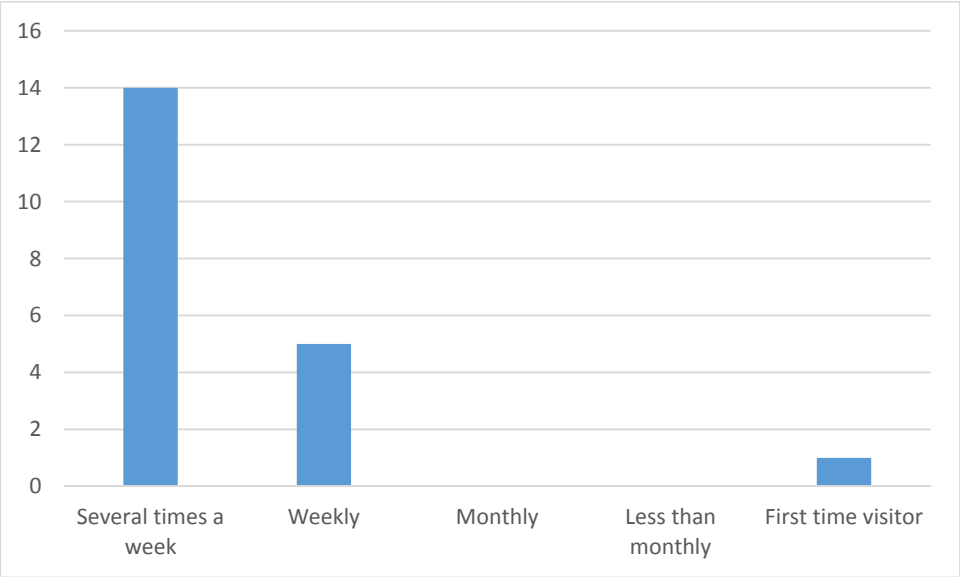
Summary of Comments

During and after the tours, community members were requested to fill out a survey to discuss their experience. It should be noted, many community members came in groups and some families or groups responded together. Twenty-two surveys were received. This section provides the question and summarizes the comments either graphically or in text:

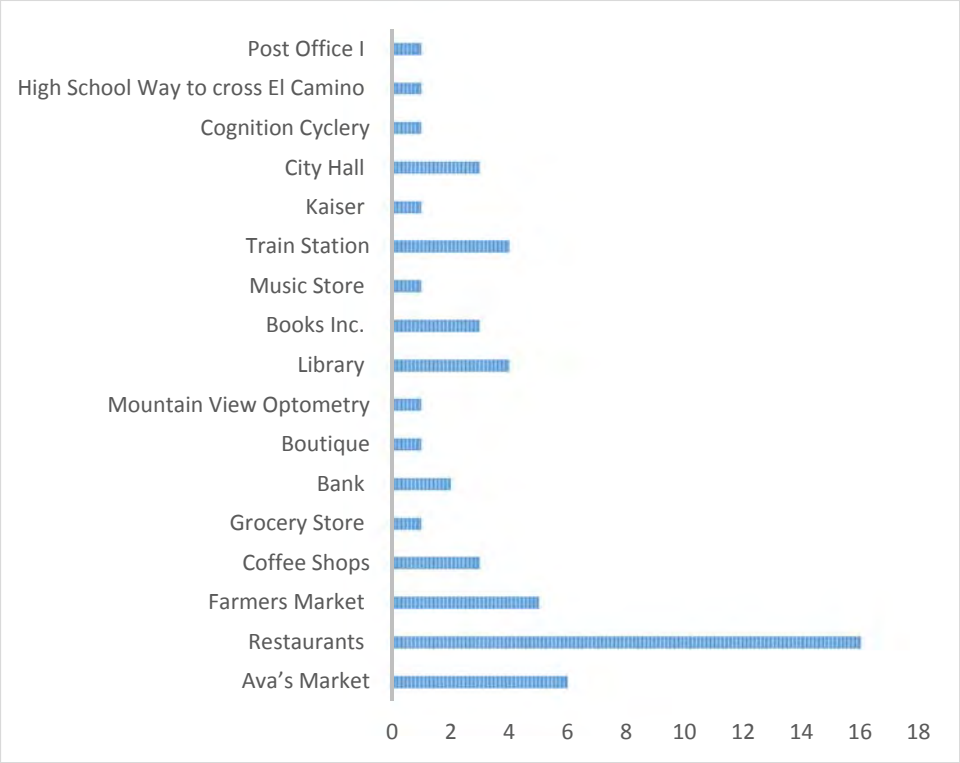
Q1. Did you walk or bike the corridor today?



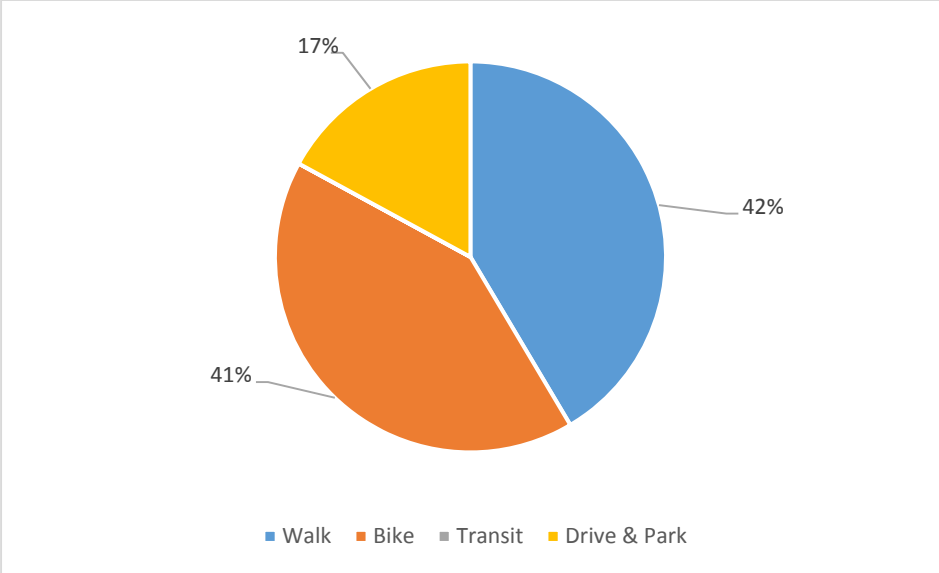
Q2. How often do you visit Castro Street?



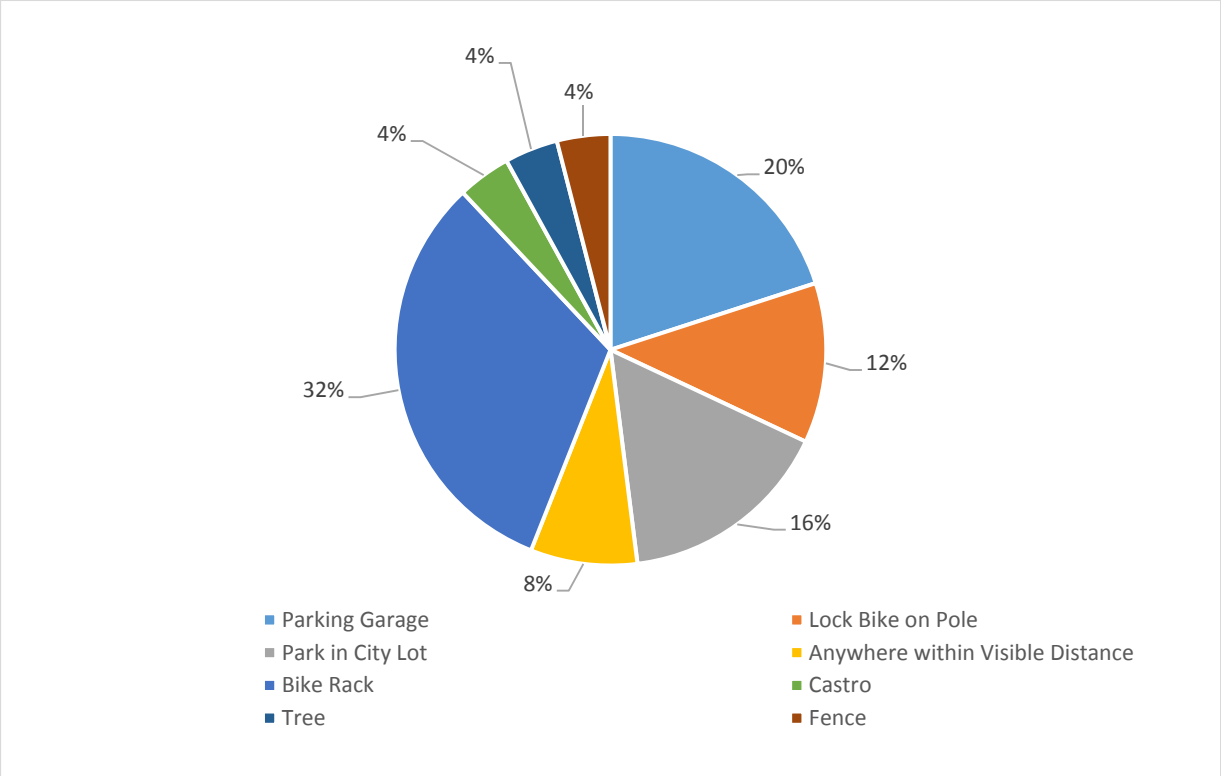
Q3. What are your usual destinations on Castro Street?



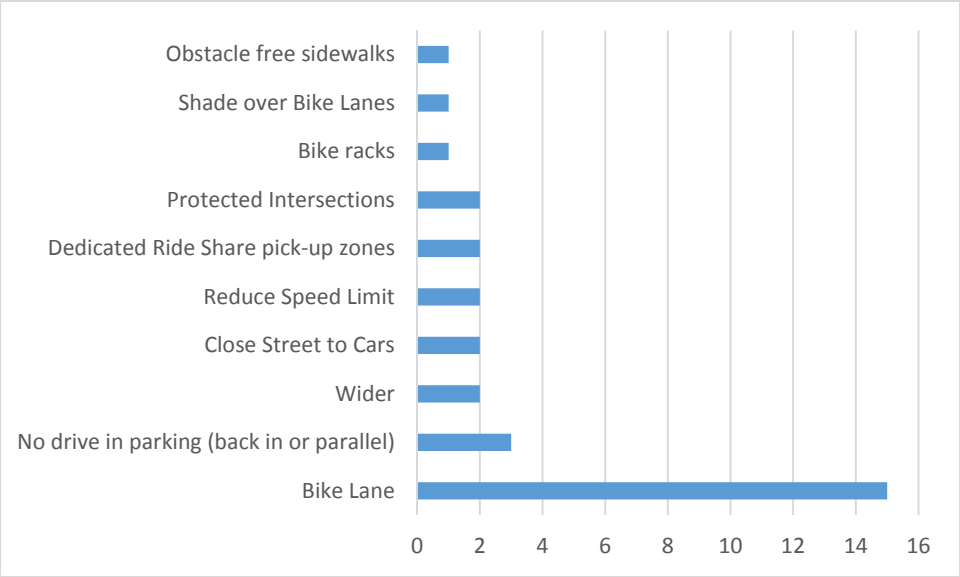
Q4. How do you travel to Castro Street?



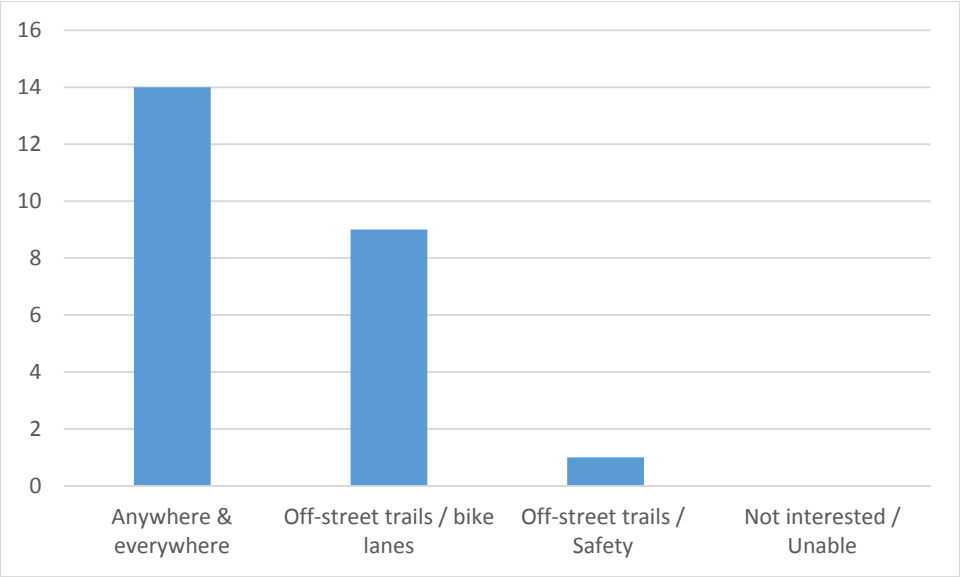
Q5. If you bike or drive here, where do you park?



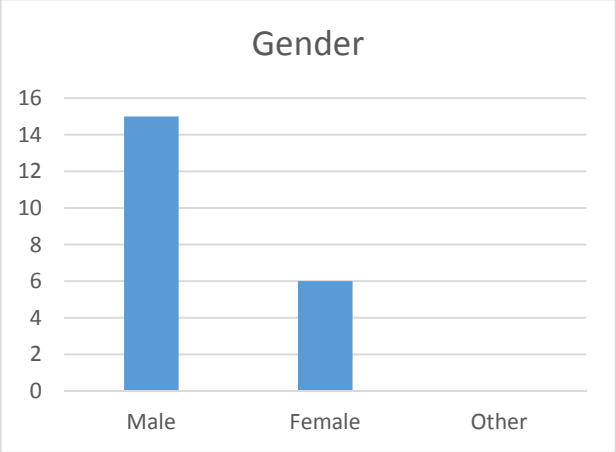
Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

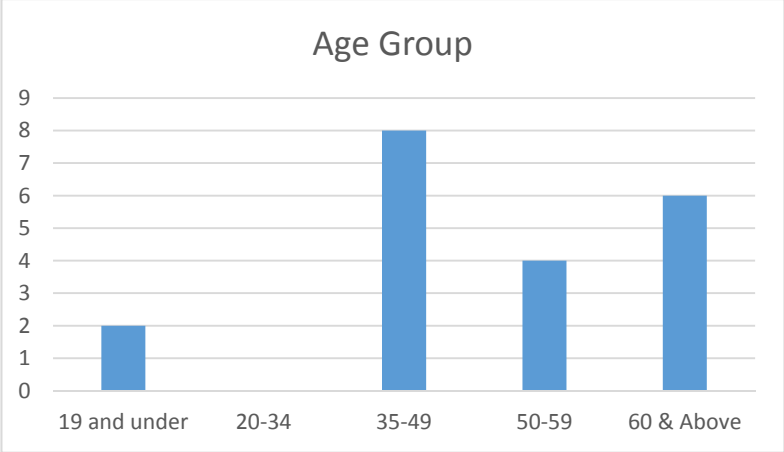


Q7. Which statement best describes you?



Q8. How do you identify?





Notes:

This section of the survey allows for written in comments. The comments are grouped by category. Additionally, comments were noted post-tour and in casual discussion during the meeting. To note: El Camino Real is often referred to as ECR.

Bicycle Experience

- Yosemite seems better than El Camino. Cross street traffic lights do not detect bikes well (carbon bikes). Sharrows allowing bikes to take the road us safer for all. El Camino crossing westward not bike friendly (towards Pete's). Signage about no bikes on sidewalks.
- Biggest concern is crossing El Camino. Two lanes straight merging to one bike compete on both sides of Castro with traffic compounded by trucks parking on South side.
- Cars speed up going south. When they pass California Street, at which point I feel nervous that I'm slowing down and annoying cars when I take the lane, which is the only option. So I'm so glad we're looking at how to make it more comfortable.
- Castro is too narrow for bicycles. I use side streets, others use the sidewalks. Wells Fargo Banks is under developed
- If a bike lane in the center median is an option, you'd need to separate bikes from turning cars in the signal timing. Getting into the center bike lane going south at California, the roundabout is helpful! I don't think the timing would need to be separated going south.
- Signage about: 1.) Preferred bike routes, 2.) Rules of the road (for bikes and cars)
- Varied circumstances- median/parking differences. Difficult to ride with cars- not always comfortable to go at bike speeds when cars are behind you.
- We didn't ride to worst part, which is High School-ECR South/West bound. The street widens and drivers take that as a signal to hit the gas. Also, riding in group is completely different than week night during commute hours.
- My children (and many others) live on North side of ECR and must get to school at Graham. To cross ECR, they must eventually cross ECR at Castro. We really need a green bike lane and mixing lane for cyclists going straight to cross ECR. And same for the return route.
- Road conditions on ECR are terrible. Sharrows would help if bike lanes aren't possible because of the road width.
- More bike racks are needed at City Hall
- It appears that vehicles speed up after they pass California Street towards ECR

Pedestrian Experience

- Bad pedestrian sight lines at crosswalks with planters. Very narrow at city hall.
- Too much chipped concrete on street curbs and furniture.
- Cross walks at High School Way/Yosemite are often ignored by drivers

- It would be nice if the sidewalks were wide enough for 3 people to walk abreast in both directions. Two-by-two, there's enough space currently. If you're in a group of four, people pair up, so it's good. But when you're in a group of three, there's not enough room to walk abreast of two people are coming towards you from the other way, so one of the three gets pushed in front of or behind their crew, which is awkward.
- Make busy intersections into "pedestrian recall" or "pedestrian scramble" to encourage ped crossing
- Crosswalks may not be well lit
- Pedestrian obstructs that require immediate needs
- Pedestrian scale street light placement can block pedestrian pathway
- Street furniture blocking walking pathways
- Uneven walking surfaces can create an obstacle, especially for older generations
- Crosswalk at ECR and Castro: a number of vehicles are not yielding to pedestrians
- Consider reconfiguring the lane geometry at ECR and Castro.

<u>Vehicle Parking</u>

- Lots of variability- parking [angled] to parallel, varying sidewalk widths, varying median width... plenty of room though and lots of opportunity for (preferably) protected bike lanes and improved pedestrian experience.
- Drive in parking very close to ECR.
- The angled parking is a little nerve-racking
- Please do a parking study of available parking within 1/4 mile. I bet the parking on Castro is a fraction of the available parking, so it won't be missed too much. Safety first!
- No blind spots for parked cars (diagonal pull-in parking)
- Removing Parking on Castro Street would make space for a bike lane, but parking space is not consistent.
- Consider back-in angled parking

<u>Other Comments</u>

- The new signal at Castro Street and Latham have controller issues.
- Other roadway constraints include drainage, variable parking, unofficial loading and unloading. Mtn. View Plaza Park is kind of useless. Kiosk near Plaza Park is kind of useless. Kiosk near park is in terrible condition.
- A request for data on vehicle speeds and time of day shifts
- Lower speeds are safe for everyone
- Thanks for making our streets safer for bikes! It would be a huge improvement if Castro was more bike-able and the ECR was safer.
- Walk and bikeway plans should be part of a broader plan for Castro Street to include future closing at RR, electrification of Cal train, etc.

Post Meeting and Next Steps

Post tour, the City had a few pedestrian related immediate needs to follow up with Public Works Staff.

These comments will be taken into consideration when providing recommended improvements and incorporated in the draft study.

A sign in sheet and the survey are included for reference.

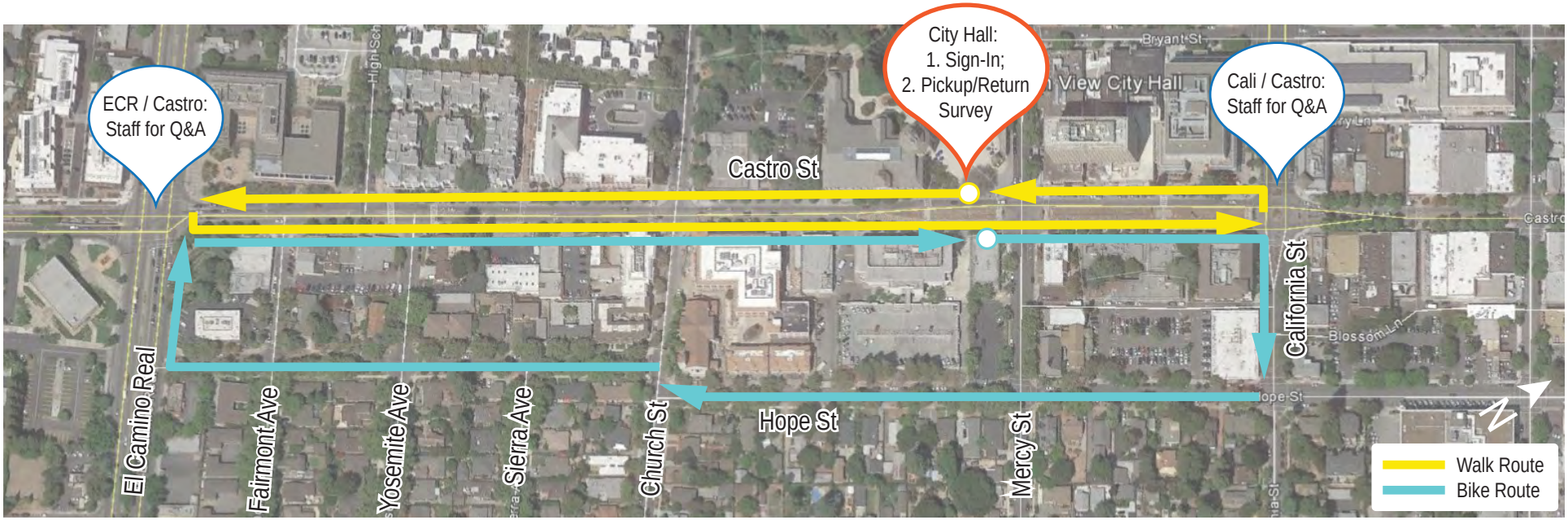
City of Mountain View

Castro Bikeway Study
Walk and Bike Route Map & Survey

Date: June 22, 2019 Saturday
Time: 9:00 a.m. to 10:30 a.m.

Start: City Hall
End: City Hall
(500 Castro Street, Mountain View, CA 94039-7540)

Your Notes:



CITY OF MOUNTAIN VIEW

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Q1. Did you walk or bike the corridor today?
- ◯ Walk
- ◯ Bike

Q2. How often do you visit Castro Street?
- ◯ Several times a week
- ◯ Weekly
- ◯ Monthly
- ◯ Less than monthly
- ◯ First time visitor

Q3. What are your usual destinations on Castro Street?

Q4. How do you travel to Castro Street?
- ◯ Walk
- ◯ Bike
- ◯ Transit
- ◯ Drive and park

Q5. If you bike or drive here, where do you park?

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Q7. Which statement describes you?
- ◯ I bike anywhere and everywhere
- ◯ I prefer off-street trails but will use bike lanes
- ◯ I only bike on off-street trails / I would try biking if it were more safe
- ◯ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ◯ Male
- ◯ Female
- ◯ Other

Age Group
- ◯ 19 and under
- ◯ 20-34
- ◯ 35-49
- ◯ 50-59
- ◯ 60 and above

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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ✓ Bike

Q2. How often do you visit Castro Street?
- ○ Several times a week
- ✓ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Restaurants
Street Fairs

Q4. How do you travel to Castro Street?
- ○ Walk
- ✓ Bike
- ○ Transit
- ✓ Drive and park

Q5. If you bike or drive here, where do you park?

Garage near CVS

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Safe Lane with protection from Cars

Q7. Which statement describes you?
- ○ I bike anywhere and everywhere
- ✓ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ✓ Male
- ○ Female
- ○ Other

Age Group
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- ○ 20-34
- ○ 35-49
- ○ 50-59
- ○ 60 and above

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Your Notes:

~~No bike Parking~~
~~On Castro side~~
~~of civic Plaza~~
N.M. Fond It

Bad Pedestrian sightlines at crosswalks WITH PLANTERS.

Drive-In Parking close Very To ECR

Very Narrow

CITY OF MOUNTAIN VIEW

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- ☒ Bike

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- ☒ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Q4. How do you travel to Castro Street?
- ☒ Walk
- ☒ Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

Bike rack closest to business I am visiting.

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Eliminate Drive in Parking. Parallel or Back-IN ONLY

One Way Traffic?

Q7. Which statement describes you?
- ☒ I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
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Q8. How do you identify?

Gender	*Age Group*	
☒ Male	○ 19 and under	○ 50-59
○ Female	○ 20-34	○ 60 and above
○ Other	☒ 35-49	

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Your Notes:

harder
hard

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- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Q4. How do you travel to Castro Street?
- ○ Walk
- ● Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

I'm a Bikerate

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

a Bike lane

Q7. Which statement describes you?
- ● I bike anywhere and everywhere
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- ○ Other

Age Group
- ● 19 and under
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108

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Q1. Did you walk or bike the corridor today?
- [x] Walk
- [ ] Bike

Q2. How often do you visit Castro Street?
- [ ] Several times a week
- [x] Weekly
- [ ] Monthly
- [ ] Less than monthly
- [ ] First time visitor

Varies: mostly just the P.O., sometimes the train. I usually avoid Castro for these trips (by bike or walking).

Q3. What are your usual destinations on Castro Street?
- Post Office - often
- Train station - occaisionally (20 min walk from home)
- City Hall - rarely
- Library - almost always walk, (via shoreline)

Q4. How do you travel to Castro Street?
- [x] Walk
- [x] Bike
- [ ] Transit
- [ ] Drive and park

Q5. If you bike ~~or drive~~ here, where do you park?

Where I can see bike through window of business I'm visiting. Away from curb so that out of control cars ~~won't~~ can't total my bicycle.

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Bicycles: only if bike lane (or path) is between parked cars and side walk, not the other way around, and NOT IN THE DOOR ZONE, and otherwise meets California bike lane specifications (including vigilant enforcement of right of way).

Pedestrians: strict traffic enforcement at all intersections, No excuses.

Q7. Which statement describes you?
- [ ] I bike anywhere and everywhere
- [x] I prefer off-street trails but will use bike lanes
- [ ] I only bike on off-street trails / I would try biking if it were more safe
- [ ] I am not interested in biking / I am not able to bike

On certain streets I use sidewalk because bike lane is blocked or otherwise unsafe.

Q8. How do you identify?

Gender
- [x] Male
- [ ] Female
- [ ] Other

Age Group
- [ ] 19 and under
- [ ] 20-34
- [ ] 35-49
- [ ] 50-59
- [x] 60 and above

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walk & bikeway plans should be part of a broader plan for Castro St to include future closing at RR, electrification of caltrain, etc

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- (●) Walk
- ( ) Bike

Q2. How often do you visit Castro Street?
- ( ) Several times a week
- ( ) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

I LIVE HERE (HIGH SCHOOL WY)

Q3. What are your usual destinations on Castro Street?

restaurants
city hall
book store & other commercial

Q4. How do you travel to Castro Street?
- (●) Walk
- ( ) Bike
- ( ) Transit
- ( ) Drive and park

Q5. If you bike or drive here, where do you park?

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

obstacle free sidewalks

Q7. Which statement describes you?
- ( ) I bike anywhere and everywhere
- ( ) I prefer off-street trails but will use bike lanes
- ( ) I only bike on off-street trails / I would try biking if it were more safe
- (●) I am not interested in biking / I am not able to bike

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- (●) Walk
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Q2. How often do you visit Castro Street?
- (●) Several times a week
- ( ) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

Q3. What are your usual destinations on Castro Street?

Ava's
B of A
restaurants
many!

Q4. How do you travel to Castro Street?
- (●) Walk
- (●) Bike
- ( ) Transit
- ( ) Drive and park

Q5. If you bike or drive here, where do you park?

close to wherever I'm going

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

more room for bikes to ride + be seen (not squished)

Already nice for peds

Q7. Which statement describes you?
- (●) I bike anywhere and everywhere
- ( ) I prefer off-street trails but will use bike lanes
- ( ) I only bike on off-street trails / I would try biking if it were more safe
- ( ) I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ( ) Male
- (●) Female
- ( ) Other

Age Group
- ( ) 19 and under
- ( ) 20-34
- ( ) 35-49
- (●) 50-59
- ( ) 60 and above

CITY OF MOUNTAIN VIEW

Castro Bikeway Study
Walk and Bike Route Map & Survey

Date: June 22, 2019 Saturday
Time: 9:00 a.m. to 10:30 a.m.

Start: City Hall
End: City Hall
(500 Castro Street, Mountain View, CA 94039-7540)

Your Notes:

My children (and many others) live on Northside of ECR + must get to school at Graham. ~~They~~ To cross ECR they must eventually cross ECR at Castro. We really need a green bike line and mixing lane for cyclists going ~~straight~~ straight to cross ECR. And same for the return route.

CITY OF MOUNTAIN VIEW

Castro Bikeway Study
Walk and Bike Route Map & Survey

Date: June 22, 2019 Saturday
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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ✓ Bike

Q2. How often do you visit Castro Street?
- ✓ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Restaurants
Bookstore
High School Way to cross El Camino

Q4. How do you travel to Castro Street?
- ✓ Walk
- ✓ Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Q7. Which statement describes you?
- ○ I bike anywhere and everywhere
- ✓ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ○ Male
- ✓ Female
- ○ Other

Age Group
- ○ 19 and under
- ○ 20-34
- ✓ 35-49
- ○ 50-59
- ○ 60 and above

CITY OF MOUNTAIN VIEW

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Start: City Hall
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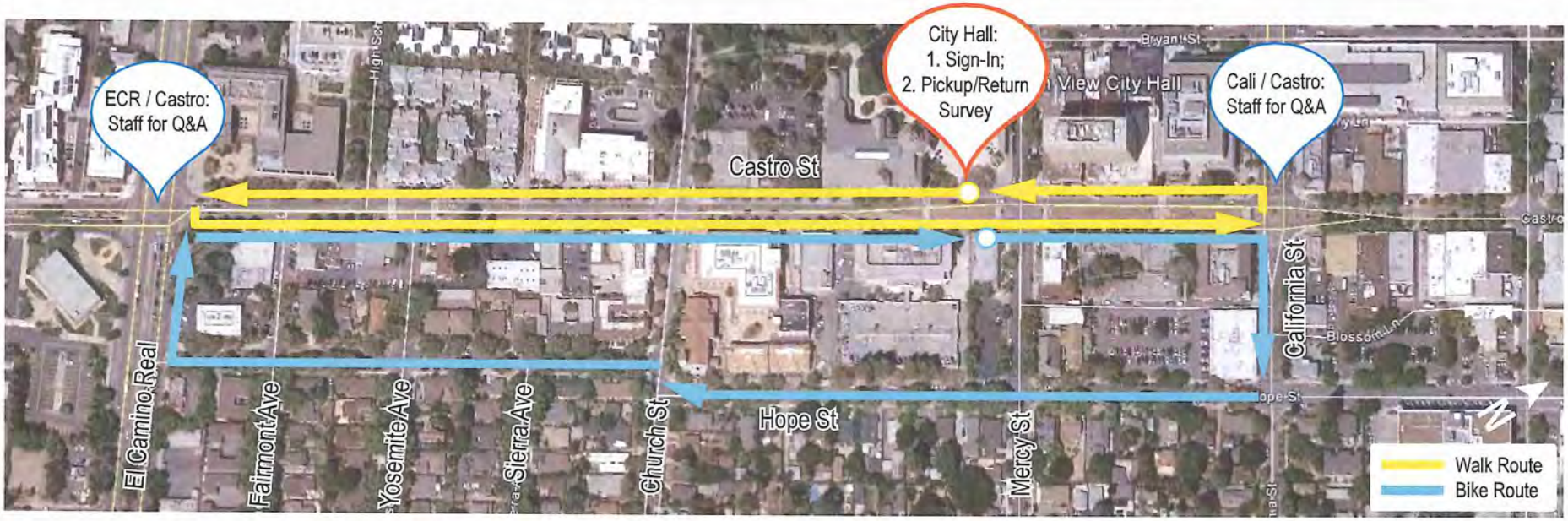
Your Notes:

Removing car parking on Castro St would make space for a bike lane, but parking space is not consistent.

Road conditions on ECR are terrible.

Sharrows would help if bike lanes aren't possible because of the road width.



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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ⊗ Bike

Q2. How often do you visit Castro Street?
- ⊗ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Cal Train station
restaurants between Evelyn + California
Cognition Cyclery

Q4. How do you travel to Castro Street?
- ⊗ Walk
- ⊗ Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

Bike parking on sidewalk

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Bike lane, even a separated bike lane

Q7. Which statement describes you?
- ⊗ I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ⊗ Male
- ○ Female
- ○ Other

Age Group
- ○ 19 and under
- ⊗ 20-34
- ○ 35-49
- ○ 50-59
- ○ 60 and above

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Start: City Hall
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(500 Castro Street, Mountain View, CA 94039-7540)

Your Notes:

We didn't ride to worst part which is High School → ECR South/west bound
The street widens and drivers take that as a signal to hit the gas.
Also, riding in group is completely different than weekn'ight on Saturday during commute hours.

CITY OF MOUNTAIN VIEW

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Q1. Did you walk or bike the corridor today?
- ○ Walk
- (✓) Bike

Q2. How often do you visit Castro Street?
- (✓) Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Caltrain
City Hall
Various Restaurants

Q4. How do you travel to Castro Street?
- ○ Walk
- (✓) Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

Park BIKE at shelter @ Caltrain
at bike rack by bus stop @ city hall
in rain in garages

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

#1 Slow down drivers to speeds in Evelyn ↔ California corridor
#2 narrow wider lanes or put in bike lanes
#3 prevent Uber/Lyft drop off/pick ups

Q7. Which statement describes you?
- (✓) I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
○ Male	○ 19 and under	(✓) 50-59
(✓) Female	○ 20-34	○ 60 and above
○ Other	○ 35-49	

CITY OF MOUNTAIN VIEW

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Your Notes:

Varied circumstances - median / no median / parking differences.
Difficult to ride w/ cars - NOT always comfortable to go at bike speeds.
when cars are behind you -

CITY OF MOUNTAIN VIEW

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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ☑ Bike

Q2. How often do you visit Castro Street?
- ☑ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

TRAIN STATION
KAISER

Q4. How do you travel to Castro Street?
- ☑ Walk
- ☑ Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

DRIVE: Parking garage
BIKE: Anywhere I find a bike stand

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Mall - NO AUTOS from TRACKS to California (at least)

Q7. Which statement describes you?
- ☑ I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ☑ Male
- ○ Female
- ○ Other

Age Group
- ○ 19 and under
- ○ 20-34
- ○ 35-49
- ○ 50-59
- ☑ 60 and above

CITY OF MOUNTAIN VIEW

Castro Bikeway Study
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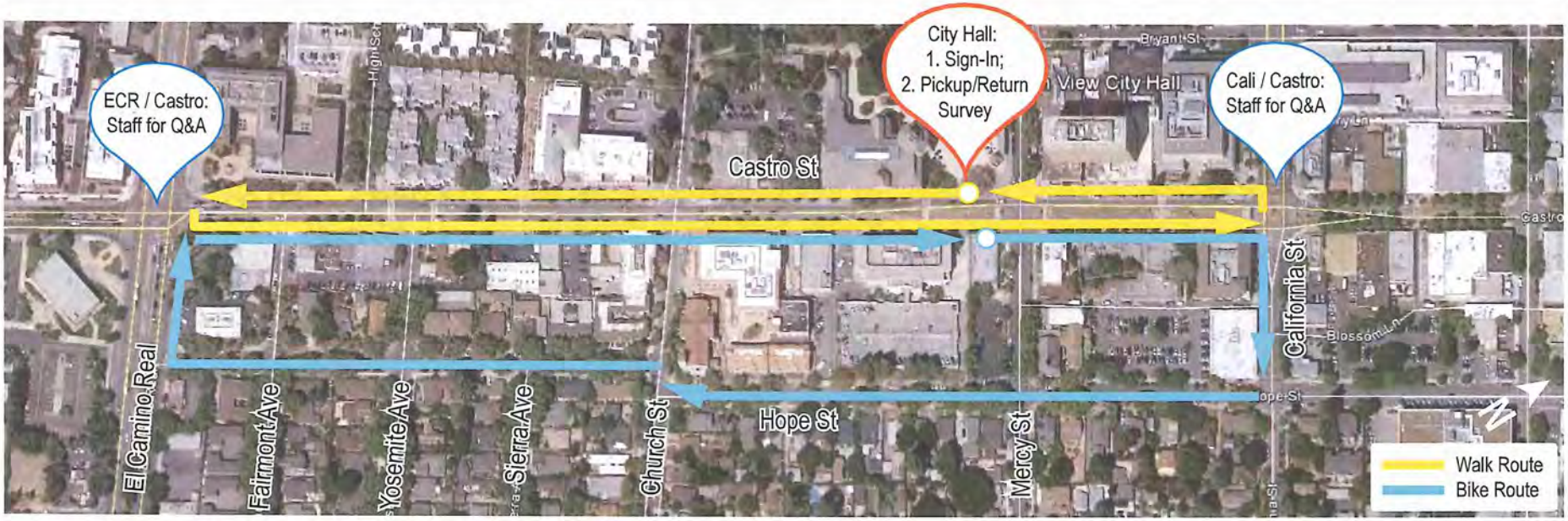
Your Notes:

Thanks for making our streets safer for bikes! It would be a huge improvement if Castro was more bikeable and the ECR crossing was safer.



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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ☒ Bike

Q2. How often do you visit Castro Street?
- ☒ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

restaurants, library, music store, cafes

Q4. How do you travel to Castro Street?
- ☒ Walk
- ☒ Bike
- ○ Transit
- ☒ Drive and park

Q5. If you bike or drive here, where do you park?

bike: lock up to metal bike posts
drive: usually in the garage at California St.

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

dedicated bike lanes would be safer. Crossing El Camino southbound is really tricky. No easy way to get to the other side of Castro from OMV and there is no shoulder between High School Way and ECR.

Q7. Which statement describes you?
- ☒ I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
☒ Male	○ 19 and under	○ 50-59
○ Female	○ 20-34	○ 60 and above
○ Other	☒ 35-49	

CITY OF MOUNTAIN VIEW

Castro Bikeway Study
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Your Notes:

- no blind spots for parked cars (diagonal pull-in parking)
- make busy intersections into "pedestrian recall" or "pedestrian scramble" to encourage ped crossing
- signage about: 1) preferred bike routes, 2) rules of the road (for bikes + cars)

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Q1. Did you walk or bike the corridor today?
- (X) Walk
- ( ) Bike

Q2. How often do you visit Castro Street?
- ( ) Several times a week
- (X) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

Q3. What are your usual destinations on Castro Street?

Bierhaus ä
Red Rock
Izakaya Ramen
Library

Q4. How do you travel to Castro Street?
- (X) Walk
- (X) Bike
- ( ) Transit
- (X) Drive and park

Q5. If you bike or drive here, where do you park?

Bike: racks on Castro (the ones on Castro + Dana are great!)
Park: lots behind Castro, on street

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Wider lane for bikes + cars to coexist (or bike lane)
No back-out parking on Castro (dangerous – blind spots)

Q7. Which statement describes you?
- (X) I bike anywhere and everywhere
- ( ) I prefer off-street trails but will use bike lanes
- ( ) I only bike on off-street trails / I would try biking if it were more safe
- ( ) I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- (X) Male
- ( ) Female
- ( ) Other

Age Group
- ( ) 19 and under
- ( ) 20-34
- (X) 35-49
- ( ) 50-59
- ( ) 60 and above

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Your Notes:

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Q1. Did you walk or bike the corridor today?
- [x] Walk
- [ ] Bike

Q2. How often do you visit Castro Street?
- [x] Several times a week
- [ ] Weekly
- [ ] Monthly
- [ ] Less than monthly
- [ ] First time visitor

Q3. What are your usual destinations on Castro Street?

AVA'S
Books inc

Q4. How do you travel to Castro Street?
- [x] Walk
- [x] Bike
- [ ] Transit
- [ ] Drive and park

Q5. If you bike or drive here, where do you park?

Behind Ava's
new red rock

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Strongly urge extending protected bike lane @ least to High School way road diet & one way on high school way w/ ample parking to make REAL route to Graham

Q7. Which statement describes you?
- [ ] I bike anywhere and everywhere
- [x] I prefer off-street trails but will use bike lanes
- [ ] I only bike on off-street trails / I would try biking if it were more safe
- [ ] I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- [ ] Male
- [x] Female
- [ ] Other

Age Group
- [ ] 19 and under
- [ ] 20-34
- [x] 35-49
- [ ] 50-59
- [ ] 60 and above

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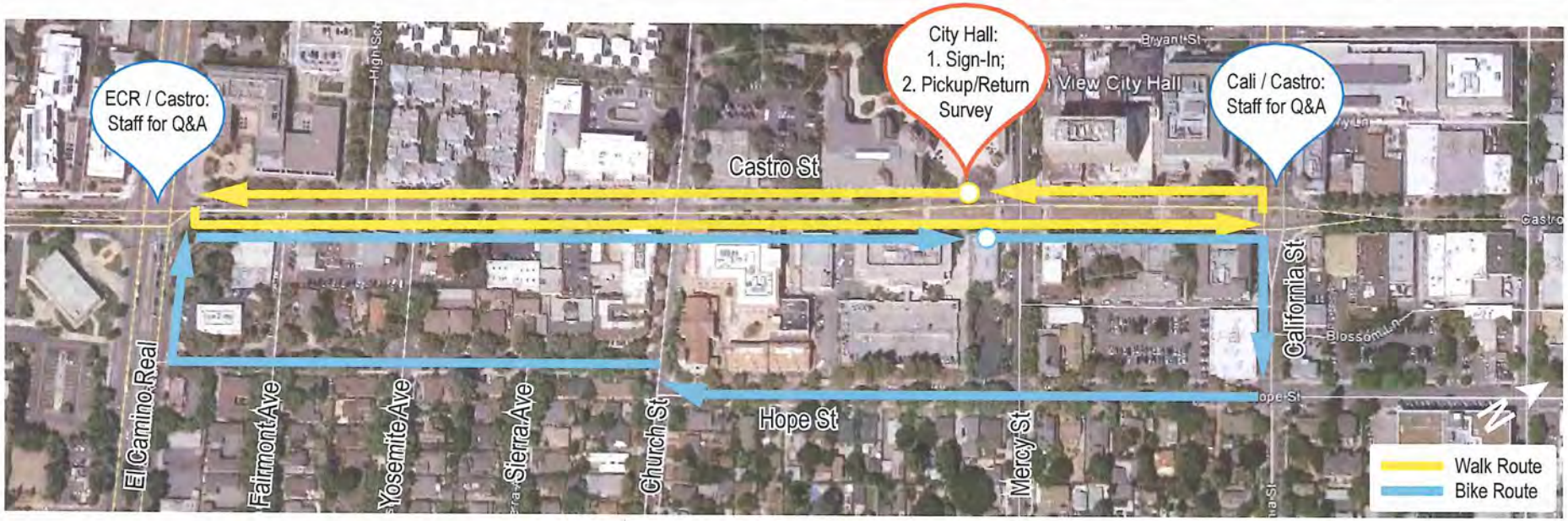
Your Notes:



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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ⊗ Bike

Q2. How often do you visit Castro Street?
- ⊗ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Various restaurants and coffee shops

Q4. How do you travel to Castro Street?
- ⊗ Walk
- ⊗ Bike
- ○ Transit
- ○ Drive and park

Q5. If you bike or drive here, where do you park?

bike: lamp poles, tree metal fences
bike park spots

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

- replace diagonal parking by parallel
- limit ride share stops to dedicated spots (Uber, Lyft)

Q7. Which statement describes you?
- ○ I bike anywhere and everywhere
- ⊗ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
⊗ Male	○ 19 and under	○ 50-59
○ Female	○ 20-34	○ 60 and above
○ Other	⊗ 35-49	

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Your Notes:

- Cars speed up going S. when they pass CA st, at which point I feel nervous that I'm slowing down + annoying cars when I take the lane, which is the only option. So I'm so glad we're looking at how to make it more comfortable. The angled parking also is a little nerve-racking.

I'm also nervous cycling behind

- It would be nice if the sidewalks were wide enough for 3 people to walk abreast in both directions. Two-by-two, there's enough space currently. If you're in a group of four, people pair up, so it's all good. But when you're in a group of three, there's not enough room to walk abreast if two people are coming towards you from the other way, ~~the~~ so one of the three gets pushed in front of or behind their crew, which is akward.

* please do a parking study of available parking w/in 1/4 mile of Castro. I bet the parking on castro is a fraction of the available parking, so it won't be missed too much. Safety first!

CITY OF MOUNTAIN VIEW

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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ● Bike

Q2. How often do you visit Castro Street?
- ● Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Ava's Boutique
Mountain View City Hall
Library
Farmer's market (at both its locations)
Restaurants:
Asian Box
Amarin Thai
Casa Lupe
Cascal's
Optometry

Q4. How do you travel to Castro Street?
- ● Walk
- ● Bike
- ○ Transit
- ● Drive and park

Q5. If you bike or drive here, where do you park? I always try to park on Castro, but never expect to find a spot. When I do, I feel like I won the lottery. When I don't find a Castro spot, I park in a garage, typically @ CUS.

Q6. How could Castro Street from California Street to El Camino Real ~~in~~ be more inviting for bicyclists and pedestrians?

Cycling
Bike lanes - protected!
Or median bike lanes in linear park (middle of center median) *
Protected intersections
Shade over bike lanes
Slower cars between CA + ECR - they're much slower N. of Cal. St.

Q7. Which statement describes you?
- ● I bike anywhere and everywhere
- ● I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
○ Male	○ 19 and under	○ 50-59
● Female	○ 20-34	○ 60 and above
○ Other	● 35-49	

I don't think the road is wide enough for a separated bike lane going S.

* If a bike lane in the center median is an option, you'd need to separate bikes from turning cars in the signal timing. Getting into the bike lane going S. @ Cal., the roundabout is helpful!

Wt subbing out

CITY OF MOUNTAIN VIEW

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Start: City Hall
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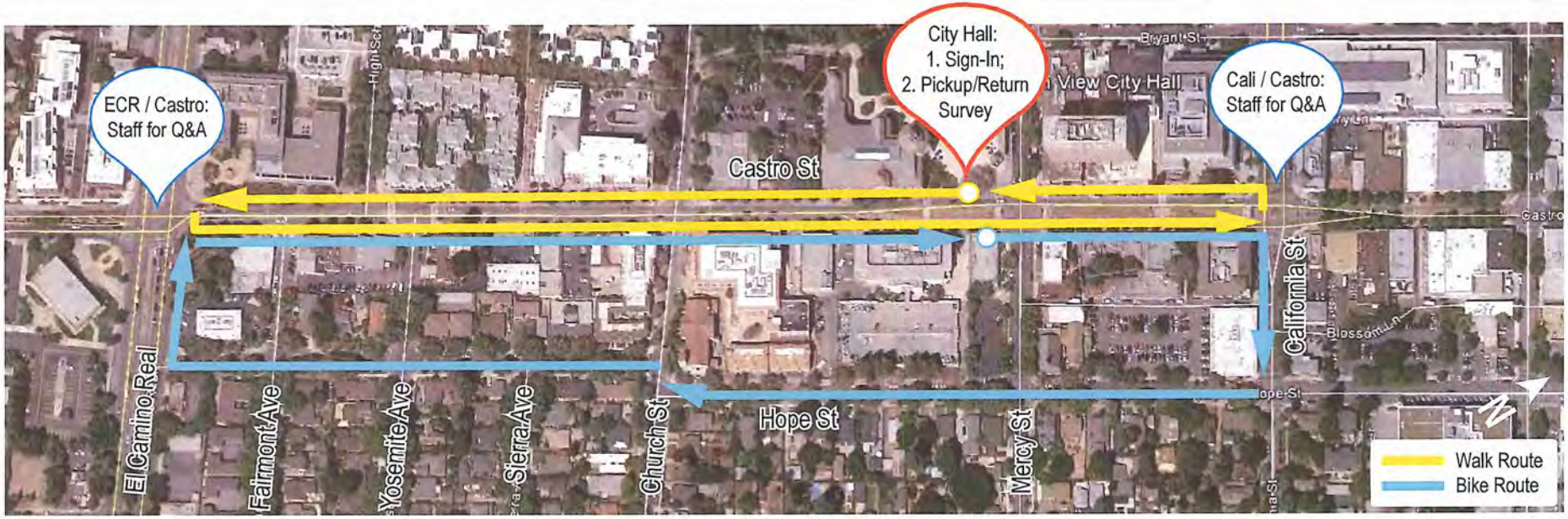
Your Notes:

Biggest concern is crossing el Camino
2 lanes straight merging to one
bike compete on both sides of CASTRO with traffic
compounded by trucks parking on south side



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Q1. Did you walk or bike the corridor today?
- ◉ Walk
- ◉ Bike

Q2. How often do you visit Castro Street?
- ○ Several times a week
- ◉ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Bank, restaurants
optometrist
events

Q4. How do you travel to Castro Street?
- ✓ Walk
- ✓ Bike
- ○ Transit
- ✓ Drive and park

Q5. If you bike or drive here, where do you park?

light post or bike rack if I can find one
need more bike racks!

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

need bike lane!

Q7. Which statement describes you?
- ✓ I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
✓ Male	○ 19 and under	○ 50-59
○ Female	○ 20-34	✓ 60 and above
○ Other	○ 35-49	

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Your Notes:

CITY OF MOUNTAIN VIEW

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Walk and Bike Route Map & Survey

Date: June 22, 2019 Saturday
Time: 9:00 a.m. to 10:30 a.m.

Start: City Hall
End: City Hall
(500 Castro Street, Mountain View, CA 94039-7540)

Please provide your input by taking this quick survey. Your input is important to the success of the project.
Please return this survey anytime before 10:30 a.m. at the City Hall where you picked up the survey.
You can also email your comments to **Nate Baird, City Transportation Planner at nate.baird@mountainview.gov**.

Q1. Did you walk or bike the corridor today?
- (✓) Walk
- ( ) Bike

Q2. How often do you visit Castro Street?
- (✓) Several times a week
- ( ) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

Q3. What are your usual destinations on Castro Street?

Restaurants, Ava's, Farmers' Market

Q4. How do you travel to Castro Street?
- (✓) Walk
- (✓) Bike
- ( ) Transit
- ( ) Drive and park

Q5. If you bike or drive here, where do you park?

Lock bike at bike rack or utility pole
Park in city lot

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Close Castro St. to cars from Evelyn to California

Q7. Which statement describes you?
- (✓) I bike anywhere and everywhere
- ( ) I prefer off-street trails but will use bike lanes
- ( ) I only bike on off-street trails / I would try biking if it were more safe
- ( ) I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
(✓) Male	( ) 19 and under	(✓) 50-59
( ) Female	( ) 20-34	( ) 60 and above
( ) Other	( ) 35-49	

CITY OF MOUNTAIN VIEW

Castro Bikeway Study
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Your Notes:

Too much chipped concrete on street curbs + furniture
Castro is too narrow for bicyclers. I use side streets. Others use the sidewalks
Wells Fargo Bank is under developed
Cross walks at High School way / Yosemite are often ignored by drivers.
Crossing El Camino Real is slow and difficult. Few crosswalks
Mtn. View Plaza Park is kind of useless.
Kiosk near park is in terrible condition.
Missing street trees in 1st block near El Camino are a trip Hazard.

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Q1. Did you walk or bike the corridor today?
- (X) Walk
- ( ) Bike

Q2. How often do you visit Castro Street?
- ( ) Several times a week
- (X) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

Q3. What are your usual destinations on Castro Street?

Restaurants + Bank

Q4. How do you travel to Castro Street?
- (X) Walk
- ( ) Bike
- ( ) Transit
- ( ) Drive and park

Q5. If you bike or drive here, where do you park?

N/A

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Needs to be wider

Q7. Which statement describes you?
- (X) I bike anywhere and everywhere
- ( ) I prefer off-street trails but will use bike lanes
- ( ) I only bike on off-street trails / I would try biking if it were more safe
- ( ) I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- (X) Male
- ( ) Female
- ( ) Other

Age Group
- ( ) 19 and under
- ( ) 20-34
- ( ) 35-49
- ( ) 50-59
- (X) 60 and above

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Your Notes: I'm still learning.

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Q1. Did you walk or bike the corridor today?
- (X) Walk
- ( ) Bike

Q2. How often do you visit Castro Street?
- (X) Several times a week
- ( ) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

Q3. What are your usual destinations on Castro Street?

Sun: Farmers' Mark by the train tracks
Everyday: to Grocer's or other eateries.

Q4. How do you travel to Castro Street?
- (X) Walk
- (X) Bike
- ( ) Transit
- ( ) Drive and park

Q5. If you bike or drive here, where do you park?

walk today.

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

Maybe we need a bike lane(?) Possible?

Q7. Which statement describes you?
- ( ) I bike anywhere and everywhere
- (X) I prefer off-street trails but will use bike lanes
- (X) I only bike on off-street trails / I would try biking if it were more safe
- ( ) I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender	*Age Group*	
( ) Male	( ) 19 and under	( ) 50-59
(X) Female	( ) 20-34	(X) 60 and above 72.
( ) Other	( ) 35-49	

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Your Notes:

YOSEMITE SEEMS BETTER THAN EL CAMINO
CROSS STREET TRAFFIC LIGHTS DO NOT DETECT BIKES WELL (CARBON BIKES)
CHARROWS ALLOWING BIKES TO TAKE THE ROAD IS SAFER FOR ALL
EL CAMINO CROSSING WESTWARD NOT BIKE FRIENDLY (TOWARDS PETE'S)
SIGNAGE ABOUT NO BIKES ON SIDEWALKS

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Q1. Did you walk or bike the corridor today?
- (●) Walk
- ( ) Bike

Q2. How often do you visit Castro Street?
- (●) Several times a week
- ( ) Weekly
- ( ) Monthly
- ( ) Less than monthly
- ( ) First time visitor

Q3. What are your usual destinations on Castro Street?

AVA'S
BofA
RESTAURANTS
COFFEE SHOPS

Q4. How do you travel to Castro Street?
- (●) Walk
- (●) Bike
- ( ) Transit
- ( ) Drive and park

Q5. If you bike or drive here, where do you park?

BIKE RACKS, TREES WHERE BIKE CAN BE LOCKED

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

MORE BIKE RACKS
SEPERATED BIKE LANES

Q7. Which statement describes you?
- (●) I bike anywhere and everywhere
- (●) I prefer off-street trails but will use bike lanes
- ( ) I only bike on off-street trails / I would try biking if it were more safe
- ( ) I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- (●) Male
- ( ) Female
- ( ) Other

Age Group
- ( ) 19 and under
- ( ) 20-34
- ( ) 35-49
- (●) 50-59
- ( ) 60 and above

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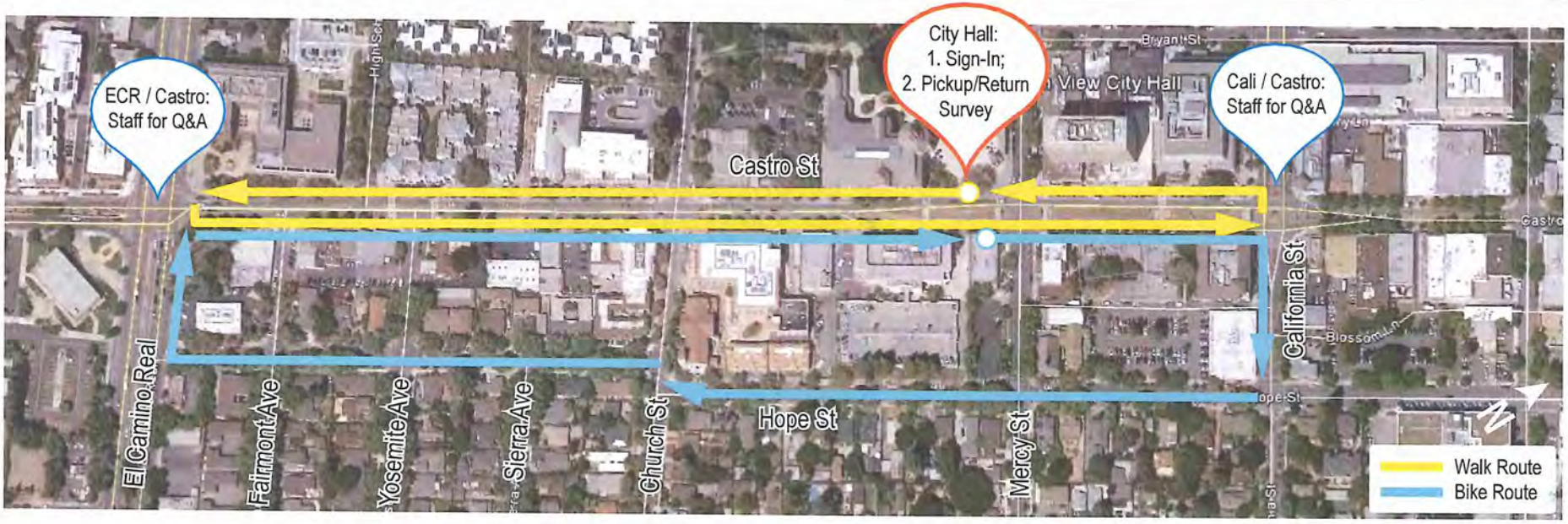
Your Notes:



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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ● Bike

Q2. How often do you visit Castro Street?
- ○ Several times a week
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ● First time visitor

Q3. What are your usual destinations on Castro Street?

N/A

Q4. How do you travel to Castro Street?
- ○ Walk
- ○ Bike
- ○ Transit
- ● Drive and park

Q5. If you bike or drive here, where do you park?

N/A

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

This corridor could be more inviting for bicyclists and pedestrians by having more consistent sidewalks and bike lanes.

Q7. Which statement describes you?
- ● I bike anywhere and everywhere
- ○ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ● Male
- ○ Female
- ○ Other

Age Group
- ● 19 and under
- ○ 20-34
- ○ 35-49
- ○ 50-59
- ○ 60 and above

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Your Notes:

lots of variability - parking /// to parallel, varying sidewalk widths, varying median width.. PLENTY OF ROOM though & lots of opportunity for protected (preferably) bike lanes. & improved ped experience

City of Mountain View

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Q1. Did you walk or bike the corridor today?
- ○ Walk
- ⊗ Bike

Q2. How often do you visit Castro Street?
- ⊗ Several times a week Almost Daily
- ○ Weekly
- ○ Monthly
- ○ Less than monthly
- ○ First time visitor

Q3. What are your usual destinations on Castro Street?

Ava's
Restaurants up & down
Farmer's Market

Q4. How do you travel to Castro Street?
- ⊗ Walk
- ⊗ Bike
- ○ Transit
- ⊗ Drive and park - rarely

Q5. If you bike or drive here, where do you park?

Ava's
Farmer's Market

Q6. How could Castro Street from California Street to El Camino Real be more inviting for bicyclists and pedestrians?

protected bike lane
linear bike lane park down center median

Q7. Which statement describes you?
- ⊗ I bike anywhere and everywhere
- ⊗ I prefer off-street trails but will use bike lanes
- ○ I only bike on off-street trails / I would try biking if it were more safe
- ○ I am not interested in biking / I am not able to bike

Q8. How do you identify?

Gender
- ⊗ Male
- ○ Female
- ○ Other

Age Group
- ○ 19 and under
- ○ 20-34
- ⊗ 35-49
- ○ 50-59
- ○ 60 and above