EAST PALO ALTO CITY COUNCIL
REGULAR MEETING AMENDED AGENDA

October 3, 2023, 6:30 p.m.
EPA Government Center
2415 University Ave, First Floor
East Palo Alto, CA 94303

NOTICE

This meeting will be held virtually and in- person at the Council Chambers located on 2415 University Ave, First Floor East Palo Alto, CA 94303. The virtual portion of this City Council meeting will be conducted in accordance with City of East Palo Alto Resolution adopted pursuant to Assembly Bill 361.

The public may participate in the City Council Meeting via Zoom Meeting or by attending in-person in the Council Chambers at 2415 University Ave, First Floor East Palo Alto, CA 94303. Community members may provide comments by emailing cityclerk@cityofepa.org, submitting a speaker card at the meeting, or using the **RAISE HAND** feature when the Mayor or City Clerk call for public comment. Emailed comments should include the specific agenda item on which you are commenting.

https://us06web.zoom.us/j/86285195342

Or join by phone:
Dial (for higher quality, dial a number based on your current location):
US: +1 669 900 6833 or
+ 1 346 248 7799 or
+ 1 253 215 8782 or
+ 1 312 626 6799 or
+ 1 929 205 6099 or
+ 1 301 715 8592

Webinar ID: 862 85195342

International numbers available: https://zoom.us/u/aMWYF4KT

1. CALL TO ORDER AND ROLL CALL

2. APPROVAL OF THE AGENDA

3. APPROVAL OF CONSENT CALENDAR

3.1 Proposed Increase to the City's Local Minimum Wage by the Consumer Price Index

Recommendation: Adopt a resolution confirming:

1. The adjusted Local Minimum Wage of $17.10 per hour for all employers in the City of East Palo Alto to be effective January 1, 2024; and
2. The bulletin to be finalized and distributed to employers in the City of East Palo Alto.

3.2 City Wide Engineering and Traffic Survey for Speed Limits

Recommendation: Approving and adopting the 2023 Engineering and Traffic Survey

3.3 City's Response to the San Mateo County's Grand Jury Report "Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County"

Recommendation: Adopt a resolution approving the City's response to the San Mateo County's Civil grand jury report "Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County".

3.4 Memorandum of Understanding between the City of East Palo Alto and East Palo Alto Police Officer's Association (POA), Management Employees' Association (MEA), and Service Employee's International Union, Local 521 (SEIU)

Recommendation: Adopt a Resolution:

1. Authorizing the City Manager to execute a Memorandum of Understanding between the City of East Palo Alto and East Palo Alto Police Officer's Association (POA) for FY 2022-24, Management Employees' Association (MEA) for August 1, 2022-December 31, 2023, and Service Employee's International Union, Local 521 (SEIU) for August 1, 2022- December 31, 2023.
2. Authorizing the City Manager to make non-substantive changes or clerical corrections to Memorandums of Understanding (MOUs) for bargaining units without the need for further approval from City Council. Non-substantive changes are defined as modifications that do not alter the fundamental terms, intent, or obligations outlined in the original MOUs.

3.5 Designate the Responsibility, Authority, and set process and procedures for the determination of disability retirements for Safety Employees to meet new CalPERS requirements

Recommendation: Adopt a Resolution:
1. Designating the Responsibility and Authority to Determination of Disability Retirements to the City Manager; and

2. Updating the Process and Procedures in the Determination of Disability Retirements for Safety Employees

3.6 Indigenous Peoples' Day Proclamation

4. CLOSED SESSION

4.1 Conference With Labor Negotiators
(Government Code Section 54957.6)

Agency Designated Representatives: Brenna Row, Renne Sloan Holtzman Sakai LLP, Melvin Gaines, City Manager, John Le, City Attorney, Tomohito Oku, Finance Director and Ana Torres-Mondragon, Human Resources Manager

Employee Organizations: East Palo Alto Service Employees International Union Local 521, and East Palo Alto Management Employees Association

5. PUBLIC COMMENT

6. INFORMATIONAL REPORTS - NONE

7. SPECIAL PRESENTATIONS - NONE

8. PUBLIC HEARINGS - NONE

9. POLICY AND ACTION

9.1 Status Update of Business Discovery and Amnesty Program and Direction from Council on Enhance Enforcement Program Related to Business Licenses

Recommendation:
Provide direction to the City Manager on what and how to begin an enhanced enforcement phase of the Business Discovery and Compliance program.

10. STUDY SESSION

10.1 East Palo Alto Opportunity to Purchase Act Study Session

Recommendation:

Provide recommended revisions to draft ordinance and direct staff to return with a revised draft ordinance titled “East Palo Alto Opportunity to Purchase Act” (“EPA OPA” or “Ordinance”) for introduction (first reading) in a public hearing.

11. COUNCIL REPORTS

12. ADJOURNMENT

This AGENDA is posted in accordance with Government Code Section 54954.2(a)

This Notice of Availability of Public Records: All public records relating to an open session item which are not exempt from disclosure pursuant to the Public Records Act, that are distributed to the majority of the City Council will be available for public inspection at the City Clerk’s Office, 2415 University Avenue, East Palo Alto, CA at the same time that the public records are distributed or made available to the City Council. Such documents may also be available on the East Palo Alto website www.cityofepa.org subject to staff’s ability to post the documents prior to the meeting. Information may be obtained by calling (650) 853-3100.

The City Council meeting packet may be reviewed by the public in the Library or the City Clerk's Office. Any writings or documents pertaining to an open session item provided to a majority of the City Council less than 24 hours prior to the meeting, shall be made available for public inspection at the front counter at the City Clerk's Office, 2ND Floor, City Hall, 2415 University Avenue, East Palo Alto, California 94303 during normal business hours. Information distributed to the Council at the Council meeting becomes part of the public record. A copy of written material, pictures, etc. should be provided for this purpose.

East Palo Alto City Council Chambers is ADA compliant. Requests for disability related modifications or accommodations, aids or services may be made by a person with a disability to the City Clerk's office at (650) 853-3127 no less than 24 hours prior to the meeting as required by Section 202 of the Americans with Disabilities Act of 1990 and the federal rules and regulations adopted in implementation thereof.

DECLARATION OF POSTING

This Notice is posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the City website. Under penalty of perjury, this Agenda was posted to the public at least 24 hours prior to the meeting.

POSTED: September 23, 2023
AMENDED: September 28, 2023

ATTEST:



James Colin
City Clerk

Upcoming meetings:

Regular Meeting	October 17, 2023	6:30 p.m.
Regular Meeting	November 7, 2023	6:30 p.m.
Study Session	November 14, 2023	6:00 p.m.

CONSENT ITEM 3.1

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Jessica Y. Caballero, Management Analyst II

SUBJECT: Proposed Increase to the City's Local Minimum Wage by the Consumer Price Index

Recommendation

Adopt a resolution:

1. Adjusting the Local Minimum Wage of $17.10 per hour for all employers in the City of East Palo Alto to be effective January 1, 2024; and
2. Directing staff to finalize and distribute a bulletin concerning the change to employers in the City of East Palo Alto.

Alignment with City Council Strategic Plan

This recommendation is primarily aligned with:

Priority No. 1: Promote Housing, Economic and Workforce Development

Background

On September 1, 2020, the City Council adopted an ordinance, set forth as Attachment 2 to this staff report, a Local Minimum Wage Ordinance (LMWO), codified at East Palo Alto Municipal Code Section 5.10.010 et seq., of $15 per hour for all employers in the City of East Palo Alto to be effective January 1, 2021. Each year the hourly rate increases are adjusted annually by the Consumer Price Index (CPI).

On October 4, 2022, the City Council adopted a resolution confirming the Local Minimum Wage was increased to $16.50, effective January 1, 2023. A City webpage was created to describe the Ordinance adopted and to make updated materials available online (Webpage link: https://www.ci.east-palo-alto.ca.us/econdev/page/local-minimum-wage).

The purpose of this staff report is to provide an update to City Council on the annual increase that will take place on January 1, 2024.

Analysis

An escalator was built into the LMWO so that the hourly wage can be simply updated each year. Section 5.10.030.B of the East Palo Alto Municipal Code provides:

> "Beginning on January 1, 2022, and each January thereafter, the minimum wage shall increase by a percentage amount equal to the prior year's increase, if any, in the Consumer Price Index (CPI) for San Francisco-Oakland-San José, as determined by the United States Department of Labor. The change shall be calculated by using the August to August change in the CPI to calculate the annual increase, if any, and rounded to the nearest nickel. A decrease in the CPI shall not result in a decrease in the minimum wage."

On September 13, 2023, City staff accessed the Consumer Price Index for the San Francisco Area[1], and the report shows area prices were unchanged over the past two months, up 3.4 percent from a year ago**.** Prices in the San Francisco area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), remained unchanged for the two months ending in August 2023, the U.S. Bureau of Labor Statistics reported (see attachment 3 for further tables and information).

Using this CPI report, the updated Local Minimum Wage calculation is as follows:

$16.50 X 3.4% = $0.5610

$0.5610 is rounded up to $0.60

$16.50 + $0.60 = $17.10

Next Steps

The City must publish and make available to employers a bulletin notice announcing the adjusted minimum wage rate by November 1st, in order to take effect January 1 of the following year (EPAMC section 5.10.040A.). Staff are drafting outreach materials to inform the business community and other stakeholders of the new requirements related to the LMWO. Please see draft bulletin notice under Attachment 4 of this staff report.

[1] Western Information Office, U.S. Bureau of Labor Statistics (bls.gov) Consumer Price Index, San Francisco Area August 2023:
https://www.bls.gov/regions/west/news-release/consumerpriceindex_sanfrancisco.htm

Update on Assembly Bill 257

On September 5, 2022, the Governor signed AB 257, or the FAST Act, also known as Fast Food Recovery Act. AB 257 was proposed to go into effect in January 2023 however, the bill was placed on temporary hold due to a statewide referendum. This law cannot be implemented unless it wins a ballot vote in November 2024. The FAST Act would give the Fast Food Council authority to establish minimum standards for the fast-food industry on wages, working hours, and other working conditions related to employees' health, safety, and welfare. If AB 257 passes and the Fast Food Council raises the minimum wage for eligible workers, City staff will update the City's website, accordingly.

Fiscal Impact

There is no fiscal impact associated with the contents of this staff report.

Public Notice

The public was provided notice by making the agenda and report available on the City's website and on a bulletin board located at City Hall: 2415 University Avenue, East Palo Alto.

Environmental

The action being considered does not constitute a "Project" within the meaning of the California Environmental Quality Act (CEQA), pursuant to CEQA Guideline section 15378 (b)(5), in that it is a government administrative activity that will not result in direct or indirect changes in the environment.

Attachments

1. Resolution
2. Local Minimum Wage Ordinance
3. News Release of U.S. Bureau of Labor Statistics Report
4. DRAFT LMWO Noticing Materials for 2024

RESOLUTION NO. XX – 2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO

ADJUSTING LOCAL MINIMUM WAGE RATE TO BE EFFECTIVE JANUARY 1, 2024

WHEREAS, on September 1, 2020, the City Council adopted the Local Minimum Wage Ordinance (codified at Section 5.10.010 et seq. of the East Palo Alto Municipal Code; and

WHEREAS, the Local Minimum Wage Ordinance provides that beginning on January 1, 2022, and each January thereafter, the minimum wage shall increase by a percentage amount equal to the prior year's increase, if any, in the Consumer Price Index for San Francisco-Oakland-San José, as determined by the United States Department of Labor; and

WHEREAS, the Consumer Price Index for the San Francisco Area, August 2023 report, from the United States Bureau of Labor Statistics shows area prices rose 3.4 percent from August 2022; and

WHEREAS, the Local Minimum Wage Ordinance provides that by November 1 of each year the City shall publish and make available to employers a bulletin announcing adjustments to the minimum wage rate to take effect January 1 of the following year.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY:

1. Finds the foregoing recitals are true and correct, and are incorporated by this reference into this action;
2. Adjusts the Local Minimum Wage of $17.10 per hour for all employers in the City of East Palo Alto to be effective January 1, 2024; and
3. Directs staff to finalize and distribute a bulletin concerning the change to employers in the City of East Palo Alto.

PASSED AND ADOPTED this 3rd day of October 2023**,** by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Lisa Gauthier, Mayor

ATTEST:

James Colin, City Clerk

APPROVED AS TO FORM:

John D. Lê, City Attorney

5.10.010 - Title and purpose.

A. This chapter shall be known as the "minimum wage ordinance."

B. The purpose of this chapter is to protect the public health, safety and welfare. It does this by requiring that employers or their respective subcontractors compensate their employees in such a manner as to enable and facilitate their individual self-reliance within the City of East Palo Alto. Therefore, this ordinance adopts a new chapter of the East Palo Alto Municipal Code authorizing a minimum wage within the City of East Palo Alto.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.020 - Definitions.

As used in this chapter, the following terms shall have the following meanings:

A. "Calendar week" shall mean a period of seven consecutive days starting on Sunday.

B. "City" means the City of East Palo Alto.

C. "Employee" means any person who:

(1) In a calendar week performs at least two hours of work within the geographic boundaries of the City for an employer; and

(2) Qualifies as an employee entitled to payment of a minimum wage from any employer under the California Minimum Wage Law, as provided by the State of California Industrial Welfare Commission.

D. "Employer" means any person (including a natural person, corporation, non-profit corporation, general partnership limited partnership, limited liability partnership, limited liability company, business trust, estate, trust, association, joint venture, agency, instrumentality or any other legal or commercial entity, whether domestic or foreign) who directly or indirectly (including through the services of a temporary services or staffing agency or similar entity) employs or exercises control over the wages, hours, or working conditions of any employee.

E. "Minimum wage" shall have the meaning set forth in Section 5.10.030 of this chapter.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.030 - Minimum wage.

Employers shall pay employees no less than the minimum wage set forth in this chapter for each hour worked within the geographic boundaries of the city.

A. On January 1, 2021, the minimum wage shall be an hourly rate of fifteen dollars ($15.00).

B. Beginning on January 1, 2022, and each January thereafter, the minimum wage shall increase by a percentage amount equal to the prior year's increase, if any, in the Consumer Price Index (CPI) for San Francisco-Oakland-San José, as determined by the United States Department of Labor. The change shall be calculated by using the August to August change in the CPI to calculate the annual increase, if any, and rounded to the nearest nickel. A decrease in the CPI shall not result in a decrease in the minimum wage.

C. An employer may not deduct an amount from wages due an employee on account of any tip or gratuity, or credit the amount or any part thereof, of a tip or gratuity, against, or as part of, the wages due the employee from the employer.

D. No employer may fund increases in compensation required by this chapter, nor otherwise respond to the requirements of this chapter, by reducing the wage rate paid to any employee, nor by increasing charges to them for parking, meals, uniforms or other items, nor by reducing the citation or other non-wage benefits of any such employee, nor by increasing the share any employee pays towards her/his benefits, except to the extent such prohibition would be pre-empted by the Federal Employee Retirement Income Security Act.

E. A violation for unlawfully failing to pay the minimum wage shall be deemed to continue from the date immediately following the date that the wages were due and payable as provided in Part 1 (commencing with Section 200) of Division 2 of the California Labor Code, to the date immediately preceding the date the wages are paid in full.

F. All requirements and provisions of this chapter shall be preempted and ineffective if the state minimum wage is or becomes greater than the minimum wage established by this chapter.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.040 - Notice and posting.

A. By November 1 or each year, the city shall publish and make available to employers a bulletin announcing the adjusted minimum wage rate, to take effect January 1 of the following year. In conjunction with this bulletin, the city shall provide employers a notice suitable for posting in the workplace, informing employees of the current minimum wage rate and of their rights under this chapter. The notice shall be printed in English, Spanish, and other languages as provided in any implementation regulations under this chapter. Employers shall post these notices in a

conspicuous place in the workplace or job site where it will be seen by all employees. Employers' use of such notice shall constitute compliance with this subsection. Failure to post such notice shall constitute a violation of this chapter.

B. Each employer shall give written notification to every current employee, and to each new employee at time of hire, of his or her rights under this chapter, and the name, address, and phone number of the employer. The notification shall be printed in English, Spanish, and other languages as provided in any implementation regulations under this chapter.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.050 - Implementation and payroll records.

A. The city manager, or designee, may promulgate regulations for the implementation and enforcement of this chapter. Any regulation promulgated by the city shall have the force and effect of law and may be relied on by employers, employees, and other parties to determine their rights and responsibilities under this chapter. Any regulations may establish procedures for ensuring fair, efficient and cost-effective implementation of this chapter, for monitoring employee compliance with this chapter, and for providing administrative hearings or determining whether an employer has violated the requirements of this chapter.

B. Nothing herein shall preclude the city council from imposing a cost recovery fee on all employers to pay the cost of administering this chapter.

C. Employers shall retain payroll records for a period of three years, and shall allow the city access to these records, with appropriate notice and at a mutually agreeable time, to monitor compliance with this chapter.

D. Where an employer fails to retain adequate payroll records documenting wages paid, or does not allow the city reasonable access to such records, an employee's account is presumed accurate, absent clear and convincing evidence otherwise.

E. An employee or any other person may report to the city in writing any suspected violation of this chapter.

F. The city shall be responsible for investigating any possible violations of this chapter by an employer or other person. The city shall have the authority to inspect workplaces, interview persons, and request the city attorney to subpoena books, papers, records or other items relevant to the enforcement of this chapter.

G. The city shall make every effort to resolve complaints informally, in a timely manner.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.060 - Enforcement.

A. Where prompt compliance is not forthcoming, the city shall take any appropriate enforcement action to secure compliance. In addition to all other civil remedies, the city may enforce this chapter pursuant to Chapter 1 of the East Palo Alto Municipal Code. To secure compliance, the city may use the following enforcement measures:

   1. The city may issue an administrative citation with a fine of not more than fifty dollars ($50.00) for each day or portion thereof and for each employee or person as to whom the violation occurred or continued.
   2. The city may issue an administrative compliance order.
   3. The city may initiate a civil action for injunctive relief and damages and civil penalties in a court of competent jurisdiction.

B. Any person aggrieved by a violation of this chapter, any entity a member of which is aggrieved by a violation of this chapter, or any other person or entity acting on behalf of the public as provided for under applicable state law may bring a civil action in a court of competent jurisdiction against the employer or other person violating this chapter and, upon prevailing, shall be awarded reasonable attorneys' fees and costs and shall be entitled to such legal or equitable relief as may be appropriate to remedy the violation including, without limitation, the payment of any back wages unlawfully withheld, the payment of an additional sum as a civil penalty in the amount of fifty dollars ($50.00) to each employee or person whose rights under this chapter were violated for each day that the violation occurred or continued, reinstatement in employment, and/or injunctive relief.

C. This section shall not be construed to limit an employee's right to bring legal action for a violation of any other laws concerning wages, hours, or other standards or rights, nor shall exhaustion of remedies under this chapter be a prerequisite to the assertion of any right.

D. Except where prohibited by state or federal law, city agencies or departments may revoke or suspend any registration certificates, permits, or licenses held or requested by the employer until such time as the violation is remedied.

E. The remedies for violation of this chapter include, but are not limited to:

   1. Reinstatement, and the payment of back wages unlawfully withheld, and the payment of an additional sum as a civil penalty in the amount of fifty dollars ($50.00) to each employee or person whose rights under this chapter were violated for each day or portion thereof that the violation occurred or continued, and fines imposed pursuant to other provisions of this code or state law.
   2. Interest on all due and unpaid wages at the rate of interest specified in subdivision (b) of Sec. 3289 of the California Civil Code, which shall accrue from the date that the wages were due and payable as provided in Part 1 (commencing with Sec. 200) of Division 2 of the California

Labor Code, to the date the wages are paid in full.

3. Reimbursement of the city's administrative costs of enforcement and reasonable attorney's fees.

F. If a repeated violation of this chapter has been finally determined, the city may require the employer to post public notice of the employer's failure to comply in a form determined by the city.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.070 - Retaliation prohibited.

A. It shall be unlawful for an employer or any other party to discriminate in any manner or take adverse action against any person in retaliation for exercising rights protected under this chapter. Rights protected under this chapter include, but are not limited to: the right to file a complaint or inform any person about any party's alleged noncompliance with this chapter; and the right to inform any person of his or her potential rights under this chapter and to assist him or her in asserting such rights. Protections of this chapter shall apply to any person who mistakenly, but in good faith, alleges noncompliance with this chapter.

B. Taking adverse action against a person, including, without limitation, terminating employment, within one hundred twenty days (120) days of the person's exercise of rights protected under this chapter shall raise a rebuttable presumption of having done so in retaliation for the exercise of such rights, unless there is clear and convincing evidence of just cause for such discharge.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.080 - Waiver through collective bargaining.

A. Except for employees in the property services industry (i.e., janitors, landscapers, groundskeepers, and security guards), the provisions of this chapter may be waived in whole or in part with respect to employees covered under a collective bargaining agreement if all of the following circumstances apply:

1. Both parties to the collective bargaining agreement agree in writing to such waiver in whole or in part; and
2. The collective bargaining agreement contains provisions which specifically allow waivers of municipal minimum wage rates in excess of the contractually required wage rates for any group or groups of covered employees; and
3. The entire collective bargaining agreement, including the provisions referred to in subsection A.2 above, was negotiated and entered into prior to the date or when such waiver would take effect.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.090 - No pre-emption of higher standards.

The purpose of this chapter is to ensure minimum labor standards. This chapter does not preempt or prevent the establishment of superior employment standards (including higher wages) or the expansion of coverage by ordinance, resolution, contract, or any other action of the city. This chapter shall not be construed to limit a discharged employee's right to bring a common law cause of action for wrongful termination.

(Ord. No. 06-2020, § 2, 9-1-2020)

5.10.100 - Federal or state funding.

This chapter shall not be applied to the extent it will cause the loss of any federal or state funding of city activities.

(Ord. No. 06-2020, § 2, 9-1-2020)

Consumer Price Index, San Francisco Area — August 2023

Area prices were unchanged over the past two months, up 3.4 percent from a year ago

Prices in the San Francisco area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), were unchanged for the two months ending in August 2023, the U.S. Bureau of Labor Statistics reported today. (See table A.) Regional Commissioner Chris Rosenlund noted that a decrease in shelter prices helped offset higher prices for energy. (Data in this report are not seasonally adjusted. Accordingly, month-to-month changes may reflect seasonal influences.)

Over the last 12 months, the CPI-U advanced 3.4 percent. (See chart 1 and table A.) Food prices increased 4.5 percent. Energy prices declined 2.1 percent, largely the result of a decrease in the price of natural gas service. The index for all items less food and energy rose 3.6 percent over the year. (See table 1.)

Chart 1. Over-the-year percent change in CPI-U, San Francisco-Oakland-Hayward, CA, August 2020–August 2023



Source: U.S. Bureau of Labor Statistics.

View Chart Data

Food

Food prices increased 0.1 percent for the two months ending in August. (See table 1.) Prices for food at home decreased 0.2 percent, with lower prices in three of the six grocery categories. Prices for food away from home increased 0.8 percent for the same period.

Over the year, food prices increased 4.5 percent. Prices for food at home rose 3.5 percent since a year ago, with higher prices in all six grocery categories. Prices for food away from home advanced 6.4 percent.

Energy

The energy index advanced 5.9 percent for the two months ending in August. The increase was mainly due to higher prices for gasoline (5.9 percent). Prices for natural gas service rose 6.2 percent, and prices for electricity increased 5.8 percent for the same period.

Energy prices declined 2.1 percent over the year, largely due to lower prices for natural gas service (-16.8 percent). Prices for gasoline declined 5.3 percent, but prices paid for electricity increased 12.3 percent during the past year.

All items less food and energy

The index for all items less food and energy decreased 0.4 percent in the latest two-month period. Lower prices for new and used motor vehicles (-1.6 percent) and shelter (-0.7 percent) were partially offset by higher prices for other goods and services (5.2 percent) and medical care (0.8 percent).

Over the year, the index for all items less food and energy rose 3.6 percent. Components contributing to the increase included recreation (6.1 percent) and shelter (4.0 percent). Partly offsetting the increases was a price decrease in medical care (-0.1 percent).

Table A. San Francisco-Oakland-Hayward, CA, CPI-U 2-month and 12-month percent changes, all items index, not seasonally adjusted

Month	2019		2020		2021		2022		2023	
	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month
February	0.5	3.5	0.9	2.9	0.5	1.6	1.4	5.2	1.8	5.3
April	1.2	4.0	-0.5	1.1	1.7	3.8	1.5	5.0	0.4	4.2
June	0.2	3.2	0.7	1.6	0.0	3.2	1.7	6.8	0.5	2.9
August	0.1	2.7	0.0	1.6	0.5	3.7	-0.5	5.7	0.0	3.4
October	1.0	3.0	0.5	1.1	0.7	3.8	1.0	6.0		
December	-0.5	2.5	0.4	2.0	0.8	4.2	-0.3	4.9		

The October 2023 Consumer Price Index for the San Francisco area is scheduled to be released on November 14, 2023.

News Release Information

23-2005-SAN
Wednesday, September 13, 2023

Contacts

Technical information:
(415) 625-2270
BLSinfoSF@bls.gov
www.bls.gov/regions/west

Media contact:
(415) 625-2270

Related Links

CPI historical databases

Technical Note

The Consumer Price Index (CPI) is a measures of the average change in prices over time in a fixed market basket of goods and services. The Bureau of Labor Statistics publishes CPIs for two population groups: (1) a CPI for All Urban Consumers (CPI-U) which covers approximately 93 percent of the total U.S. population and (2) a CPI for Urban Wage Earners and Clerical Workers (CPI-W) which covers approximately 29 percent of the total U.S. population. The CPI-U includes, in addition to wage earners and clerical workers, groups such as professional, managerial, and technical workers, the self-employed, short-term workers, the unemployed, and retirees and others not in the labor force.

The CPI is based on prices of food, clothing, shelter, and fuels, transportation fares, charges for doctors' and dentists' services, drugs, and the other goods and services that people buy for day-to-day living. Each month, prices are collected in 75 urban areas across the country from about 6,000 housing units and approximately 22,000 retail establishments—department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments. All taxes directly associated with the purchase and use of items are included in the index.

The index measures price changes from a designated reference date; for most of the CPI-U the reference base is 1982-84 equals 100. An increase of 7 percent from the reference base, for example, is shown as 107.000. Alternatively, that relationship can also be expressed as the price of a base period market basket of goods and services rising from $100 to $107. For further details see the CPI home page on the internet at www.bls.gov/cpi and the CPI section of the BLS Handbook of Methods available on the internet at www.bls.gov/opub/hom/cpi/.

In calculating the index, price changes for the various items in each location are averaged together with weights that represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. Because the sample size of a local area is smaller, the local area index is subject to substantially more sampling and other measurement error than the national index. In addition, local indexes are not adjusted for seasonal influences. As a result, local area indexes show greater volatility than the national index, although their long-term trends are quite similar. **NOTE: Area indexes do not measure differences in the level of prices between cities; they only measure the average change in prices for each area since the base period.**

The San Francisco-Oakland-Hayward, CA. metropolitan area covered in this release is comprised of Alameda, Contra Costa, Marin, San Francisco, San Mateo Counties in the State of California.

Information in this release will be made available to individuals with sensory impairments upon request. Voice phone: 202-691-5200; Telecommunications Relay Service: 7-1-1.

Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods

San Francisco-Oakland-Hayward, CA (1982-84=100 unless otherwise noted)

Item and Group	Indexes				Percent change from-		
	Historical data	Jun. 2023	Jul. 2023	Aug. 2023	Aug. 2022	Jun. 2023	Jul. 2023
Expenditure category							
All items		340.056	-	340.094	3.4	0.0	-
All items (1967=100)		1,045.427	-	1,045.544	-	-	-
Food and beverages		362.310	-	363.484	4.5	0.3	-
Food		365.879	-	366.277	4.5	0.1	-
Food at home		332.099	329.977	331.589	3.5	-0.2	0.5
Cereals and bakery products		334.938	333.198	326.609	5.7	-2.5	-2.0
Meats, poultry, fish, and eggs		351.767	349.429	354.085	0.6	0.7	1.3
Dairy and related products		330.449	339.469	338.521	0.2	2.4	-0.3
Fruits and vegetables		420.164	423.903	416.407	3.0	-0.9	-1.8
Nonalcoholic beverages and beverage materials(1)		242.179	244.519	239.132	6.6	-1.3	-2.2
Other food at home		297.949	288.132	298.757	6.1	0.3	3.7
Food away from home		403.309	-	406.376	6.4	0.8	-
Alcoholic beverages		323.959	-	333.818	4.5	3.0	-
Housing		393.011	-	391.561	3.8	-0.4	-
Shelter		439.713	439.469	436.689	4.0	-0.7	-0.6
Rent of primary residence(2)		501.714	501.917	501.255	5.2	-0.1	-0.1
Owners' equiv. rent of residences(2)(3)		470.221	469.519	467.028	3.8	-0.7	-0.5
Owners' equiv. rent of primary residence(1)(2)		470.221	469.519	467.028	3.8	-0.7	-0.5
Fuels and utilities		542.198	-	568.379	3.3	4.8	-
Household energy		494.459	519.453	523.691	1.7	5.9	0.8
Energy services(2)		496.170	521.127	525.493	2.0	5.9	0.8
Electricity(2)		583.916	617.731	617.731	12.3	5.8	0.0
Utility (piped) gas service(2)		347.027	357.446	368.634	-16.8	6.2	3.1
Household furnishings and operations		174.497	-	171.606	2.7	-1.7	-
Apparel		119.619	-	117.759	4.8	-1.6	-

Footnotes

(1) Indexes on a December 1977=100 base.
(2) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator.
(3) Indexes on a December 1982=100 base.
(4) Special index based on a substantially smaller sample.
(5) Indexes on a December 1993=100 base.
(6) Indexes on a December 1997=100 base.

- Data not available
NOTE: Index applies to a month as a whole, not to any specific date.

Item and Group	Indexes				Percent change from-		
	Historical data	Jun. 2023	Jul. 2023	Aug. 2023	Aug. 2022	Jun. 2023	Jul. 2023
Transportation		253.801	-	254.009	-0.9	0.1	-
Private transportation		254.828	-	255.641	-0.2	0.3	-
New and used motor vehicles(4)		123.382	-	121.463	0.3	-1.6	-
New vehicles(1)		196.599	-	196.016	1.6	-0.3	-
Used cars and trucks(1)		365.567	-	359.111	-6.3	-1.8	-
Motor fuel		350.034	351.675	370.944	-5.2	6.0	5.5
Gasoline (all types)		347.817	349.448	368.512	-5.3	5.9	5.5
Gasoline, unleaded regular(4)		347.795	349.515	368.820	-5.4	6.0	5.5
Gasoline, unleaded midgrade(4)(5)		325.069	326.216	343.435	-5.3	5.6	5.3
Gasoline, unleaded premium(4)		329.910	331.149	348.359	-4.9	5.6	5.2
Medical care		586.550	-	591.060	-0.1	0.8	-
Recreation(6)		144.946	-	145.580	6.1	0.4	-
Education and communication(6)		161.181	-	161.488	4.6	0.2	-
Tuition, other school fees, and child care(1)		-	-	-	-	-	-
Other goods and services		597.863	-	629.145	12.5	5.2	-
Commodity and service group							
All items		340.056	-	340.094	3.4	0.0	-
Commodities		235.879	-	235.609	1.8	-0.1	-
Commodities less food & beverages		169.274	-	168.637	-0.4	-0.4	-
Nondurables less food & beverages		222.949	-	225.002	-0.1	0.9	-
Durables		118.316	-	116.655	0.1	-1.4	-
Services		427.816	-	428.124	4.2	0.1	-
Special aggregate indexes							
All items less medical care		329.803	-	329.675	3.7	0.0	-
All items less shelter		301.076	-	302.755	3.0	0.6	-
Commodities less food		176.465	-	176.054	-0.2	-0.2	-
Nondurables		294.488	-	296.189	2.8	0.6	-
Nondurables less food		231.128	-	233.700	0.3	1.1	-
Services less rent of shelter(3)		434.681	-	441.080	4.6	1.5	-
Services less medical care services		416.837	-	416.663	4.6	0.0	-
Energy		409.205	420.409	433.524	-2.1	5.9	3.1
All items less energy		340.909	-	339.847	3.7	-0.3	-
All items less food and energy		337.907	-	336.662	3.6	-0.4	-

Footnotes

(1) Indexes on a December 1977=100 base.
(2) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator.
(3) Indexes on a December 1982=100 base.
(4) Special index based on a substantially smaller sample.
(5) Indexes on a December 1993=100 base.
(6) Indexes on a December 1997=100 base.

- Data not available
NOTE: Index applies to a month as a whole, not to any specific date.

Last Modified Date: Wednesday, September 13, 2023

U.S. BUREAU OF LABOR STATISTICS Western Information Office Attn: EA & I, 90 Seventh Street Suite 14-100 San Francisco, CA 94103-6715

Telephone:1-415-625-2270 www.bls.gov/regions/west Contact Western Region

CITY OF EAST PALO ALTO

POST WHERE EMPLOYEE MAY READ EASILY
VIOLATORS SUBJECT TO PENALTIES

OFFICIAL NOTICE
EAST PALO ALTO MINIMUM WAGE RATE IS

$17.10

per hour

Effective January 1, 2024

Per the Chapter 5.10 of the East Palo Alto Municipal Code - MINIMUM WAGE ORDINANCE - Beginning January 1, 2021, when this ordinance took effect, employers must pay to each employee who performs at least two (2) hours of work per week in East Palo Alto.

Effective January 1, 2024, the minimum wage is no less than **$17.10 per hour.**

The minimum wage requirement set forth in the East Palo Alto Minimum Wage Ordinance applies to adult AND minor employees who work two (2) or more hours per week (tips not included). Beginning January 1, and annually thereafter, the City will adjust the minimum wage based on the Regional Consumer Price Index.

Under the Ordinance, employees who assert their rights to receive the City's minimum wage are protected from retaliation. Employees may file a civil lawsuit against their employers for any violation of the Ordinance or may file a complaint with the Office of Economic Development. The City will investigate possible violations and will require access to payroll records. The City will enforce violations of the minimum wage ordinance by ordering reinstatement of employees, payment of back wages unlawfully withheld and penalties.

If you have questions, need additional information or believe you are not being paid correctly, contact your employer or the Office of Economic Development at:

East Palo Alto Office of Economic Development
1960 Tate St, East Palo Alto, CA 94303
Phone: (650) 853-3100
Email: CED@cityofepa.org

Este folleto también está disponible en español. This flyer is also available in Spanish.
Employers are responsible for translating this notice into languages spoken by 5% or more of their employees.

DRAFT

CITY OF EAST PALO ALTO

PUBLICAR DONDE EL EMPLEADO PUEDA LEER FÁCILMENTE
INFRACTORES SUJETOS A SANCIONES

AVISO OFICIAL
EL SALARIO MÍNIMO EN EAST PALO ALTO ES

$17.10

por hora

A partir del 1 de enero de 2024

Según el Capítulo 5.10 del Código Municipal de East Palo Alto - ORDENANZA DE SALARIO MÍNIMO - A partir del 1 de Enero de 2021, los empleadores deben pagar a cada empleado que labore al menos dos (2) horas de trabajo por semana en East Palo Alto.

A partir del 1 de enero de 2024, el salario mínimo no es menos de **$17.10 por hora.**

El salario mínimo establecido en la Ordenanza de Salario Mínimo de East Palo Alto se aplica a los empleados adultos y menores de edad que laboran dos (2) horas o más por semana (propinas no incluidas). Empezando el 1 de enero, y anualmente después de esta fecha, la Ciudad ajustará el salario mínimo basado en el Índice Regional de Precios al Consumidor.

Bajo la Ordenanza, los empleados que hagan valer sus derechos para recibir el salario mínimo de la Ciudad están protegidos contra retaliación. Los empleados pueden presentar una demanda civil en contra de su empleador por cualquier incumplimiento de la ordenanza o pueden presentar una queja ante la Oficina de Desarrollo Económico de la Ciudad. La Ciudad investigará posibles infracciones o incumplimientos y requerirá acceso a los registros de nómina. La Ciudad hará cumplir cualquier violación de la Ordenanza de Salario Mínimo de la Ciudad de East Palo Alto exigiendo la reincorporación de los empleados, el pago de salarios atrasados, ilícitamente retenidos, y multas.

Si tiene preguntas, necesita información adicional o si cree que no se le están pagando correctamente, póngase en contacto con su empleador o con la Oficina de Desarrollo Económico en:

Oficina de Desarrollo Económico de la Ciudad de East Palo Alto
1960 Tate St., East Palo Alto, CA 94303
Teléfono: (650) 853-3100
Correo Electrónico: CED@cityofepa.org

DRAFT

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Humza Javed, Public Works Director

SUBJECT: City Wide Engineering and Traffic Survey for Speed Limits

Recommendation

Adopt a resolution:

1. Approving and adopting the 2023 Engineering and Traffic Survey;
2. Establish new and reaffirming existing speed limits within the City of East Palo Alto, including increasing it from 25 mph to 30 mph along University Avenue, between Bay Road and Notre Dame Avenue; and
3. Finding that establishment and posting of all new and existing speed limits is categorically exempt from the Section 15301 (Existing Facilities) of the California Environmental Quality Act.

Background

In accordance with the California Vehicle Code and procedures established by the California State Department of Transportation, each jurisdiction is required, at least once every five (5), seven (7) or ten (10) years, to re-evaluate its speed limits that are intended to be enforced by the use of electronic devices (radar or laser). The engineering consulting firm TJKM was retained to perform this work. The attached 2023 Engineering and Traffic Survey for Speed Limits was reviewed by the Public Works and Transportation Commission (PWTC) on April 19, 2023. The PWTC has recommended the Engineering and Traffic Survey for City Council approval.

City Council approval and adoption is necessary in order to allow for the proper enforcement of posted speed limits. There is one recommended change to the speed limit on University Avenue from Bay Road to Notre Dame Avenue to 30MPH. There is no other speed limit change to any other segment in the City.

Analysis

The orderly movement of traffic on City streets requires the establishment of reasonable speed limits allowing for the enforcement of vehicular speeds that are deemed unreasonable for the conditions of the roadway. The procedures and regulations governing the establishment of speed limits are described within the attached 2023 Engineering and Traffic Survey for Speed Limits. This document, as prepared by TJKM, the City's on-call traffic engineering consulting firm, details all of the extensive data collection and analysis performed and recommends the establishment of speed limits throughout the community.

The procedures followed for the Engineering and Traffic Survey include the collection of vehicular speed data as collected at 12 different segments within the City. The survey data was analyzed to determine the 85th percentile and 10 MPH pace of vehicle speeds, the primary factors used for recommending speed limits. The California Manual on Uniform Traffic Control Devices (MUTCD) states that speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is moving. From experience, traffic engineers have also found that this is one of the most reliable factors in determining appropriate speed limits and is considered a measure of the safe driving behavior of a reasonable person. The 10 MPH pace is that continuous incremental range of speeds in which the largest number of recorded vehicles is contained. For this element, the accepted practice, to the greatest extent possible, is to try to keep the recommended speed limit within the 10 MPH pace after considering the 85th percentile speed. Taken together, the establishment of speed limits from this data confirms that the vast majority of drivers are operating within a consistent speed range.

In addition to the statistical data collected during the speed zone survey, a field review of related road/traffic variables was also conducted which considers existing conditions that may warrant a lower speed than is actually indicated by the application of survey data. Other factors considered as part of the evaluation include, but are not limited to: the most recent three-year traffic collision history record, roadway conditions, traffic flow characteristics, level of pedestrian activity, driver sight distance constraints and adjacent land uses.

Based on the survey and field data collected, an increase of 5 mph in speed limit is recommended for one roadway segment - University Avenue from Bay Road to Notre Dame Avenue. Details about this segment are summarized as follows:

University Avenue from Bay Road to Notre Dame Avenue

The existing posted speed limit signs are 25 mph in this segment. The critical speed is 37 mph, which is 12 mph above the existing speed limit of 25mph, warranting a speed limit of 35 mph when rounded to the nearest 5 mph increment below the critical speed. However, the roadway provides access to the East Palo Alto Library and residential streets, and is within 0.5-mile walking distance of an elementary school and 1.0-mile walking distance of a middle school. The segment also features bike lanes on both sides and a continuous sidewalk on one side of the roadway. As such, TJKM recommends a speed limit of 30 mph per CVC Section 22358.7. Additionally, due to the surrounding land uses and mid-block crosswalks along the segment,

pedestrian advisory signs and other speed reduction strategies have been implemented along the segment.

Based on the speed survey, there are no other speed limit changes warranted to any other segments in the City. The reason centers on various factors including the fact that the newly measured values of the 85th percentile and the 10 MPH pace are still within the parameters of the existing speed limits. Additional factors include residential density, pedestrian/bicycle safety, and the presence of horizontal or vertical curves reducing sight distance.

On April 19, 2023, the PWTC recommended the Council approve of the 2023 Engineering and Traffic Survey.

Fiscal Impact

Four signs will need to be replaced. The cost of the installation of these signs is estimated to be less than $2,000 and is included within the current public works maintenance budget.

Environmental

The action being considered is categorically exempt CEQA under Section 15301 (Existing Facilities) of the California Environmental Quality Act.

Attachments

1. Resolution
2. 2023 Engineering and Traffic Survey

RESOLUTION NO. XX-2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO

ACCEPTING AND ADOPTING THE 2023 ENGINEERING AND TRAFFIC SURVEY

WHEREAS, in accordance with the California Vehicle Code and procedures established by the California State Department of Transportation, each jurisdiction is required, at least once every five (5), seven (7) or ten (10) years, to re-evaluate its speed limits that are intended to be enforced by the use of electronic devices (radar or laser); and

WHEREAS, the City utilized its on-call transportation firm, TJKM to perform an Engineering and Traffic Survey throughout the City to re-evaluate all speed limits in the City; and

WHEREAS, the 2023 Engineering and Traffic Survey recommends affirming all existing speed limits in the City and establishing a new speed limit on University Avenue from Bay Road to Purdue Avenue be increased from 25 MPH to 30 MPH; and

WHEREAS, the Public Works and Transportation Commission, at its April 19, 2023 meeting, recommended the City Council adopt the 2023 Engineering and Traffic Survey.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY:

1. Finds the foregoing recitals are true and correct, and are incorporated by this reference into this action;
2. Approves and adopts the 2023 Engineering and Traffic Survey;
3. Establishes new and reaffirming existing speed limits within the City of East Palo Alto, including increasing it from 25 mph to 30 mph along University Avenue, between Bay Road and Notre Dame Avenue; and
4. Finds that establishment and posting of all new and existing speed limits is categorically exempt from Section 15301 (Existing Facilities) of the California Environmental Quality Act.

PASSED AND ADOPTED this 19th day of September 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Lisa Gauthier, Mayor

ATTEST: **APPROVED AS TO FORM:**

James Colin, City Clerk

John D. Lê, City Attorney

2023 Engineering & Traffic Survey
City of East Palo Alto, CA



TJKM

Engineering and Traffic Survey

City of East Palo Alto, California

April 3, 2023

This Citywide Engineering and Traffic Survey has been prepared under the direction of a licensed Civil Engineer. The licensed Civil Engineer attests to the technical information contained therein, and has judged the qualifications of any technical specialists providing engineering data, which recommendations, conclusions and decisions are based. These surveys conform to Sections 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommend speed limits appropriate to facilitate the safe and orderly movement of traffic.

Prepared By:

Chris D. Kinzel

_____

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TABLE OF CONTENTS

1.0 Introduction 1

1.1 Relevant California Vehicle Code Sections 6

2.0 Data Collection and Analysis 9

2.1 Radar Speed Surveys and Analysis 9

2.2 Average Daily Traffic (ADT) Volumes 10

2.3 Field Observations 11

2.4 Traffic Collision Data 15

3.0 Speed Limit Recommendations 20

TABLES

Table 1: Survey Segments 3

Table 2: Speed Survey Summary 12

Table 3: Average Daily Traffic Volumes 13

Table 4: Collision History Summary (Jan. 2015 – Dec. 2019) 16

Table 5: Collision History Comparison with Statewide Averages 18

Table 6: Recommended Speed Limits Summary 26

FIGURES

Figure 1: Types of Speed Limits 1
Figure 2: Survey Locations 4
Figure 3: Existing Speed Limits 5
Figure 4: Average Daily Traffic Volumes 14
Figure 5: Collision Analysis 19
Figure 6: Recommended Speed Limit Changes 27
Figure 7: Recommended Speed Limits 28

APPENDICES

Appendix A – Recommended Speed Limit Certifications

Appendix B – Speed Survey Data Collection Forms

Appendix C – Average Daily Traffic (ADT) Volumes

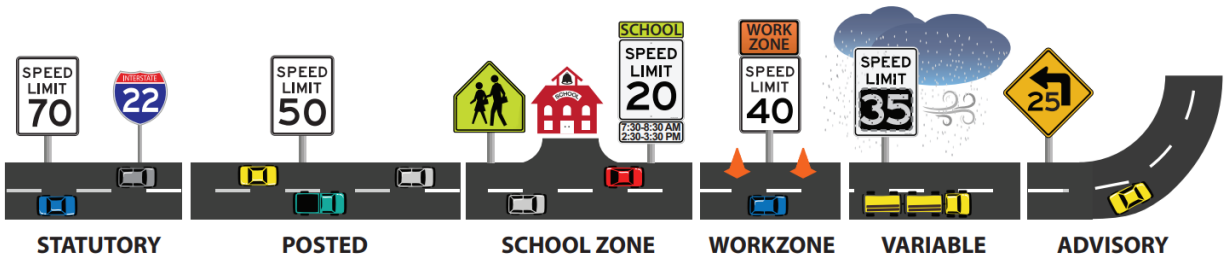
1.0 INTRODUCTION

The purpose of this survey is to evaluate the posted speed limits for 12 segments within the City of East Palo Alto and recommend speed limit changes, if any, in accordance with the State of California regulations and guidelines. CVC Section 40802 requires that Engineering and Traffic Survey (E&TS) for speed limits should be conducted at least once every seven or 14 years based on established criteria. State and local agencies re-evaluate non-statutory speed limits on their street segments that have undergone a significant change in roadway characteristics or surrounding land uses since the speed limits were last reviewed.

The California State Legislature sets in place the regulations for California speed limits and the California Vehicle Code (CVC) places these regulations into language used primarily for enforcement purposes. Various jurisdictions have responsibility for roadways throughout California, including the responsibility to set speed limits on these roadways according to the standards and procedures established by Caltrans. The guidelines from the *California Manual for Setting Speed Limits published by Caltrans (Rev. February, 2020)* are used in this study. These guidelines help in establishing speed limits that are uniform throughout the state and avoid influence from political pressure or emotional perceptions.

Speed limits are established primarily for protecting the public from the behavior of reckless, unreliable, or dangerous drivers. Speed limits are generally established at or near the 85th percentile speed. The 85th percentile speed, also referred to as the critical speed, is defined as the speed at or below which 85 percent of traffic is moving in free flow conditions. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe under normal driving conditions. **Figure 1** illustrates the various speed limit signs for different zones and roadways.

Figure 1: Types of Speed Limits



Source: FHWA

Many factors influence drivers and their perception of the safe speed at which to operate a vehicle. These factors should be considered as a whole because it is not practical to consider each individually. The design and physical characteristics of the roadway place limitations on the safe operating speed of vehicles. These characteristics include:

- Roadway geometrics, shoulder condition, grade, alignment, and sight distance
- Roadside development, zoning, and environment
- Parking practices, bicycle and pedestrian activity
- Driveway density
- Signalized or stop-controlled intersections
- Rural, residential or developed areas

The study follows the goals and visions set in the *Vista 2035 East Palo Alto General Plan*, adopted in 2016. The City of East Palo Alto aims to improve access for all means of travel and design streets that accommodate all users. The General Plan mobility goals include:

1. Improve safety through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements.
2. Foster the creation of complete, multimodal streets.
3. Create a complete, safe, and comfortable pedestrian network for people of all ages and abilities.
4. Build a comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill-levels.
5. Support local and regional transit that is efficient, frequent, convenient, and safe.
6. Develop strategies to provide efficient and adequate vehicle parking.
7. Adopt transportation performance measures.
8. Adopt transportation demand management and roadway system efficiency strategies.

The recommendations made in this study comply with the vision and goals identified in the General Plan.

This report presents the results of the E&TS conducted during May to June, 2021, for 12 street segments throughout the City of East Palo Alto, and incorporates input from radar speed surveys, average daily traffic counts, segment collision analyses, and analyses of roadway characteristics. The 12 survey segments included in the study are listed in **Table 1**, are shown in **Figure 2**, and are categorized below by roadway type:

- Six street segments are designated as 'Connector'
- Two street segments are designated as 'Major Thoroughfare'
- Two street segments are designated as 'Neighborhood Connector'
- One street segment is designated as 'Neighborhood Main Street'
- One street segment is designated as 'Residential Boulevard'

The existing speed limits for the survey segments are illustrated in **Figure 3**.

Table 1: Survey Segments

#	Street Name	Survey Limits	Roadway Classification	Number of Lanes	Length (miles)	Existing Speed Limit (mph)
1	University Avenue	Bay Road to Notre Dame Avenue	Major Thoroughfare	4	0.28	25
2	Demeter Street	Bay Road to End of Street	Connector	2	0.35	NP
3	Bay Road	Cooley Landing to Clarke Avenue	Neighborhood Main Street	2-4	0.64	25
4	East Bayshore Road	Donohoe Street to Clarke Avenue	Major Thoroughfare	4-5	0.41	25
5	Pulgas Avenue	Weeks Street to Bay Road	Neighborhood Connector	2	0.19	25
6	Bay Road	Dumbarton Drive to University Avenue	Residential Boulevard	2	0.33	25
7	East Bayshore Road	Saratoga Avenue to Euclid Avenue	Connector	2	0.74	25
8	West Bayshore Road	Addison Avenue to Manhattan Avenue	Connector	2	0.38	25
9	West Bayshore Road	Cooley Avenue to Woodland Avenue	Connector	2	0.62	25
10	Woodland Avenue	Cooley Avenue to Newell Road	Connector	2	0.13	25
11	Woodland Avenue	Newell Road to West Bayshore Road	Connector	2	0.41	25
12	Runnymede Street	Cooley Avenue to Clarke Avenue	Neighborhood Connector	2	0.24	25

Notes:

NP – Not Posted

Figure 2: Survey Locations

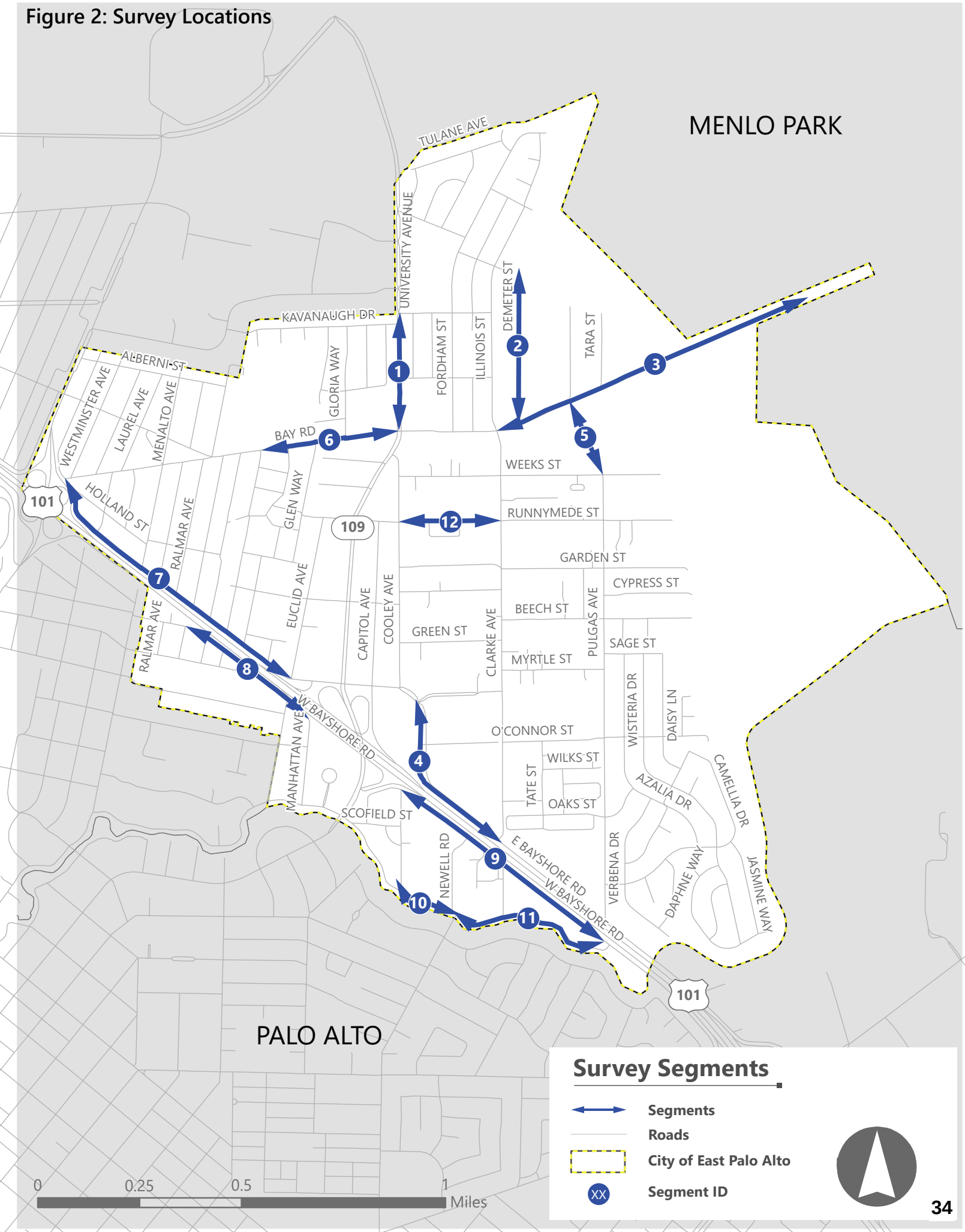
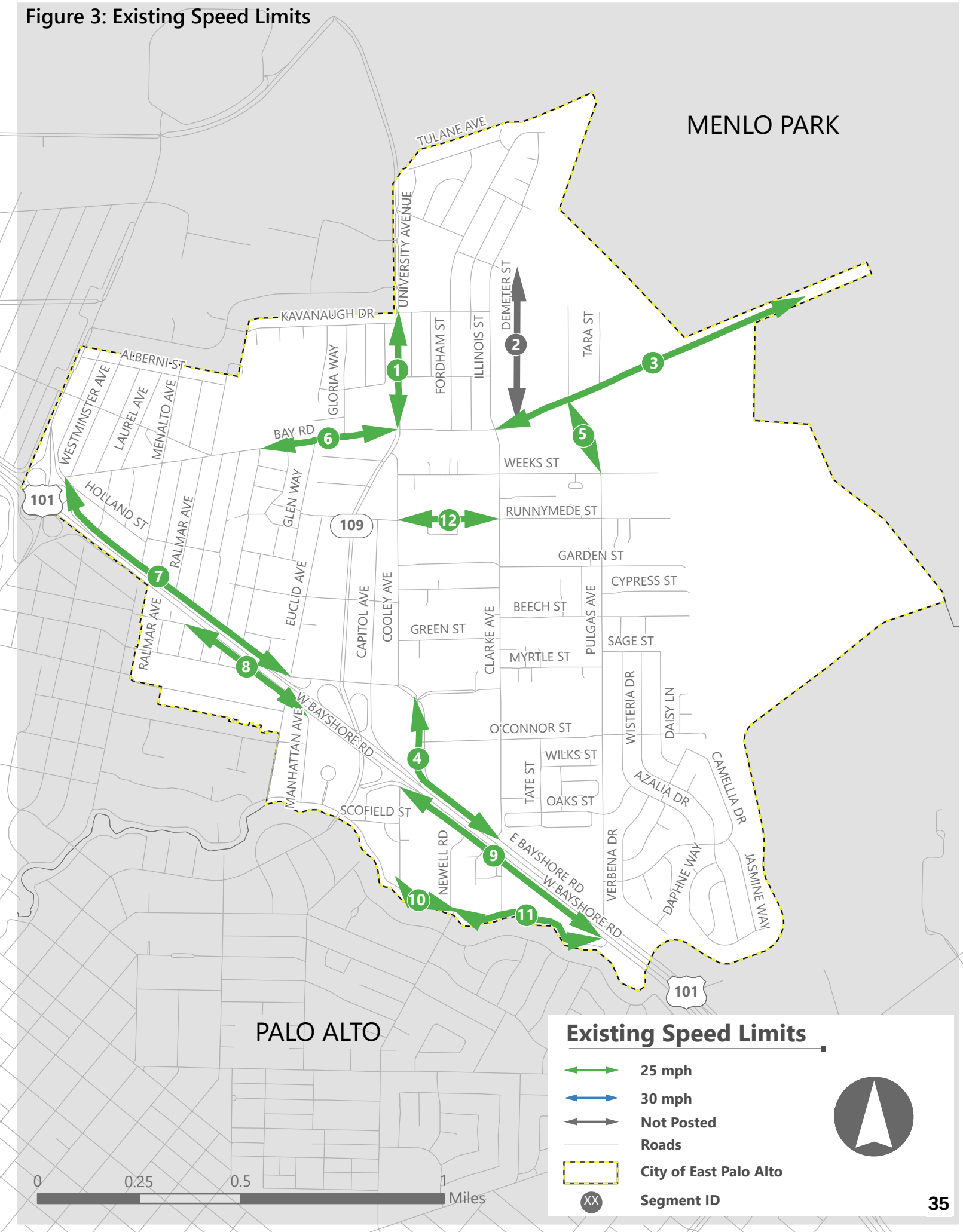


Figure 3: Existing Speed Limits



1.1 Relevant California Vehicle Code Sections

Applicable California Vehicle Code (CVC) Code sections for conducting an E&TS are summarized below:

CVC SECTION 235 – BUSINESS DISTRICT: An area in which at least 50 percent of the properties are used for business for a minimum distance of 400 feet on one side or 300 feet on both sides of a highway.

CVC SECTION 515 – RESIDENCE DISTRICT: An area outside of the Business District along a highway that has a minimum of 13 separate dwelling units on one side, or 16 on both sides within a distance of a quarter mile.

CVC SECTION 627 – ENGINEERING AND TRAFFIC SURVEY: A survey of highway and traffic conditions in accordance with methods determined by the California Department of Transportation (Caltrans) for use by state and local authorities, which shall include consideration of prevailing speeds as determined by traffic engineering measurements, collision records, and highway, traffic, and roadside conditions not readily apparent to the driver. Local authorities may also consider residential district density (as defined in Section 515) and pedestrian and bicyclist safety.

CVC SECTION 22349 – MAXIMUM SPEED LIMITS: Provides that no person shall drive a vehicle upon a highway at a speed greater than 65 mph. An exception to this, as stated in CVC Section 22356, is that Caltrans may increase the speed and these increases can only be made after consultation with the California Highway Patrol (CHP) and based on an engineering and traffic survey. Even if the maximum speed is raised, certain vehicles are still not permitted to be driven over 55 mph. These are listed below:

- Motor trucks having three or more axles or any truck towing another vehicle
- Passenger vehicles towing other vehicles
- School buses transporting school pupils
- Farm labor vehicles transporting passengers
- Vehicles transporting explosives

CVC SECTION 22350 – BASIC SPEED LAW: Provides that no person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property. In other words, a driver violates the basic speed law if he or she is driving at unsafe speeds, even if that speed is lower than the posted regulatory speed limit sign.

CVC SECTION 22351 – SPEED LAW VIOLATIONS: States that the speed of any vehicle upon a highway not in excess of the limits specified in CVC Section 22352 or established as authorized in the CVC is lawful unless clearly proved to be in violation of the Basic Speed Law. This same section also states that the speed of any vehicle upon a highway in excess of the prima facie speed limits in CVC Section 22352 or established as authorized in the CVC is unlawful unless the defendant establishes by competent evidence

that the speed in excess of said limits did not constitute a violation of the Basic Speed Law at the time, place and under the conditions then existing.

CVC SECTION 22352 – PRIMA FACIE SPEED LIMITS: Establishes prima facie speed limits for local roads and streets. The term "prima facie", as used in the CVC, is a speed limit that applies when no other specific speed limit is posted. It is a Latin term meaning "at first face" or "at first appearance". It is also defined at "first view" and "before investigation". Prima facie evidence is evidence sufficient to establish fact, or to raise presumption of fact, unless rebutted. These speed limits shall be applicable unless changed as authorized in the CVC and, if so changed, only when signs have been erected giving notice thereof. It sets two speed limits covering six classes of location.

A speed limit of 15 mph applies at railroad crossings, at uncontrolled highway intersections with obstructed view, and on alleys. A speed limit of 25 mph applies on any highway other than State highways in any business or residence district, unless a different limit is established by procedures described in the CVC. The 25 mph limit also applies in school zones.

CVC SECTION 22357 (INCREASE OF LOCAL SPEED LIMITS TO 65 MPH) AND CVC SECTION 22358 (DECREASE OF LOCAL SPEED LIMITS): Authorizes local authorities to establish prima facie speed limits on streets and roads under their jurisdiction, on the basis of an engineering and traffic survey.

CVC SECTION 22358.3 (DECREASE ON NARROW STREETS) AND CVC SECTION 22358.4 (DECREASE OF LOCAL LIMITS NEAR SCHOOLS OR SENIOR CENTERS): Authorizes local agencies to reduce prima facie speed limits to 20 or 15 mph on narrow streets (with roadway width less than 25 feet), school zones, or senior centers on the basis of engineering and traffic surveys.

CVC SECTION 22358.5 – DOWNWARD SPEED ZONING: Physical conditions such as width, curvature, grade, and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning.

CVC SECTION 22358.6 (ROUNDING OF SPEED LIMITS), CVC SECTION 22358.7 (5 MPH SPEED LIMIT REDUCTIONS), AND CVC SECTION 22358.8 (RETAINMENT OF LOCAL SPEED LIMIT): Allows for setting the speed limit at the 5 mph increment below the 85th percentile even if mathematical rounding would require the speed to be posted above the 85th percentile. An additional 5 mph reduction can be used if a portion of highway has been designated as a "safety corridor" as would be defined by Caltrans in the forthcoming revision of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) or if a portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, particularly those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused. The existing speed limit may also be retained if it was established in a previous E&TS and if a registered traffic engineer has determined that no additional general purpose lanes have been added to the portion of highway since completion of the previous E&TS.

CVC SECTION 40802 (A)(2) – PRIMA FACIE SPEED LIMITS: Provides that prima facie speed limits established under CVC Sections 22352(b)(1), 22354, 22357, 22358, and 22358.3 may not be enforced by radar unless the speed limit has been justified by an engineering and traffic survey within the last five years. This CVC section does not apply to a local street, road or school zone.

CVC SECTION 40802 (B) – PRIMA FACIE SPEED LIMITS: For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

- Roadway width of not more than 40 feet.
- Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in CVC Section 445.
- Not more than one traffic lane in each direction.

2.0 DATA COLLECTION AND ANALYSIS

The basic purpose of this study was to evaluate selected arterial, collector and local streets within the City of East Palo Alto limits and to recommend appropriate speed limit revisions consistent with current laws and practices of California. The TJKM team, in coordination with the City of East Palo Alto staff, coordinated the E&TS. The data collection procedure and speed survey analysis methodology is briefly discussed below.

2.1 Radar Speed Surveys and Analysis

The speed surveys involve the use of radar guns to collect sample speeds on selected street segments. A key aspect for conducting the surveys is to ensure that street segments with unique characteristics are individually surveyed. The most crucial component of a speed zone survey is the selection of locations for the data collection task. The prevailing speed at the data collection point was selected to be representative of the entire speed zone area.

The project team worked with the City of East Palo Alto staff and finalized the 12 street segments to be analyzed in this E&TS. Radar speed surveys were conducted in May 2021 on days with fair weather, clear visibility, and dry pavement conditions. The survey locations were selected where the prevailing speeds were representative of the entire street segment and not too close to any traffic control device. The selected locations were situated beyond the influence of stops, dips, curves, parked vehicles, and any other condition that may affect the normal rate of travel. An effort was made to ensure that the presence of radar survey equipment did not affect the speed of the traffic being surveyed.

The radar speed surveys were conducted for all study segments, except the two segments under construction, using calibrated radar equipment by certified technicians. Most samples sizes for a particular segment include around 100 vehicles. Two segments, however, had sample sizes of 56 vehicles and 80 vehicles, respectively. In the case of low volume roadways, surveys were conducted for a minimum of a 90 minute period.

A Speed Survey Form was used to collect and summarize the following attributes:

- Street surveyed
- Precise location
- Street direction
- Date/day of the survey
- Start time & end time of survey
- Number of vehicles surveyed
- 85th percentile speed, 50th percentile speed, 10 mile pace
- Percent and number of vehicles observed within the 10 mph pace speed
- Percent and number of vehicles observed below pace

- Percent and number of vehicles observed above pace
- Range of speeds observed and standard deviation

A description of some of the attributes is provided below:

50TH PERCENTILE SPEED (MEDIAN SPEED): The speed above and below which 50 percent of the sample speeds were observed. This value indicates the speed that a driver may choose to drive without the influence of any speed limits, speed signs, or enforcement.

85TH PERCENTILE SPEED (CRITICAL SPEED): The speed at or below which 85 percent of the sample speeds were observed. The 85th percentile speed of a spot speed survey is the primary indicator of the appropriate speed limit for a section of the roadway.

10 MPH PACE SPEED: The 10 mph increment (range) of speeds containing the greatest number of vehicles. In most cases, the 85th percentile speed and the recommended speed lie within the range, frequently in the middle to upper range of the interval. The percent of vehicles that fall within the pace speed is an indicator of the bunching of vehicular speeds. The number of observed vehicles within the 10 mph pace is often between 40 and 80 percent of the entire sample.

AVERAGE SPEED: The average speed is simply the cumulative speed divided by the number of observed vehicles.

SPEED RANGE: The range of speed is simply the difference in speeds of the fastest and slowest vehicles observed. A large range of speeds (in excess of 30 mph, for example) indicates less favorable conditions than a smaller range. The greater the range, the more inconsistency in travel speeds with a greater likelihood of traffic collisions. In general, uniform speeds result in a smooth progression of traffic.

The radar speed survey data was compiled and analyzed to determine the 50th percentile speed, the 85th percentile speed, the average speed, the speed range, the 10 mph pace speed, and the percent of vehicles observed within the 10 mph pace.

Table 2 presents the speed survey summary with existing speed limits, median speed, critical speed, 10 mile pace speed, and the percent of vehicles observed within pace. The completed speed survey forms for all 12 study segments are included in **Appendix B**.

2.2 Average Daily Traffic (ADT) Volumes

The TJKM team collected average daily traffic (ADT) counts for all study segments, except the two segments under construction, by conducting tube counts along the segments. These counts were used to determine the accident rates for each segment, which in turn was used as a factor in determining the appropriate speed limit for each segment. **Table 3** summarizes the roadway classification and ADT volumes for each study segment. The existing ADT volumes for the survey segments are illustrated in **Figure 4.** The ADT counts are available in **Appendix C**.

2.3 Field Observations

A final field check was conducted by driving each study segment while "floating" with prevailing traffic to determine the speed of traffic that is reasonable from the engineer's viewpoint. The traffic engineer evaluates the appropriateness of the 85th percentile speed and adds the perspective of human judgment to set the appropriate speed limit. Factors such as roadside development, the number and location of driveways, parked vehicles; emergency shoulder areas, schools and playgrounds, areas frequented by pedestrians, horizontal and vertical alignment of the roadway, intersection spacing, visibility and control, landscaping, street fixtures, and other less tangible factors, all contribute to finalizing the recommended speed limits.

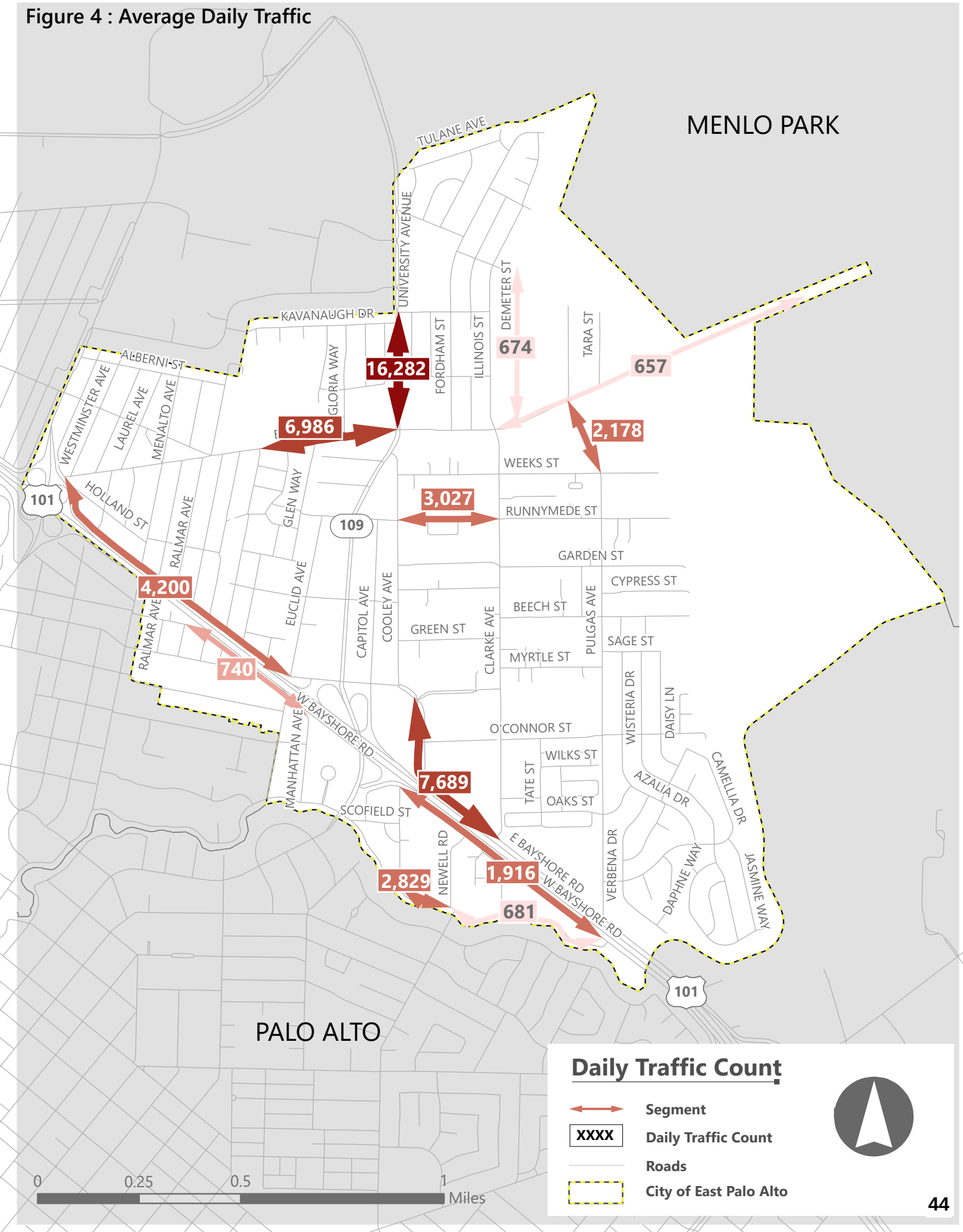
Table 2: Speed Survey Summary

#	Street Name	Survey Limits	Existing Speed Limit (mph)	# Speed Data Collected	10-Mile Pace	Percent w/in Pace	Median Speed	85th % Speed
1	University Avenue	Bay Road to Notre Dame Avenue	25	201	27-36	75%	33	37
2	Demeter Street	Bay Road to End of Street	NP	83	19-28	72%	23	29
3	Bay Road	Cooley Landing to Clarke Avenue	25	103	28-37	69%	28	33
4	East Bayshore Road	Donohoe Street to Clarke Avenue	25	127	23-32	85%	28	31
5	Pulgas Avenue	Weeks Street to Bay Road	25	100	18-27	78%	23	27
6	Bay Road	Dumbarton Drive to University Avenue	25	100	23-32	85%	28	32
7	East Bayshore Road	Saratoga Avenue to Euclid Avenue	25	130	23-32	90%	28	31
8	West Bayshore Road	Addison Avenue to Manhattan Avenue	25	80	22-31	70%	27	34
9	West Bayshore Road	Cooley Avenue to Woodland Avenue	25	119	24-33	87%	29	32
10	Woodland Avenue	Cooley Avenue to Newell Road	25	104	20-29	87%	24	28
11	Woodland Avenue	Newell Road to West Bayshore Road	25	56	20-29	71%	26	31
12	Runnymede Street	Cooley Avenue to Clarke Avenue	25	100	24-33	76%	28	33

Table 3: Average Daily Traffic Volumes

#	Street Name	Survey Limits	Roadway Classification	Avg. Daily Traffic
1	University Avenue	Bay Road to Notre Dame Avenue	Major Thoroughfare	16,282
2	Demeter Street	Bay Road to End of Street	Connector	674
3	Bay Road	Cooley Landing to Clarke Avenue	Neighborhood Main Street	657
4	East Bayshore Road	Donohoe Street to Clarke Avenue	Major Thoroughfare	7,689
5	Pulgas Avenue	Weeks Street to Bay Road	Neighborhood Connector	2,178
6	Bay Road	Dumbarton Drive to University Avenue	Residential Boulevard	6,986
7	East Bayshore Road	Saratoga Avenue to Euclid Avenue	Connector	4,200
8	West Bayshore Road	Addison Avenue to Manhattan Avenue	Connector	740
9	West Bayshore Road	Cooley Avenue to Woodland Avenue	Connector	1,916
10	Woodland Avenue	Cooley Avenue to Newell Road	Connector	2,829
11	Woodland Avenue	Newell Road to West Bayshore Road	Connector	681
12	Runnymede Street	Cooley Avenue to Clarke Avenue	Neighborhood Connector	3,027

Figure 4 : Average Daily Traffic



2.4 Traffic Collision Data

Collisions reported at study segments were obtained from the Statewide Integrated Traffic Records System (SWITRS) database for a period of 5 years from January 2015 to December 2019. Collision rates are a significant factor in determining the appropriate speed limits.

Table 4 summarizes the type and the total number of collisions for all study segments. **Table 5** and **Figure 5** summarize the collision rates for the study segments in comparison with the statewide averages.

Definitions for Collision Types: The types of collisions and their definitions are defined by CHP and are listed below:

	**Head-On:** Two motor vehicles, approaching from opposite directions, make direct contact. For example, the front of one vehicle collides with the front of another, or prior to impact, one vehicle skids sideways, causing the side of the skidding vehicle to collide with the front of the other.
	**Sideswipe:** One motor vehicle strikes the side of another with a glancing blow. For example, two vehicles are proceeding in the same direction or from opposite directions, and the side of one vehicle strikes the side of the other.
	**Rear End:** Two motor vehicles, traveling in the same direction, make direct contact. For example, the front of one vehicle strikes the rear of another vehicle, or Vehicle #1 approaches Vehicle #2 from the rear and skids sideways during a braking action, causing the side of Vehicle #1 to strike the rear of Vehicle #2.
	**Broadside:** One motor vehicle strikes another vehicle at an angle greater than that of a sideswipe.
	**Hit Object:** A motor vehicle strikes a fixed object or other object.
	**Overturned:** A motor vehicle overturns and no prior collision or hitting an object caused the overturning. This would include a motorcyclist losing control, causing the vehicle to lie down on its side.
	**Auto/Ped:** A vehicle strikes a pedestrian.
	**Other:** A collision not covered in the preceding elements. This entry shall be explained in the narrative, such as a vehicle involved with - a bicycle, train, or animal; an automobile fire; passengers falling or jumping from a vehicle; a vehicle backing; a bicycle involved with a pedestrian or another bicycle, etc.

Table 4: Collision History Summary (Jan. 2015 – Dec. 2019)

#	Street Name	Survey Limits	Accident Type								Collision Severity					Total Number of Collisions (F+I)[1]
			Head-On	Sides wipe	Rear End	Broad side	Hit Object	Over-turned	Auto/ Ped	Other	Fatal	Severe Injury	Other Visible Injury	Injury: Complaint of Pain	Property Damage Only	
1	University Avenue	Bay Road to Notre Dame Avenue	0	0	3	4	0	0	3	2	1	0	6	5	8	12
2	Demeter Street	Bay Road to End of Street	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3	Bay Road	Cooley Landing to Clarke Avenue	2	0	1	1	0	0	0	2	0	0	3	3	18	6
4	East Bayshore Road	Donohoe Street to Clarke Avenue	2	0	0	3	0	0	1	0	0	0	4	2	19	6
5	Pulgas Avenue	Weeks Street to Bay Road	0	0	0	1	0	0	0	0	0	0	0	1	4	1
6	Bay Road	Dumbarton Drive to University Avenue	0	0	0	3	1	0	0	0	0	0	2	2	14	4
7	East Bayshore Road	Saratoga Avenue to Euclid Avenue	0	2	4	2	1	0	2	0	0	0	7	4	36	11
8	West Bayshore Road	Addison Avenue to Manhattan Avenue	2	0	0	0	0	0	0	0	0	1	1	0	4	2
9	West Bayshore Road	Cooley Avenue to Woodland Avenue	2	1	0	1	1	0	1	0	0	0	2	4	25	6
10	Woodland Avenue	Cooley Avenue to Newell Road	0	0	0	1	0	0	0	0	0	0	0	1	7	1

#	Street Name	Survey Limits	Accident Type								Collision Severity					Total Number of Collisions (F+I)[1]
			Head-On	Sides wipe	Rear End	Broad side	Hit Object	Over-turned	Auto/ Ped	Other	Fatal	Severe Injury	Other Visible Injury	Injury: Complaint of Pain	Property Damage Only	
11	Woodland Avenue	Newell Road to West Bayshore Road	0	0	0	0	0	0	0	0	0	0	0	0	16	0
12	Runnymede Street	Cooley Avenue to Clarke Avenue	0	2	1	1	0	1	0	0	0	0	3	2	1	5

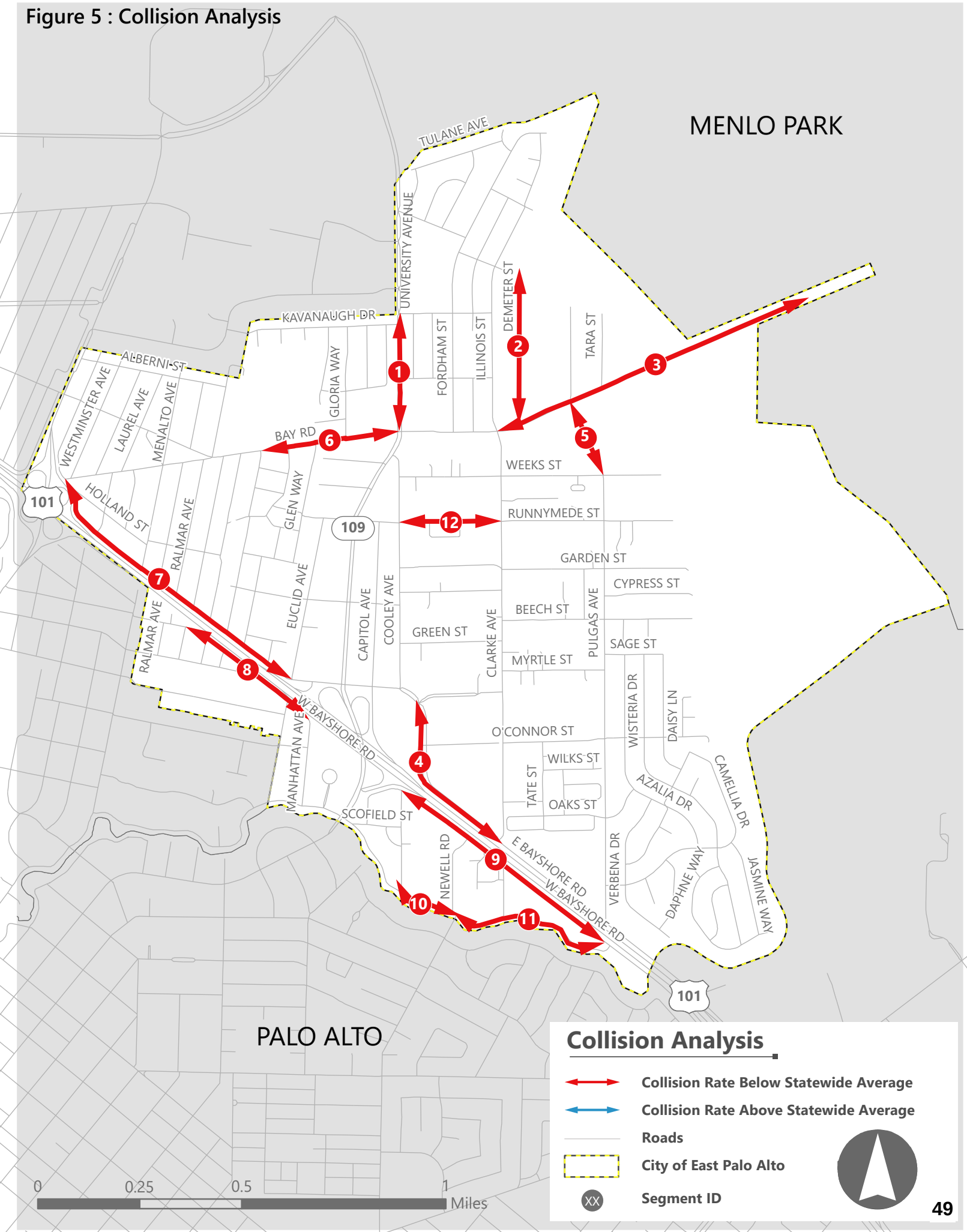
Notes:

[1]*Total collisions include fatal and injury collisions only.*

Table 5: Collision History Comparison with Statewide Averages

#	Street Name	Survey Limits	Roadway Type	Collision Rate	Statewide Average Collision Rate by Roadway Type	Less than Statewide Average?
1	University Avenue	Bay Road to Notre Dame Avenue	Major Thoroughfare	0.69	1.42	Yes
2	Demeter Street	Bay Road to End of Street	Connector	0.00	2.09	Yes
3	Bay Road	Cooley Landing to Clarke Avenue	Neighborhood Main Street	0.13	1.71	Yes
4	East Bayshore Road	Donohoe Street to Clarke Avenue	Major Thoroughfare	0.96	1.42	Yes
5	Pulgas Avenue	Weeks Street to Bay Road	Neighborhood Connector	0.76	1.80	Yes
6	Bay Road	Dumbarton Drive to University Avenue	Residential Boulevard	1.05	1.80	Yes
7	East Bayshore Road	Saratoga Avenue to Euclid Avenue	Connector	0.52	1.80	Yes
8	West Bayshore Road	Addison Avenue to Manhattan Avenue	Connector	0.26	1.80	Yes
9	West Bayshore Road	Cooley Avenue to Woodland Avenue	Connector	0.36	1.80	Yes
10	Woodland Avenue	Cooley Avenue to Newell Road	Connector	0.67	1.80	Yes
11	Woodland Avenue	Newell Road to West Bayshore Road	Connector	0.00	1.80	Yes
12	Runnymede Street	Cooley Avenue to Clarke Avenue	Neighborhood Connector	0.27	1.80	Yes

Figure 5 : Collision Analysis



3.0 SPEED LIMIT RECOMMENDATIONS

The setting of speed limits requires a rational and defensible procedure to maintain the confidence of the public and legal systems. Speed limit determinations rely on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of drivers; one will be able to select a speed limit that is both reasonable and effective by measuring drivers' speeds.

The speed zoning section of the CA MUTCD was changed in 2004 to require rounding the 85th percentile to the nearest 5 mph increment rather than to the lower 5 mph increment in order to better conform to the standards established in the Federal Highway Administration's (FHWA's) *Manual on Uniform Traffic Control Devices* (MUTCD). This specific guideline revision resulted in raising certain street speed limits and had become a challenge to state and local jurisdictions.

In 2007, the California Traffic Control Devices Committee (CTCDC) ruled to approve a language change in the CA MUTCD to clarify how local speed limits should be set. Caltrans ultimately issued a Traffic Operations Policy Directive (No. 09-04), effective July 1, 2009, which clearly defined these changes and incorporated new requirements into the CA MUTCD. The changes are summarized below:

- Posted speed limits will be set "rounded to the nearest" 5 mph increment of the 85th percentile speed.
- Jurisdictions can lower this speed by an additional 5 mph based on and justified by conditions and factors cited in the California Vehicle Code.

Studies of the effects of establishing, raising, and lowering speed limits include federal studies such as FHWA-RD-92-084 and FHWA-RD-98-154. These studies demonstrate that the most effective attribute in establishing the speed limit is to determine the 85th percentile speed and to set the posted speed close to that value. The empirical data in these studies demonstrates that setting the speed limit too high or too low can increase collisions. Speed limits that are set near the 85th percentile speed of free flowing traffic are safer and produce less variance in vehicle speeds. Because of this, the 85th percentile is used to establish the upper limit of operating speeds that are considered reasonable and prudent. In addition, setting the speed limit arbitrarily low often makes violators of a disproportionate number of drivers, does not facilitate the orderly movement of traffic, and requires constant enforcement to maintain compliance.

The 2014 Edition of the CA MUTCD requires as a standard that a speed limit shall be established at the nearest 5 mph increment of the 85th percentile speed, except that the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed in compliance with CVC Sections 627 and CVC 22358.5. According to CVC 21400, for cases in which the nearest 5 mph increment of the 85th percentile speed would require rounding up, the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used. The following examples are provided to explain the application of these speed limit criteria:

- If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. The 35 mph established speed limit can be reduced by additional 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.
- If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. The 35 mph established speed limit can be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Section 2B.13 of the 2014 CA MUTCD further states that justification for reducing speed limits can be based on residential density, pedestrian/bicyclist safety and other factors not readily apparent to drivers but essential to meet the traffic safety needs of the community. The following factors may be considered to adjust and determine the final speed limits:

- Road characteristics, shoulder condition, grade, alignment, and sight distance
- 10 mph pace speed (a 10 mile range in which the highest number of data is recorded)
- Roadside development and environment
- Parking practices and bicycle/pedestrian activity
- Reported crash experience for at least a 12-month period

On October 8, 2021, the procedure for establishing local speed limits was changed once again with Assembly Bill No. 43 (AB 43) being signed into law. Whereas the previous procedure required no further action be taken after rounding down to the nearest 5 mph increment below the 85th percentile speed, AB 43 allows a local authority to use an additional 5 mph reduction if a portion of highway has been designated as a "safety corridor" as would be defined by Caltrans in the forthcoming revision of the CA MUTCD or if a portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, particularly those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused. The existing speed limit may also be retained if it was established in a previous E&TS and if a registered traffic engineer has determined that no additional general purpose lanes have been added to the portion of highway since completion of the previous E&TS.

The guidelines from the *California Manual for Setting Speed Limits* published by Caltrans (Rev. February, 2020) were followed in this study. The speed limit recommendations are proposed for twelve street segments in the study based on the above discussed guidelines and speed data analysis. The speed limit for each study segment was recommended after determining the average speed, the 85th percentile speed, the pace speed, and considering other significant factors such as existing land use, roadway design characteristics and accident rates. **Appendix A** presents the results of the traffic survey analyses, which include prevailing speed data, collision history, traffic factors, and roadway conditions. The recommended speed limit for each street segment is also

shown with a comment on the rationale for the recommendation. **Figure 6** illustrates the segments where speed limit changes are recommended. **Figure 7** illustrates the recommended speed limits at the respective study segments.

An increase of 5 mph in speed limit is recommended for one roadway segment:

A single speed limit change is recommended for the surveyed street segments. The speed limit would be increased by 5 mph on the following segment:

- Segment #1 University Avenue from Bay Road to Notre Dame Avenue

The speed limit change is summarized below:

Segment #1: University Avenue from Bay Road to Notre Dame Avenue (30 mph)

The existing posted speed is 25 mph. The critical speed is 37 mph, which is 12 mph above the existing speed limit, warranting a speed limit of 35 mph when rounded to the nearest 5 mph increment below the critical speed. However, the roadway provides access to the East Palo Alto Library and residential streets, and is within 0.5-mile walking distance of an elementary school and 1.0-mile walking distance of a middle school. The segment also features bike lanes on both sides and a continuous sidewalk on one side of the roadway. As such, TJKM recommends a speed limit of 30 mph per CVC Section 22358.7. Additionally, due to the surrounding land uses and mid-block crosswalks along the segment, pedestrian advisory signs and other speed reduction strategies should be implemented along the segment.

There is no change in speed limits for the following eleven roadway segments:

The existing speed limits on the following eleven roadway segments are recommended to be retained. For nine of these segments, the observed critical speeds exceed the existing speed limits by 5 mph or more. However, a review of other factors besides the critical speed indicates that the existing speed limits are appropriate.

- Segment #2 Demeter Street from Bay Road to End
- Segment #3 Bay Road from Cooley Landing to Clarke Avenue
- Segment #4 E Bayshore Road from Donohoe Street to Clarke Avenue
- Segment #5 Pulgas Avenue from Weeks Street to Bay Road
- Segment #6 Bay Road from Dumbarton Drive to University Avenue
- Segment #7 E Bayshore Road from Saratoga Avenue to Euclid Avenue
- Segment #8 W Bayshore Road from Addison Avenue to Manhattan Avenue
- Segment #9 W Bayshore Road from Cooley Avenue to Woodland Avenue
- Segment #10 Woodland Avenue from Cooley Avenue to Newell Road
- Segment #11 Woodland Avenue from Newell Road to W Bayshore Road
- Segment #12 Runnymede Street from Cooley Avenue to Clarke Avenue

Out of 12 roadway segments, the observed critical speeds at nine roadway segments exceed the existing speed limits by 5 mph or more. Section 2B.13 of the 2014 CA MUTCD further states that justification for reducing speed limits can be based on residential density, pedestrian/bicyclist safety and other factors not readily apparent to drivers but essential to meet the traffic safety needs of the community. The retainment of existing speed limits is discussed below:

Segment #2: Demeter Street from Bay Road to End of Street (25 mph)

No speed is posted for this survey segment. The critical speed is 29 mph, which warrants a speed limit of 30 mph when rounding to the nearest 5 mph increment from the critical speed. A speed limit of 25 mph is recommended via CVC Section 22352, however, because the roadway lies along a business district and 72 percent of observed vehicles drove between 19 mph to 28 mph.

Segment #3: Bay Road from Cooley Landing to Clarke Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 33 mph, which is 8 mph above the existing speed limit, warranting a speed limit of 30 mph when rounding to the nearest 5 mph increment below the critical speed. A speed limit of 25 mph is recommended as the median speed is at 28 mph, as 76 percent of drivers travel at speeds within 22 and 31 mph, and as there are youth centers adjacent to the roadway that would generate high concentrations of pedestrians and bicyclists. Additionally, none of the collisions observed were due to vehicle speeds. TJKM recommends a speed limit of 25 mph through the use of E&TS per CVC Section 22358.7.

Segment #4: E Bayshore Road from Donohoe Street to Clarke Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 31 mph, which is 6 mph above the posted speed limit. Rounding to the nearest 5 mph increment below the critical speed warrants a speed limit of 30 mph. However, the roadway segment cannot safely operate as a high speed roadway as it features horizontal curves and provides access to a pedestrian and bicycle overcrossing. Additionally, the roadway segment classifies as a business district per CVC Section 235. Thus, a lower prima facie speed limit of 25 mph is recommended via CVC Section 22352. The southern portion of the roadway segment, approaching Clarke Avenue, is fairly straight and flat, allowing drivers to travel at higher speeds. Traffic calming measures, such as curb bulb outs, road diet, speed bumps, speed feedback signage, etc., are suggested for the portion of the segment approaching Clarke Avenue.

Segment #5: Pulgas Avenue from Weeks Street to Bay Road (25 mph)

The existing posted speed is 25 mph. The critical speed is 27 mph, which is 2 mph above the posted speed limit. This warrants a speed limit of 25 mph when rounded to the nearest 5 mph increment below the critical speed. On-street parking on the roadway reduces the widths of the through lanes. A bulb-out in the middle of the segment reduces the roadway width further, which slows down traffic. 71 percent of all vehicles surveyed on the roadway traveled below the critical speed. These factors, along with the presence of a nearby Class III multi-use ped-bike path and concrete sidewalks on both sides of the roadway leads TJKM to recommend maintaining the existing speed limit of 25 mph in accordance to the provisions of CVC Section 22358.6.

Segment #6: Bay Road from Dumbarton Drive to University Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 32 mph, which is 7 mph above the posted speed limit, warranting a speed limit of 30 mph. However, the segment is located within a residence district and school zone and provides vehicular, pedestrian and bicycle access to schools and residences, thus yielding higher levels of pedestrian activity. TJKM recommends maintaining the existing speed limit of 25 mph though the use of E&TS and CVC Section 22358.7.

Segment #7: E Bayshore Road from Saratoga Avenue to Euclid Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 31 mph, which is 6 mph above the existing speed limit, warranting a speed limit of 30 mph when rounding to the nearest 5 mph increment below the critical speed. The roadway segment provides access to residential neighborhoods, and has a history of fatal collisions and community complaints of speeding. Additionally, many businesses line the roadway would generate high concentrations of pedestrian or bicycle traffic. Thus, TJKM recommends maintaining the existing speed limit of 25 mph per the provisions of CVC Section 22358.7.

Segment #8: W Bayshore Road from Addison Avenue to Manhattan Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 34 mph, which is 9 mph above the existing speed limit. By rounding down to the nearest 5 mph increment, a speed limit of 30 mph is warranted. However, a prima facie speed limit of 25 mph is recommended per CVC Section 22352 as the segment is classified as a residence district per CVC Section 235, provides a Class III Bike Route in both directions, and features on-street parking on the south side.

Segment #9: W Bayshore Road from Cooley Avenue to Woodland Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 32 mph, which is 7 mph above the existing speed limit, warranting a speed limit of 30 mph when rounding to the nearest 5 mph increment below the critical speed. However, the roadway segment is narrow and features on-street parking on the south side. TJKM recommends a prima facie speed limit of 25 mph per CVC Section 22352 as the roadway segment is classified as a business district and provides access to multi-family residential land uses, a public park, and a pedestrian and bicycle overcrossing.

Segment #10: Woodland Avenue from Cooley Avenue to Newell Road (25 mph)

The existing posted speed is 25 mph. The critical speed is 28 mph, which is 3 mph above the existing speed limit, warranting a speed limit of 30 mph. However, as 87 percent of observed vehicles drove from 20 mph to 29 mph, as the roadway is narrow, has many horizontal curves, and has intermittent concrete sidewalks only on one side, and as the roadway is along a residence district under CVC Section 235, TJKM recommends a prima facie speed limit of 25 mph per CVC Section 22352.

Segment #11: Woodland Avenue from Newell Road to W Bayshore Road (25 mph)

The existing posted speed is 25 mph. The critical speed is 31 mph, which is 6 mph above the existing speed limit, warranting a speed limit of 30 mph. However, the roadway segment is generally narrow and features horizontal curves, on-street parking, and several driveways into multi-family residences. To maintain the safety of the

residential roadway segment, TJKM recommends the speed limit remains at 25 mph through the use of E&TS and CVC Section 22352.

Segment #12: Runnymede Street from Cooley Avenue to Clarke Avenue (25 mph)

The existing posted speed is 25 mph. The critical speed is 33 mph, which is 8 mph above the existing speed limit. Rounding to the nearest 5 mph increment below the critical speed warrants a speed limit of 30 mph. However, a prima facie speed limit of 25 mph is recommended per CVC Section 22352 as the segment is classified as a residence district per CVC Section 515 and is within 0.5 mile walking distance of a school. TJKM also recommends traffic calming improvements, such as speed humps, road diet, speed feedback signs, bulb outs, etc., are considered for implementation along this segment as speeding was observed during a field visit.

Table 6: Recommended Speed Limits Summary

#	Street Name	Survey Limits	Roadway Class.	Speed (mph)			Changes to Existing
				Existing	85th Percentile	Recommended	
1	University Avenue	Bay Road to Notre Dame Avenue	Major Thoroughfare	25	37	30	+5
2	Demeter Street	Bay Road to End of Street	Connector	NP	29	25	0
3	Bay Road	Cooley Landing to Clarke Avenue	Neighborhood Main Street	25	33	25	0
4	East Bayshore Road	Donohoe Street to Clarke Avenue	Major Thoroughfare	25	31	25	0
5	Pulgas Avenue	Weeks Street to Bay Road	Neighborhood Connector	25	27	25	0
6	Bay Road	Dumbarton Drive to University Avenue	Residential Boulevard	25	32	25	0
7	East Bayshore Road	Saratoga Avenue to Euclid Avenue	Connector	25	31	25	0
8	West Bayshore Road	Addison Avenue to Manhattan Avenue	Connector	25	34	25	0
9	West Bayshore Road	Cooley Avenue to Woodland Avenue	Connector	25	32	25	0
10	Woodland Avenue	Cooley Avenue to Newell Road	Connector	25	28	25	0
11	Woodland Avenue	Newell Road to West Bayshore Road	Connector	25	31	25	0
12	Runnymede Street	Cooley Avenue to Clarke Avenue	Neighborhood Connector	25	33	25	0

Figure 6 : Changes in Recommended Speed

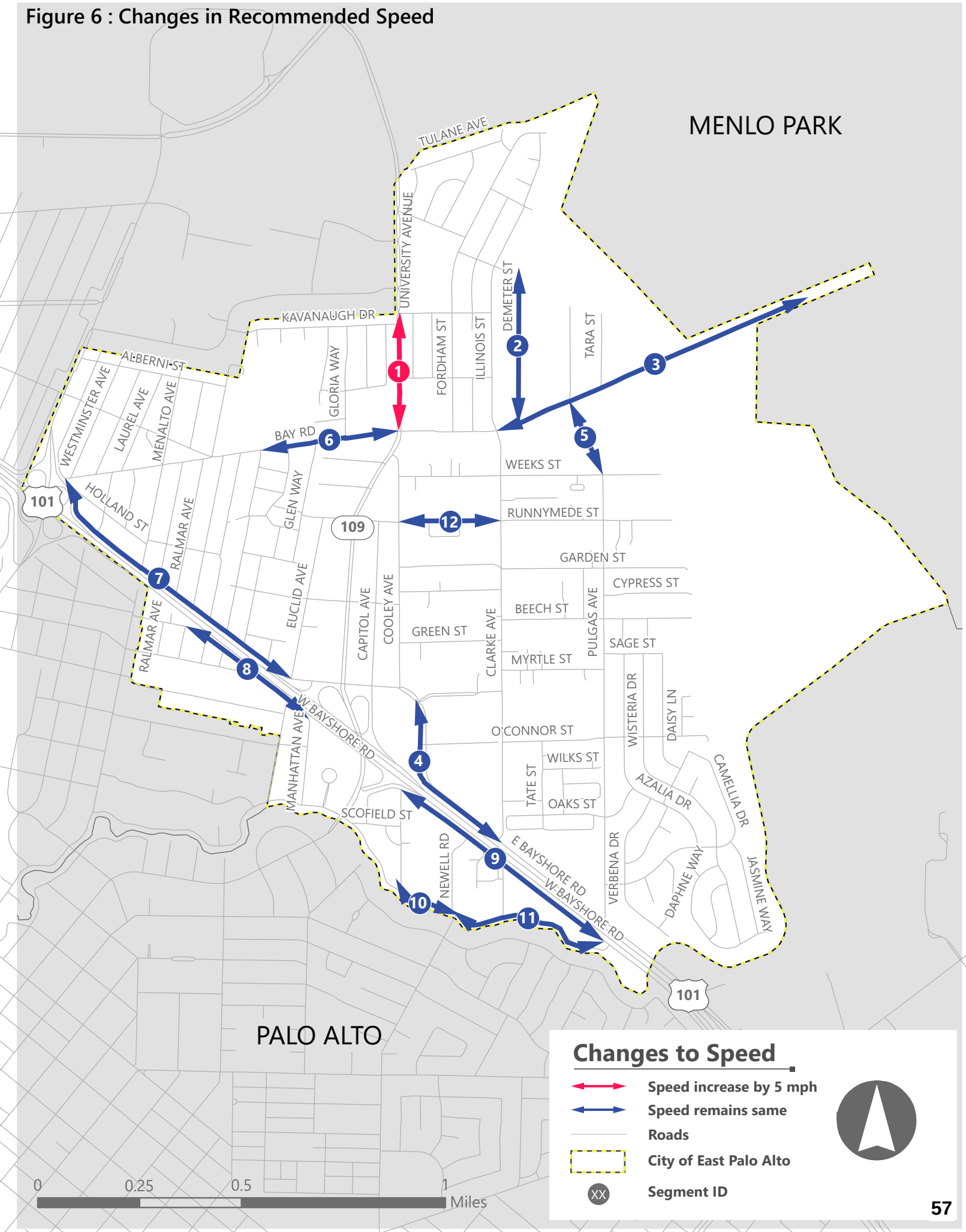
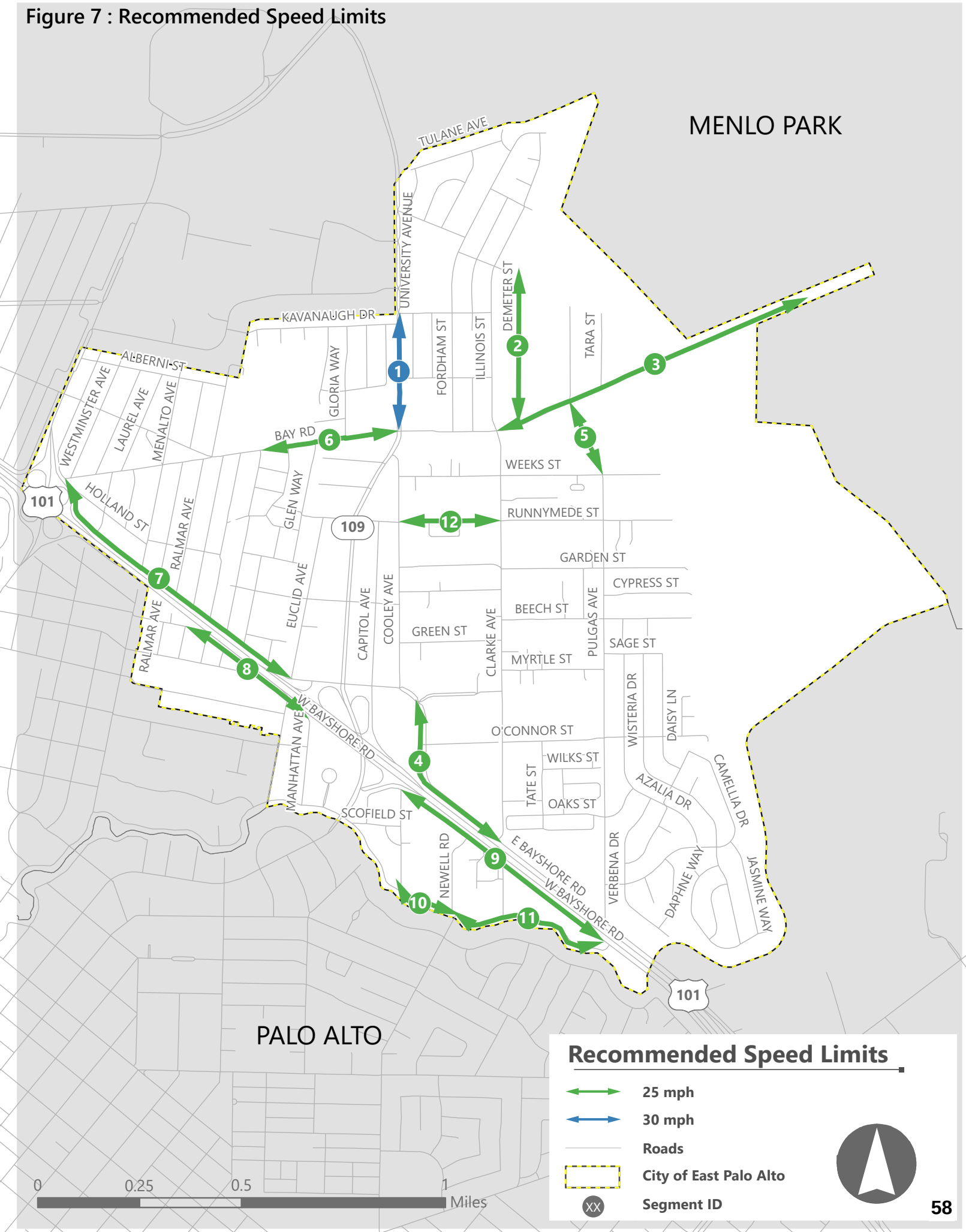


Figure 7 : Recommended Speed Limits



APPENDIX A

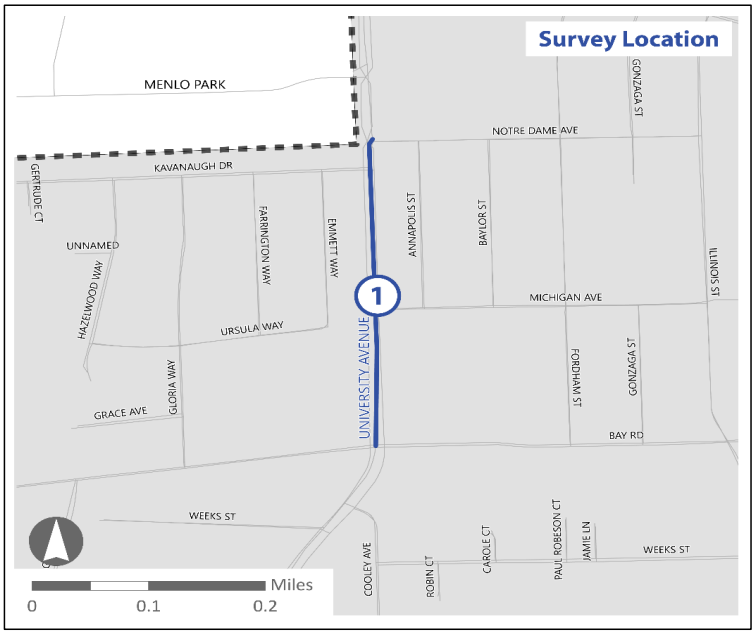
RECOMMENDED SPEED LIMIT CERTIFICATIONS

Street: University Avenue
Limits: Bay Road to Notre Dame Avenue
Direction: NB/SB

Factors

A. Prevailing Speed Data

Date /Location of Survey	3/15/2023
Posted Speed Limit (mph)	25
# Speed Data Collected	201
85th Percentile (mph)	37
10 mph Pace	27 - 36
Percent in Pace	75%



B. Traffic Factors

Average Daily Traffic (ADT)	16,282
Length of Segment (mi.)	0.28
Street Classification	Major Thoroughfare

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	12
Accident Rate (Acc/MVM)	0.69
Statewide Average Accident Rate	1.42

D. Roadway Conditions

Adjacent Land Use
Adjacent land use is mainly residential along with a small commercial development and one elementary school.

Roadway Geometrics
Four-lane divided roadway with raised median. University Avenue prohibits on-street parking along this segment. Class II Bicycle lanes exist on both sides of the road. A continuous sidewalk exists on the west side of the segment. A short sidewalk segment exists on the east side of the road between Kavanaugh Drive, and an unpaved pathway exists between University Avenue and Michigan Avenue. At least one crosswalk exists at each intersection along this segment. The segment is classified as a major thoroughfare and provides access to residential roadways east and west of the roadway segments. Additionally the segment is 0.3 miles long and features three signalized intersections and one one-way stop controlled intersection. The segment is generally straight and flat.

Comments
Results of the attached engineering & traffic survey information support increasing the posted speed limit to 30 mph. Although the 85th percentile speed is 12 mph above the posted speed limit, warranting a speed of 35 mph, field observations yielded that vehicles travel in the range of 27 - 36 mph and the segment is within walking distance of elementary and middle schools. Thus, a 30 mph speed limit is recommended via CVC Section 22358.7. Due to a high 85th percentile speed observed during data collection, traffic calming measures, such as curb bulbouts, road diet, speed bumps, speed feedback signage, etc., are suggested along this segment.

Speed Limit Change?	**Yes**
Existing Speed Limit: 25	**Recommended Speed Limit: 30**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER
CHRIS D. KINZEL
No. 0023
Exp. 3-31-24
TRAFFIC
STATE OF CALIFORNIA

Signed:
Title:

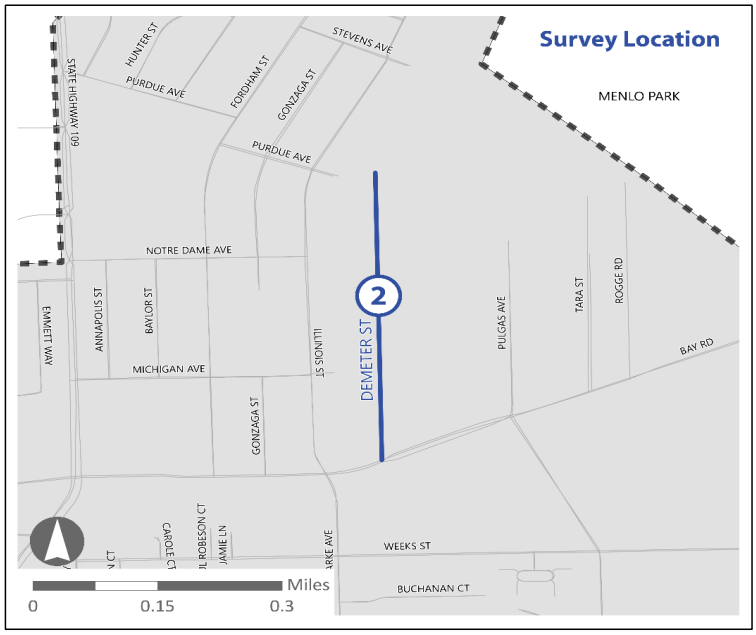
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Demeter Street
Limits: Bay Road to End of Street
Direction: NB/SB

Factors

A. Prevailing Speed Data

Date /Location of Survey	5/6/2021
Posted Speed Limit (mph)	NP
# Speed Data Collected	83
85th Percentile (mph)	29
10 mph Pace	19 - 28
Percent in Pace	72%



B. Traffic Factors

Average Daily Traffic (ADT)	674
Length of Segment (mi.)	0.35
Street Classification	Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate	2.09

D. Roadway Conditions

Adjacent Land Use
Adjacent land use is industrial along with the East Palo Alto Police Department.

Roadway Geometrics
Two-lane undivided roadway with multiple driveways on both sides of the segment. Demeter Street allows on-street parking on both sides of the road for the entire length of the segment. Sidewalks exist on both sides of the segment, however, significant gaps are present on both sides. Bicycle facilities are not provided along this segment. The segment provides access to industrial land uses along with the East Palo Alto Police Department. Demeter street extends 0.4 miles north of Bay Road and does not feature any intersections north of Bay Road. The segment is generally straight and flat.

Comments
Results of the attached engineering & traffic survey information support implementing a posted speed limit sign of 25 mph. Although the 85th percentile speed warrants a speed of 30 mph, the segment features several driveways on both sides and field observations yielded that vehicles travel at very low speeds. Thus, a lower posted speed limit is recommended via CVC Section 22358.7.

Speed Limit Change?	**Yes**
Existing Speed Limit: NP	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

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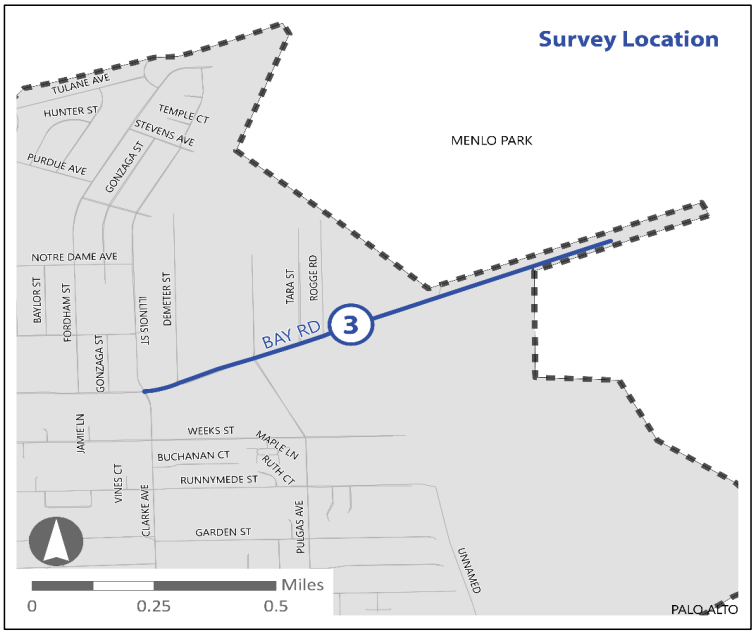
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Bay Road
Limits: Cooley Landing to Clarke Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	3/10/2022
Posted Speed Limit (mph)	25
# Speed Data Collected	103
85th Percentile (mph)	33
10 mph Pace	22 - 31
Percent in Pace	76%



B. Traffic Factors

Average Daily Traffic (ADT)	657
Length of Segment (mi.)	0.64
Street Classification	Neighborhood Main Street

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	6
Accident Rate (Acc/MVM)	0.13
Statewide Average Accident Rate	1.71

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is mainly industrial along with some medical offices and the Cooley Landing Park.

Roadway Geometrics: Two- to four-lane roadway with a raised median between Clarke Avenue and Pulgas Avenue. On-street parking is permitted on both sides of the segment for the entire length of the segment. Continuous sidewalks with curb ramps exist on both sides of the segment between Clarke Avenue and Pulgas Avenue. Class II bike lanes are provided between Clarke Avenue and Pulgas Avenue. The segment provides access to single-family homes, retail, medical office and industrial land uses. The segment is 0.7 miles and features gentle horizontal curves.

Comments: Results of the attached engineering & traffic survey information support implementing a posted speed limit sign of 25 mph. Over three quarters of observed vehicles traveled between 22 mph and 31 mph, with the median at 28 mph. High concentrations of pedestrians and bicyclists could also form from the adjacent youth centers. Thus, a 25 mph speed limit is recommended via CVC Section 22358.7

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

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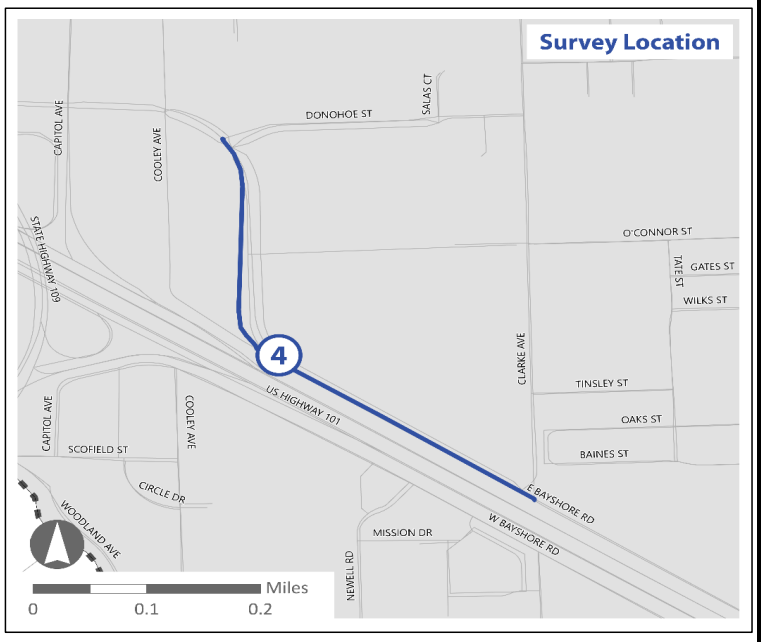
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: East Bayshore Road
Limits: Donohoe Street to Clarke Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	3/15/2023
Posted Speed Limit (mph)	25
# Speed Data Collected	127
85th Percentile (mph)	31
10 mph Pace	23 - 32
Percent in Pace	85%



B. Traffic Factors

Average Daily Traffic (ADT)	7,689
Length of Segment (mi.)	0.41
Street Classification	Major Thoroughfare

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	6
Accident Rate (Acc/MVM)	0.96
Statewide Average Accident Rate	1.42

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is retail.

Roadway Geometrics: Two- to five-lane roadway with a raised median for the entire length of the segment. East Bayshore Road prohobots on-street parking on both sides of the road. A continuous sidewalk with curb ramps and crosswalks exist on the east side of the road for the entire length of the segment, and on the west side between Donohoe Street and 325 feet south of O Connor Street. Bicycle facilities are not provided along this segment. The segment provides access to Ikea on the west side and the Ravenswood Shopping Center on the east. The segment is 0.4 miles and has multiple one-way stop-controlled and signalized intersections. The segment is generally flat and features moderate horizontal curves.

Comments: Results of the attached engineering & traffic survey information support increasing the posted speed limit to 30 mph. Although the 85th percentile speed is 6 mph above the posted speed limit, warranting a speed limit of 30 mph, the roadway segment is located in a business district, features horizontal curves, and provides access to a pedestrian and bicycle overcrossing. Thus, a lower speed limit of 25 mph is recommended via CVC Section 22352. The southern portion of the roadway segment, approaching Clarke Avenue, is fairly straight and flat, allowing drivers to travel at higher speeds. Traffic calming measures, such as curb bulbouts, road diet, speed bumps, speed feedback signage, etc., are suggested for the portion of the segment approaching Clarke Avenue.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

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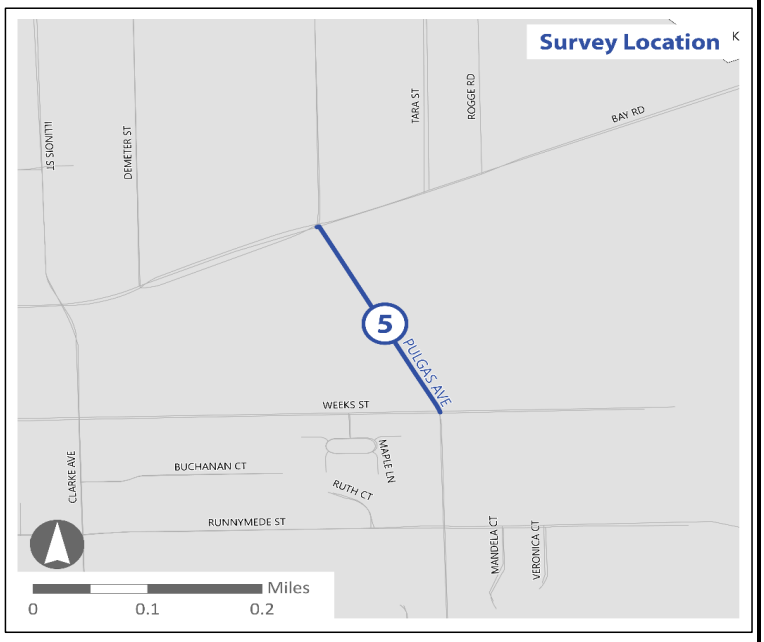
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Pulgas Avenue
Limits: Weeks Street to Bay Road
Direction: NB/SB

Factors

A. Prevailing Speed Data

Date /Location of Survey	1/6/2022
Posted Speed Limit (mph)	25
# Speed Data Collected	100
85th Percentile (mph)	27
10 mph Pace	18 - 27
Percent in Pace	78%



B. Traffic Factors

Average Daily Traffic (ADT)	2,178
Length of Segment (mi.)	0.19
Street Classification	Neighborhood Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	1
Accident Rate (Acc/MVM)	0.76
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use: Adjacent land uses are industrial and residential.

Roadway Geometrics: Two-lane undivided roadway with on-street parking permitted on both sides of the road. Continuous sidewalks with curb ramps exist on both sides of the road for the entire length of the segment. Bicycle facilities do not exist along the segment. The segment provides access to a single-family home neighborhood and industrial land uses. The segment is 0.2 miles and only features stop-controlled intersections. The segment is generally straight and flat.

Comments: Results of the attached engineering & traffic survey information support implementing a posted speed limit of 25 mph. The 85th percentile speed is 27 mph, or 2 mph more than the existing speed limit. 71 percent of observed vehicles traveled below the critical speed, and the presence of ped-bike infrastructure along with low-rise residential developments nearby leads TJKM to recommend maintaining the existing speed limit of 25 mph via CVC Section 22358.6.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

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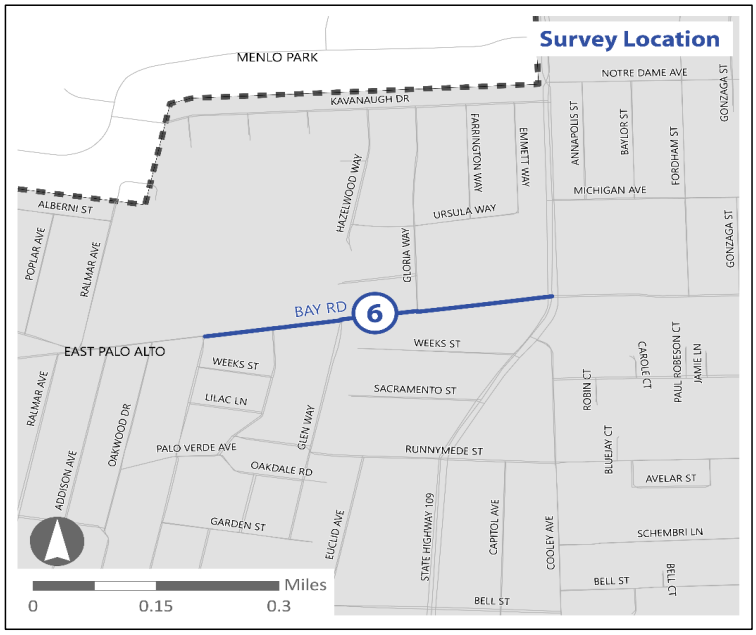
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Bay Road
Limits: Dumbarton Drive to University Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	5/4/2021
Posted Speed Limit (mph)	25
# Speed Data Collected	100
85th Percentile (mph)	32
10 mph Pace	23 - 32
Percent in Pace	85%



B. Traffic Factors

Average Daily Traffic (ADT)	6,986
Length of Segment (mi.)	0.33
Street Classification	Residential Boulevard

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	4
Accident Rate (Acc/MVM)	1.05
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use
Adjacent land uses are mainly residential and schools. Some retail exists near the intersection of Bay Road and University Avenue.

Roadway Geometrics
Two-lane roadway with two-way left-turn lane median for the entire length of the segment. On-street parking is permitted on both sides of the roadway between Gloria Way and the East Palo Alto Library driveway. On-street parking is also permitted on the south side of the roadway between Dumbarton Avenue and Gloria Way. Continuous sidewalks with curb ramps and crosswalks exist on both sides of the road for the entire length of the segment. Crosswalks are provided across Bay Road at Gloria Way, Glen Way and Dumbarton Avenue, which provide access between residencies and the East Palo Alto Library and Cesar Chavez Ravenswood Middle School. Class II bike lanes exist on both sides of the roadway for the entire length of the segment. The segment provides access to single-family homes, retail and restaurant land uses, along with schools and a church. The segment is 0.3 miles long and mainly features stop-controlled intersections, with one signalized intersection at Bay Road and University Avenue. The alignment of the segment is generally straight and flat.

Comments
Results of the attached engineering & traffic survey information support maintaining the existing speed limit. Although the 85th percentile speed is 7 mph above the posted speed limit, warranting a speed limit of 30 mph, the segment is located within a residence district and school zone and provides vehicular, pedestrian and bicycle access to schools and residences, thus yielding higher levels of pedestrian activity. TJKM recommends maintaining the existing speed limit of 25 mph per CVC Section 22358.7.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER
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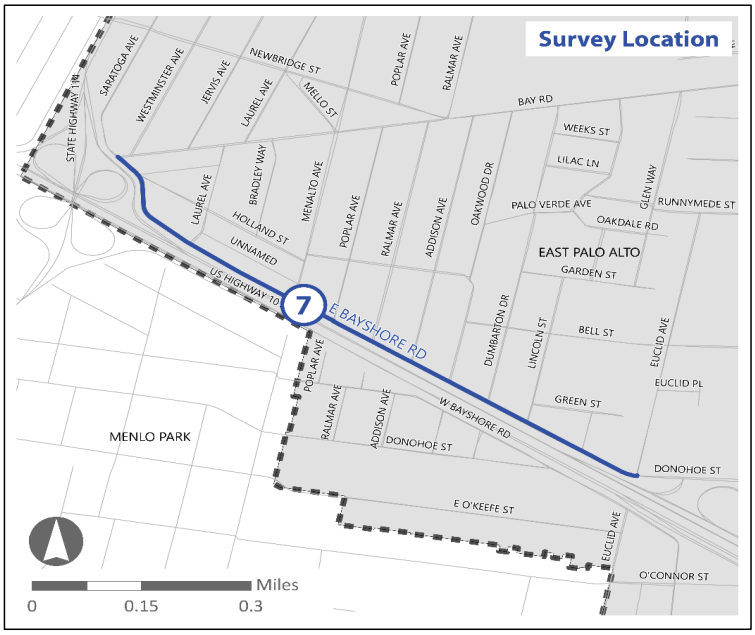
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: East Bayshore Road
Limits: Saratoga Avenue to Euclid Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	3/15/2023
Posted Speed Limit (mph)	25
# Speed Data Collected	130
85th Percentile (mph)	31
10 mph Pace	23 - 32
Percent in Pace	90%



B. Traffic Factors

Average Daily Traffic (ADT)	4,200
Length of Segment (mi.)	0.74
Street Classification	Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	10
Accident Rate (Acc/MVM)	0.52
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use: Adjacent land uses are mainly residential. There are a few retail and restaurant uses, along with a storage center.

Roadway Geometrics: Two-lane undivided roadway with on-street parking permitted on the north side of the roadway between Menalto Avenue and Glen Way. A continuous sidewalk is provided on the north side of the roadway between Saratoga Avenue and S Poplar Avenue. Bicycle facilities do not exist along this segment. The segment provides access to signle-family homes, retail and restaurant land uses, along with one self storage facility. The segment is 0.8 miles long and features stop-controlled intersections only. The segment is flat and features moderate horizontal curves between Saratoga Avenue and Laurel Avenue.

Comments: Results of the attached engineering & traffic survey information support increasing the posted speed limit to 30 mph. Although the 85th percentile speed is 6 mph above the posted speed limit, warranting a speed limit of 30 mph, a 25 mph speed limit is recommended per CVC Section 22358.7 as the roadway segment provides access to residential neighborhoods north of the segment.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

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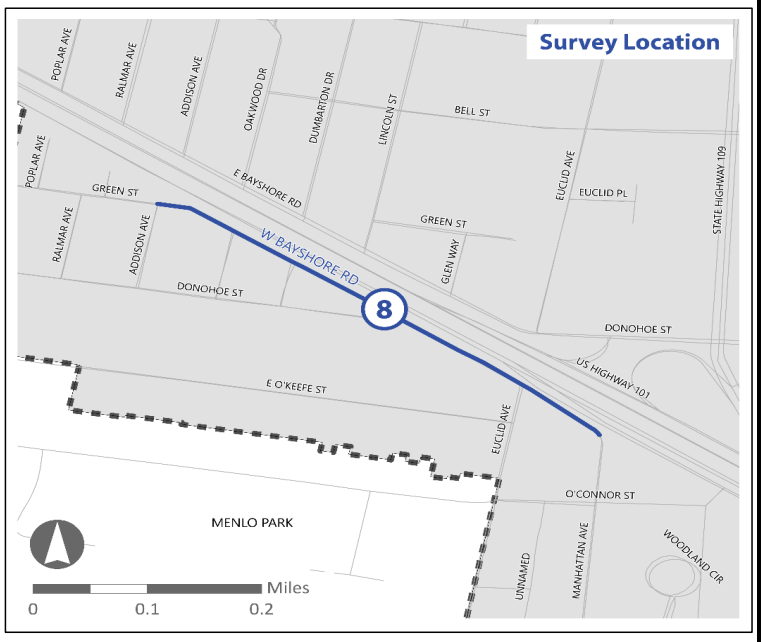
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: West Bayshore Road
Limits: Addison Avenue to Manhattan Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	5/6/2021
Posted Speed Limit (mph)	25
# Speed Data Collected	80
85th Percentile (mph)	34
10 mph Pace	22 - 31
Percent in Pace	70%



B. Traffic Factors

Average Daily Traffic (ADT)	740
Length of Segment (mi.)	0.38
Street Classification	Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	2
Accident Rate (Acc/MVM)	0.26
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is residential.

Roadway Geometrics: Two-lane undivided roadway with a single yellow striped centerline between Addison Avenue and Oakwood Drive. Parking is permitted on the south side of the roadway for the entire length of the segment. The segment does not provide pedestrian facilities, but a Class III bike route exists between Donohoe Street and Manhattan Avenue. The segment mainly provides access to single-family and multi-family residencies. The segment is generally straight and features gentle vertical curves.

Comments: Results of the attached engineering & traffic survey information support increasing the posted speed limit to 30 mph. Althought the 85th percentile speed is 9 mph above the posted speed limit, warranting a speed limit of 30 mph, a speed limit of 25 mph is recommended per CVC Section 22352 as the segment is classified as a business district per CVC Section 235, provides a Class III Bike Route in both directions, and features on-street parking on the south side.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER
CHRIS D. KINZEL
No. 0023
Exp. 3-31-24
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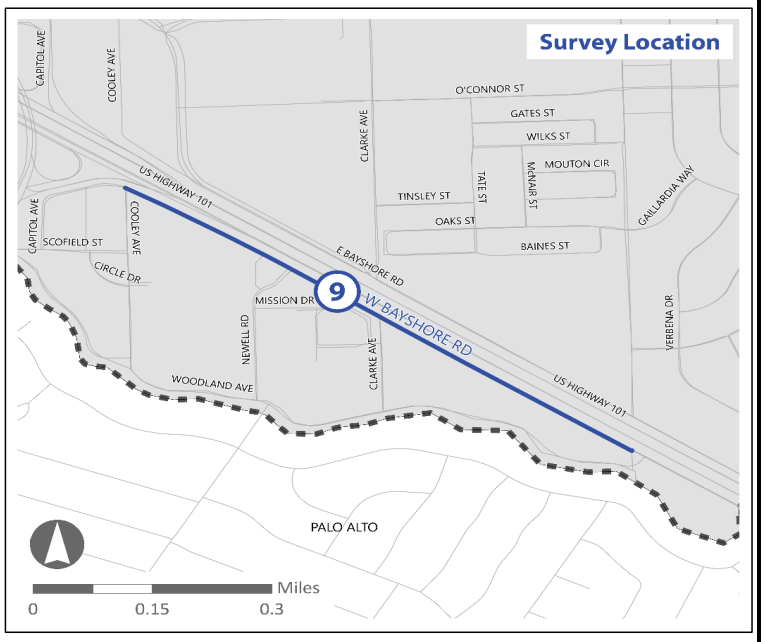
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: West Bayshore Road
Limits: Cooley Avenue to Woodland Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	3/15/2023
Posted Speed Limit (mph)	25
# Speed Data Collected	119
85th Percentile (mph)	32
10 mph Pace	24 - 33
Percent in Pace	87%



B. Traffic Factors

Average Daily Traffic (ADT)	1,916
Length of Segment (mi.)	0.62
Street Classification	Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	6
Accident Rate (Acc/MVM)	0.36
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use
Adjacent land uses are mainly residential with some retail, restaurant and industrial uses.

Roadway Geometrics
Two-lane undivided roadway with double-yellow centerline. On-street parking is permitted on the south side of the roadway for the entire length of the segment. Intermittent sidewalks exist on the south side of the roadway with a significant gap east of Woodland Avenue. A pedestrian and bicycle overcrossing is located on the north side of the roadway just east of E. Clarke Avenue. Bicycle facilities do not exist along this segment. The roadway segment mainly provides access to multi-family residencies. The segment is 0.6 miles long and mainly features stop-controlled intersections, with one signalized intersection at W. Bayshore Road and Newell Road. The segment is generally straight and flat.

Comments
Results of the attached engineering & traffic survey information support increasing the posted speed limit to 25 mph. Although the 85th percentile speed is 7 mph above the posted speed limit, warranting a speed limit of 30 mph, a speed limit of 25 mph is recommended per CVC Section 22358.7 as the roadway segment is classified as a business district and provides access to multi-family residential land uses, a public park, and a pedestrian and bike overpass.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER
CHRIS D. KINZEL
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Signed:
Title:

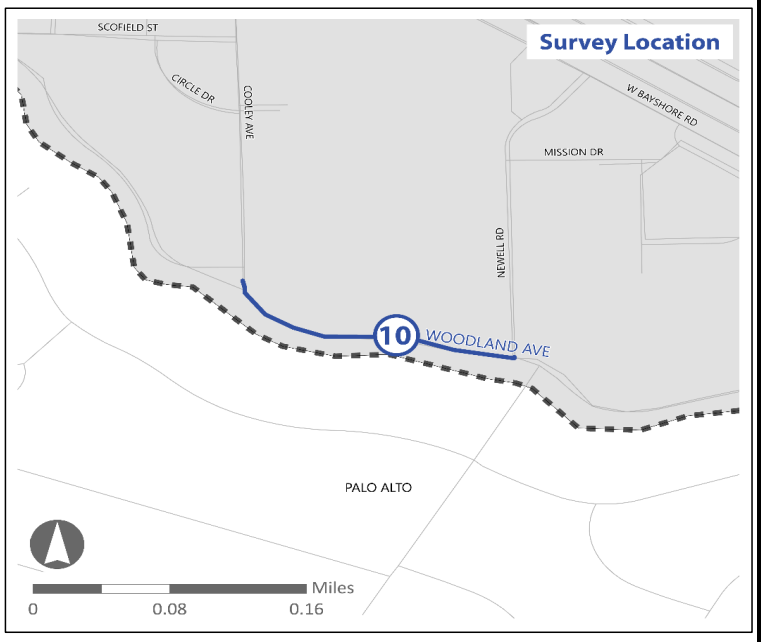
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Woodland Avenue
Limits: Cooley Avenue to Newell Road
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	5/11/2021
Posted Speed Limit (mph)	25
# Speed Data Collected	104
85th Percentile (mph)	28
10 mph Pace	20 - 29
Percent in Pace	87%



B. Traffic Factors

Average Daily Traffic (ADT)	2,829
Length of Segment (mi.)	0.13
Street Classification	Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	1
Accident Rate (Acc/MVM)	0.67
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is residential.

Roadway Geometrics: Two-lane unidvided roadway with no centerline. On-street parking is permitted on the north side of the roadway, and for a short segment on the south side of the roadway near Newell Road. A sidewalk exists on the north side of the roadway for the majority of the segment. Bicycle facilities do not exist along this segment. The segment provides access to multi-family residences on the north side of the roadway. The segment is flat and features gentle horizontal curves.

Comments: Results of the attached engineering & traffic survey information support maintaining the existing speed limit. Althought the 85th percentile speed warrants a speed limit of 30 mph, a lower speed limit is recommended per CVC Section 22352 as the segment provides access to multi-camily residences and features horizontal curves and on-street parking.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER CHRIS D. KINZEL No. 0023 Exp. 3-31-24 TRAFFIC STATE OF CALIFORNIA

Signed:
Title:

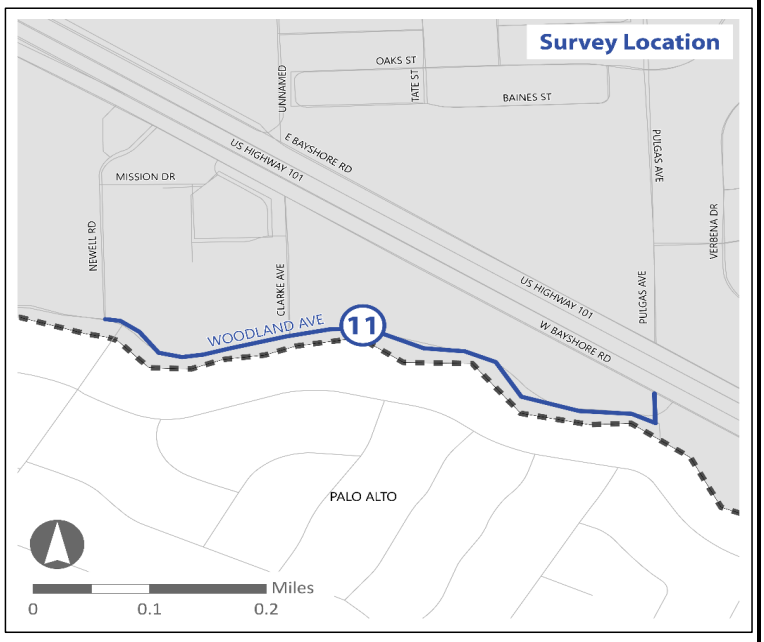
Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

Street: Woodland Avenue
Limits: Newell Road to West Bayshore Road
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	5/4/2021
Posted Speed Limit (mph)	25
# Speed Data Collected	56
85th Percentile (mph)	31
10 mph Pace	20 - 29
Percent in Pace	71%



B. Traffic Factors

Average Daily Traffic (ADT)	681
Length of Segment (mi.)	0.41
Street Classification	Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is residential.

Roadway Geometrics: Two-lane undivided roadway with double-yellow centerline between W. Bayshore Road and Newell Road. On-street parking is intermittently permitted on both sides of the roadway. Intermittent sidewalks exist on the north side of the roadway. A Class III bike route exists between Newell Road and W. Bayshore Road. The segment is 0.40 miles and mainly provides access to multi-family residencies. The segment features stop-controlled intersections. The segment is flat and features gentle to moderate horizontal curves.

Comments: Results of the attached engineering & traffic survey information support maintaining the existing posted speed limit. Although the 85th percentile speed is 6 mph above the posted speed limit, warranting a speed limit of 30 mph, a 25 mph speed limit is recommended per CVC Section 22352 as the roadway segment is generally narrow and features horizontal curves, on street parking, and several driveways into residential land uses.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER CHRIS D. KINZEL No. 0023 Exp. 3-31-24 TRAFFIC STATE OF CALIFORNIA

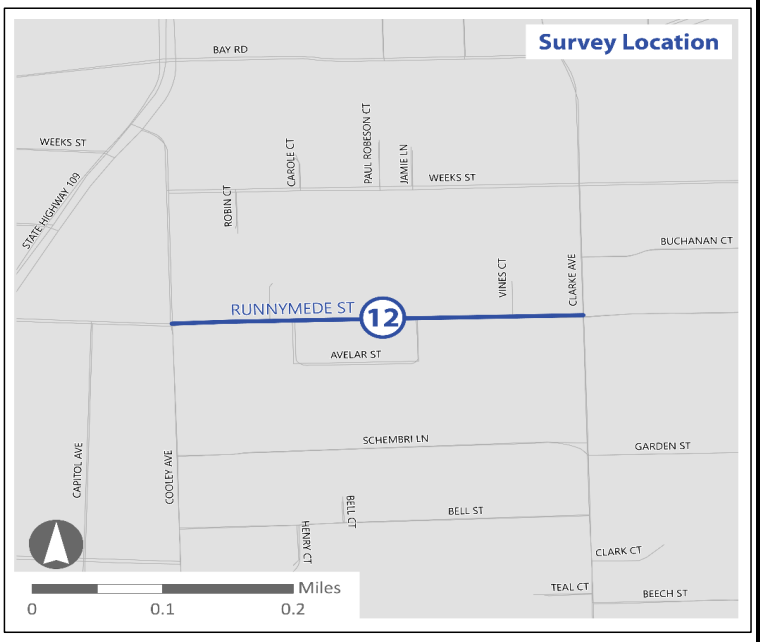
Signed: **Signed**: Chris D. Kinzel, PE
Title: **Title:** Vice President, TJKM Transportation Consultants

Street: Runnymede Street
Limits: Cooley Avenue to Clarke Avenue
Direction: EB/WB

Factors

A. Prevailing Speed Data

Date /Location of Survey	5/4/2021
Posted Speed Limit (mph)	25
# Speed Data Collected	100
85th Percentile (mph)	33
10 mph Pace	24 - 33
Percent in Pace	76%



B. Traffic Factors

Average Daily Traffic (ADT)	3,027
Length of Segment (mi.)	0.24
Street Classification	Neighborhood Connector

C. Collision History

Date Range Covered	January 2015 - December 2019
Total Accidents	5
Accident Rate (Acc/MVM)	0.27
Statewide Average Accident Rate	1.80

D. Roadway Conditions

Adjacent Land Use: Adjacent land use is residential.

Roadway Geometrics: Two-lane undivided roadway with on-street parking permitted on both sides of the road. Intermittent sidewalks with curb ramps exist on both sides of the road. Bicycle facilities do not exist along the segment. The segment is 0.30 miles long and mainly provides access to single-family homes, with one church located on the north side of the segment. The segment features stop-controlled intersections and is generally straight and flat.

Comments: Results of the attached engineering & traffic survey information support maintaining the existing posted speed limit. Although the 85th percentile speed is 8 mph above the posted speed limit, warranting a speed limit of 30 mph, a 25 mph speed limit is recommended per CVC Section 22352 as the segment is classified as a residence district per CVC Section 515 and is within 0.5 mile walking distance of a school.

Speed Limit Change?	**No**
Existing Speed Limit: 25	**Recommended Speed Limit: 25**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Approved and Authorized for release by the City of East Palo Alto:

Chris D. Kinzel

REGISTERED PROFESSIONAL ENGINEER
CHRIS D. KINZEL
No. 0023
Exp. 3-31-24
TRAFFIC
STATE OF CALIFORNIA

Signed:
Title:

Signed: Chris D. Kinzel, PE
Title: Vice President, TJKM Transportation Consultants

APPENDIX B

SPEED SURVEY DATA COLLECTION FORMS

Spot Speed Study

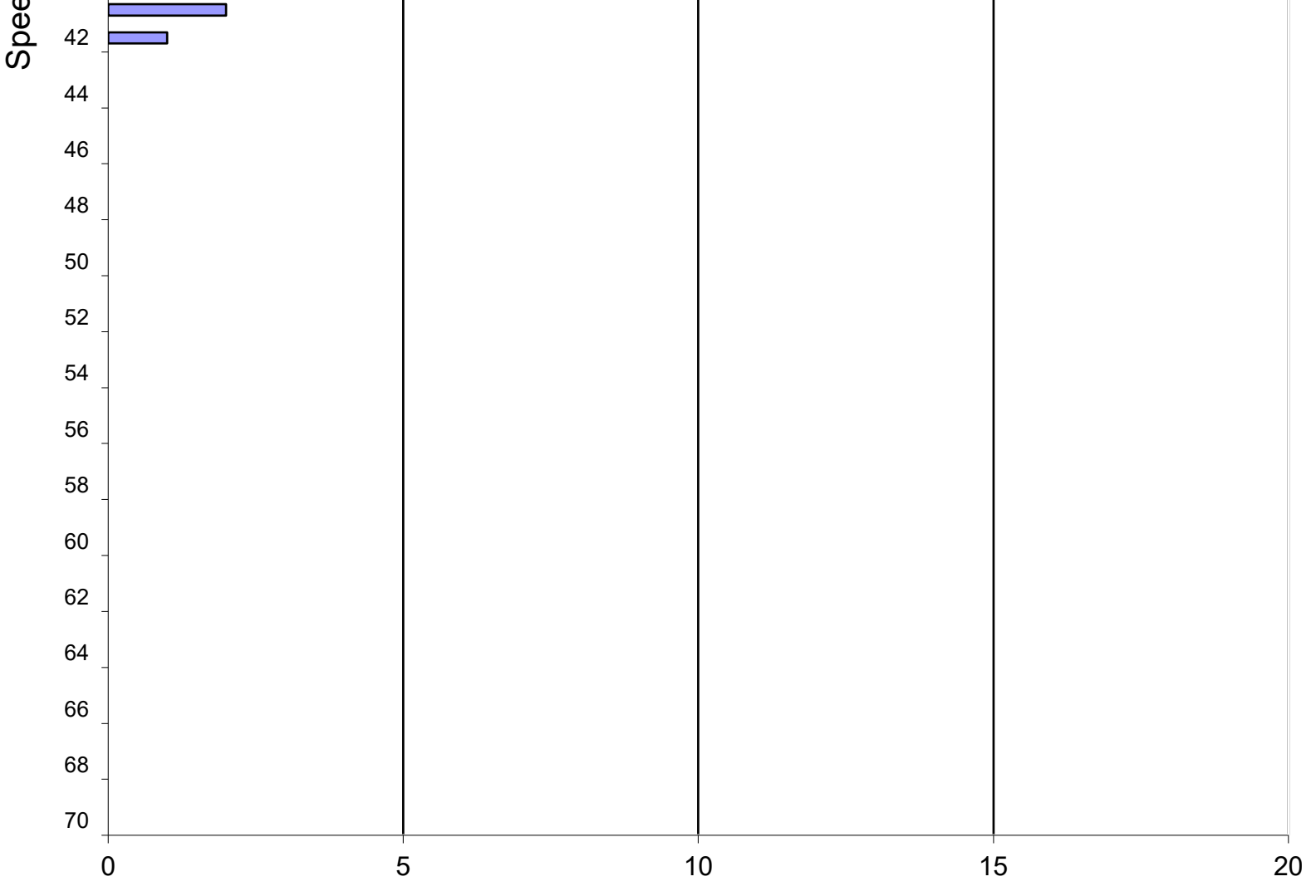
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #1 - University Ave Bet. Bay Rd & Notre Dame Ave
TIME: 14:00-15:30 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-001

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	**1**
25	**5**
26	**5**
27	**12**
28	**15**
29	**13**
30	**15**
31	**13**
32	**16**
33	**16**
34	**19**
35	**16**
36	**15**
37	**12**
38	**10**
39	**7**
40	**8**
41	**2**
42	**1**
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>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	201	24 - 42	33 mph	37 mph	27 - 36	150	75%	5% / 11	20% / 40

Spot Speed Study

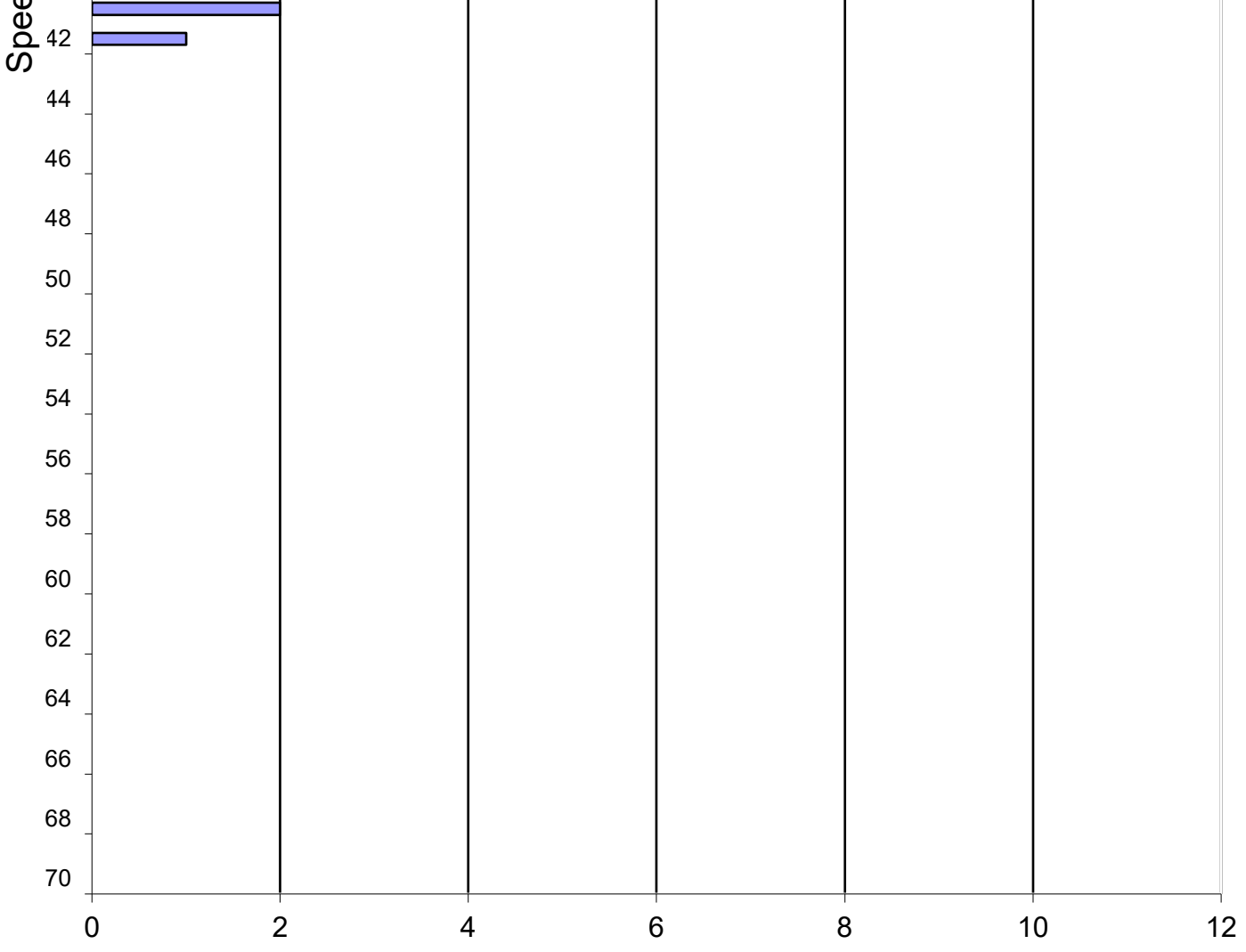
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #1 - University Ave Bet. Bay Rd & Notre Dame Ave
TIME: 14:00-15:30 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-001

Northbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	**2**
26	**2**
27	**6**
28	**7**
29	**6**
30	**7**
31	**6**
32	**6**
33	**6**
34	**11**
35	**9**
36	**8**
37	**7**
38	**6**
39	**4**
40	**5**
41	**2**
42	**1**
43	
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>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	101	25 - 42	34 mph	38 mph	28 - 37	73	72%	9% / 10	18% / 18

Spot Speed Study

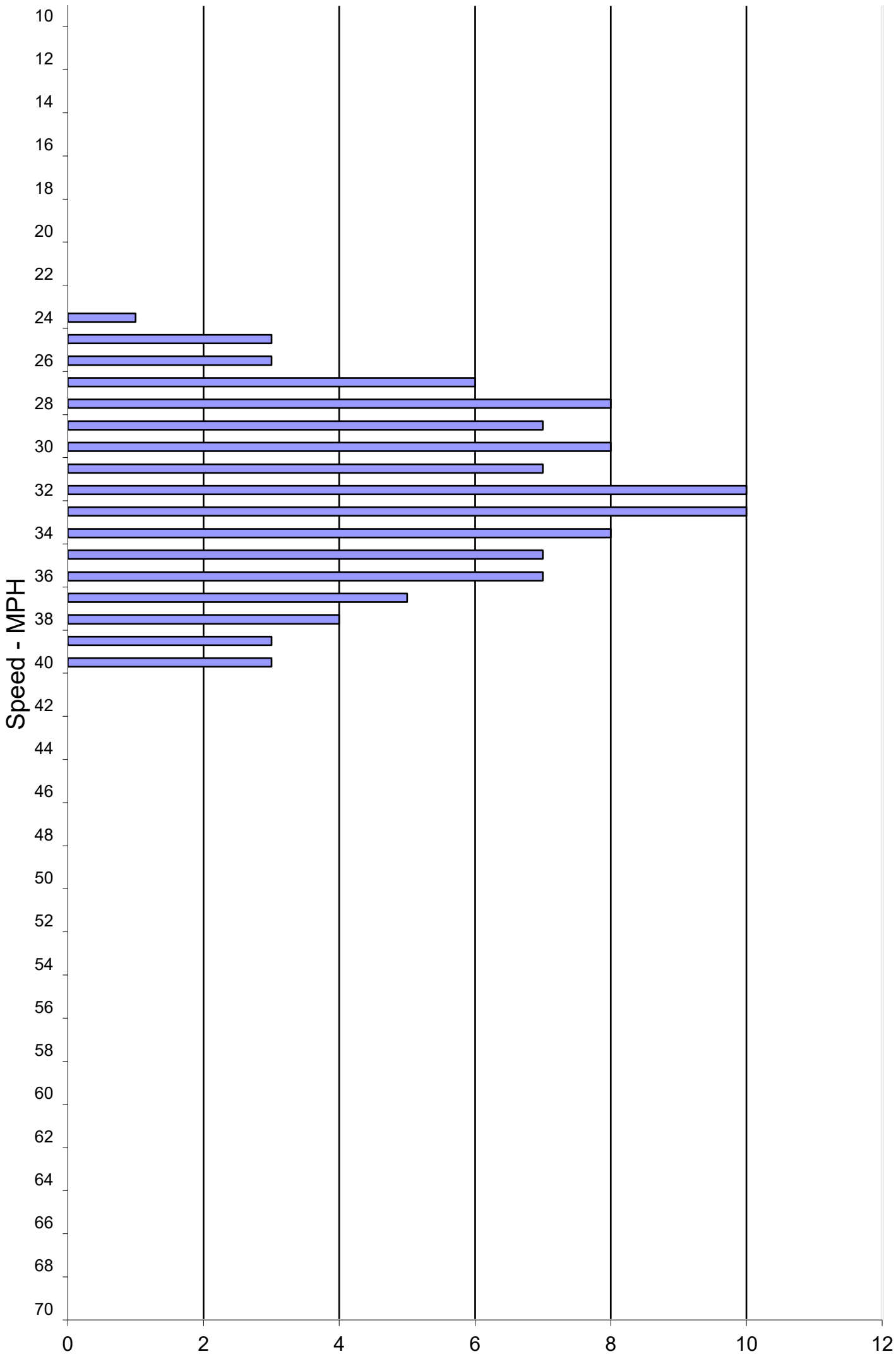
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #1 - University Ave Bet. Bay Rd & Notre Dame Ave
TIME: 14:00-15:30 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-001

Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	**1**
25	**3**
26	**3**
27	**6**
28	**8**
29	**7**
30	**8**
31	**7**
32	**10**
33	**10**
34	**8**
35	**7**
36	**7**
37	**5**
38	**4**
39	**3**
40	**3**
41	
42	
43	
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67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	24 - 40	32 mph	36 mph	27 - 36	78	78%	7% / 7	15% / 15

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Demeter St**	LOCATION:	2
SURVEY LIMITS:	**between Bay Rd and End of Street**	COLLECTOR:	Jerid
SURVEY DATE:	Thursday, May 6, 2021	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:20:00 AM		
SURVEY END TIME:	1:20:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			19 MPH	TO	28 MPH
29 MPH	23 MPH	19 MPH	Below Pace	In Pace	Above Pace
			10.8%	72.3%	16.9%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
66.3% COMPLYING	66.3% COMPLYING

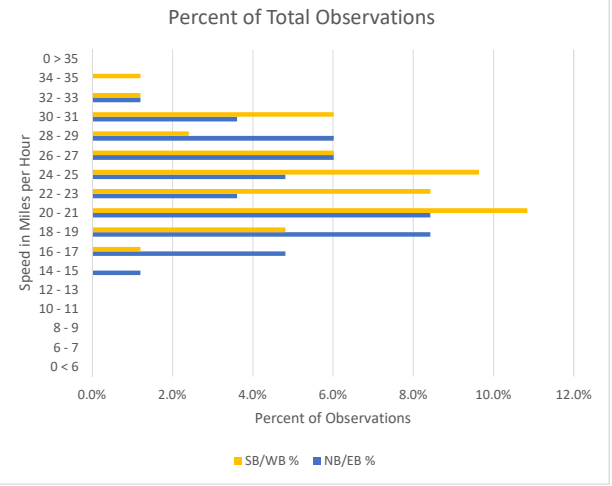
DIRECTION OF COLLECTION

#Entries	83	
NB/EB	40	48.2%
SB/WB	43	51.8%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 6	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	1	1.2%	0	0%	1.2%	1	1.2%
16 - 17	4	4.8%	1	1%	6.0%	6	7.2%
18 - 19	7	8.4%	4	5%	13.3%	17	20.5%
20 - 21	7	8.4%	9	11%	19.3%	33	39.8%
22 - 23	3	3.6%	7	8%	12.0%	43	51.8%
24 - 25	4	4.8%	8	10%	14.5%	55	66.3%
26 - 27	5	6.0%	5	6%	12.0%	65	78.3%
28 - 29	5	6.0%	2	2%	8.4%	72	86.7%
30 - 31	3	3.6%	5	6%	9.6%	80	96.4%
32 - 33	1	1.2%	1	1%	2.4%	82	98.8%
34 - 35	0	0.0%	1	1%	1.2%	83	100.0%
0 > 35	0	0.0%	0	0%	0.0%	83	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Bay Rd**	LOCATION:	3
SURVEY LIMITS:	**between Cooley Landing and Clarke Ave**	COLLECTOR:	Craig
SURVEY DATE:	Thursday, March 10, 2022	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	4
SURVEY START TIME:	3:20PM		
SURVEY END TIME:	3:55PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			22 MPH	**TO**	**31 MPH**
			Below Pace	In Pace	Above Pace
33 MPH	**28 MPH**	**24 MPH**	2.9%	75.7%	21.4%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**25 MPH**
21.4% COMPLYING	21.4% COMPLYING

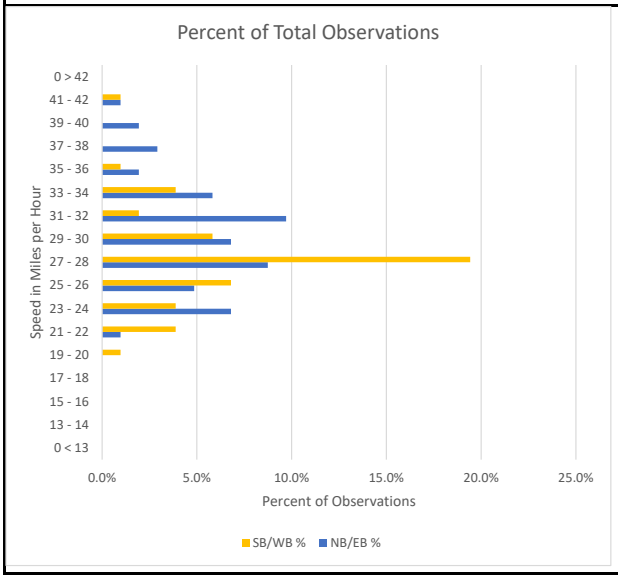
DIRECTION OF COLLECTION

#Entries	103	
NB/EB	53	51.5%
SB/WB	50	48.5%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	1	1%	1.0%	1	1.0%
21 - 22	1	1.0%	4	4%	4.9%	6	5.8%
23 - 24	7	6.8%	4	4%	10.7%	17	16.5%
25 - 26	5	4.9%	7	7%	11.7%	29	28.2%
27 - 28	9	8.7%	20	19%	28.2%	58	56.3%
29 - 30	7	6.8%	6	6%	12.6%	71	68.9%
31 - 32	10	9.7%	2	2%	11.7%	83	80.6%
33 - 34	6	5.8%	4	4%	9.7%	93	90.3%
35 - 36	2	1.9%	1	1%	2.9%	96	93.2%
37 - 38	3	2.9%	0	0%	2.9%	99	96.1%
39 - 40	2	1.9%	0	0%	1.9%	101	98.1%
41 - 42	1	1.0%	1	1%	1.9%	103	100.0%
0 > 42	0	0.0%	0	0%	0.0%	103	100.0%

Spot Speed Study

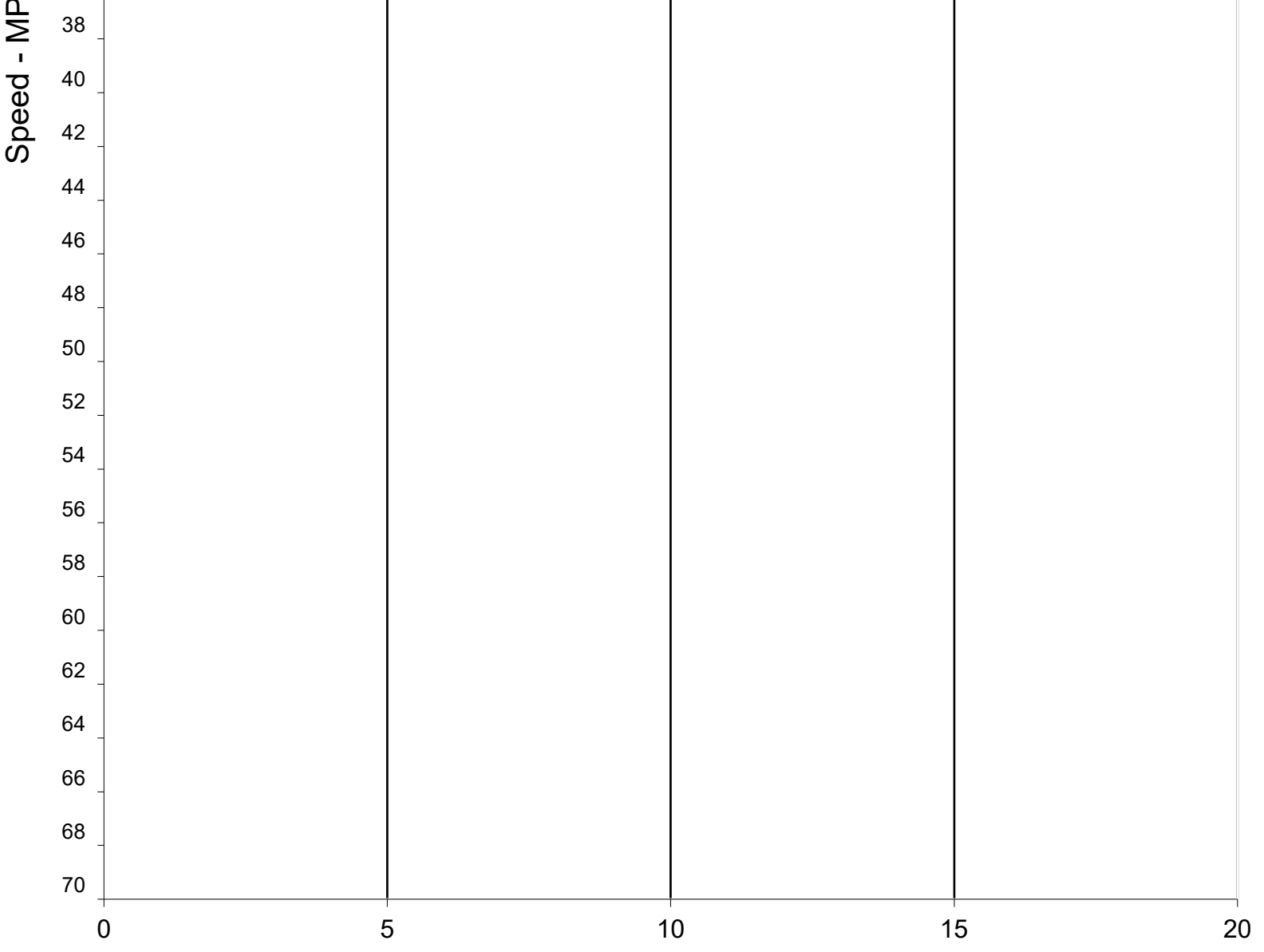
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #4 - E Bayshore Rd Bet. Donohoe St & Clarke Ave
TIME: 10:40-11:40 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-002

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	2
22	5
23	6
24	10
25	15
26	12
27	11
28	15
29	10
30	12
31	9
32	8
33	6
34	4
35	1
36	
37	
38	
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>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	127	19 - 35	28 mph	31 mph	23 - 32	108	85%	6% / 8	9% / 11

Spot Speed Study

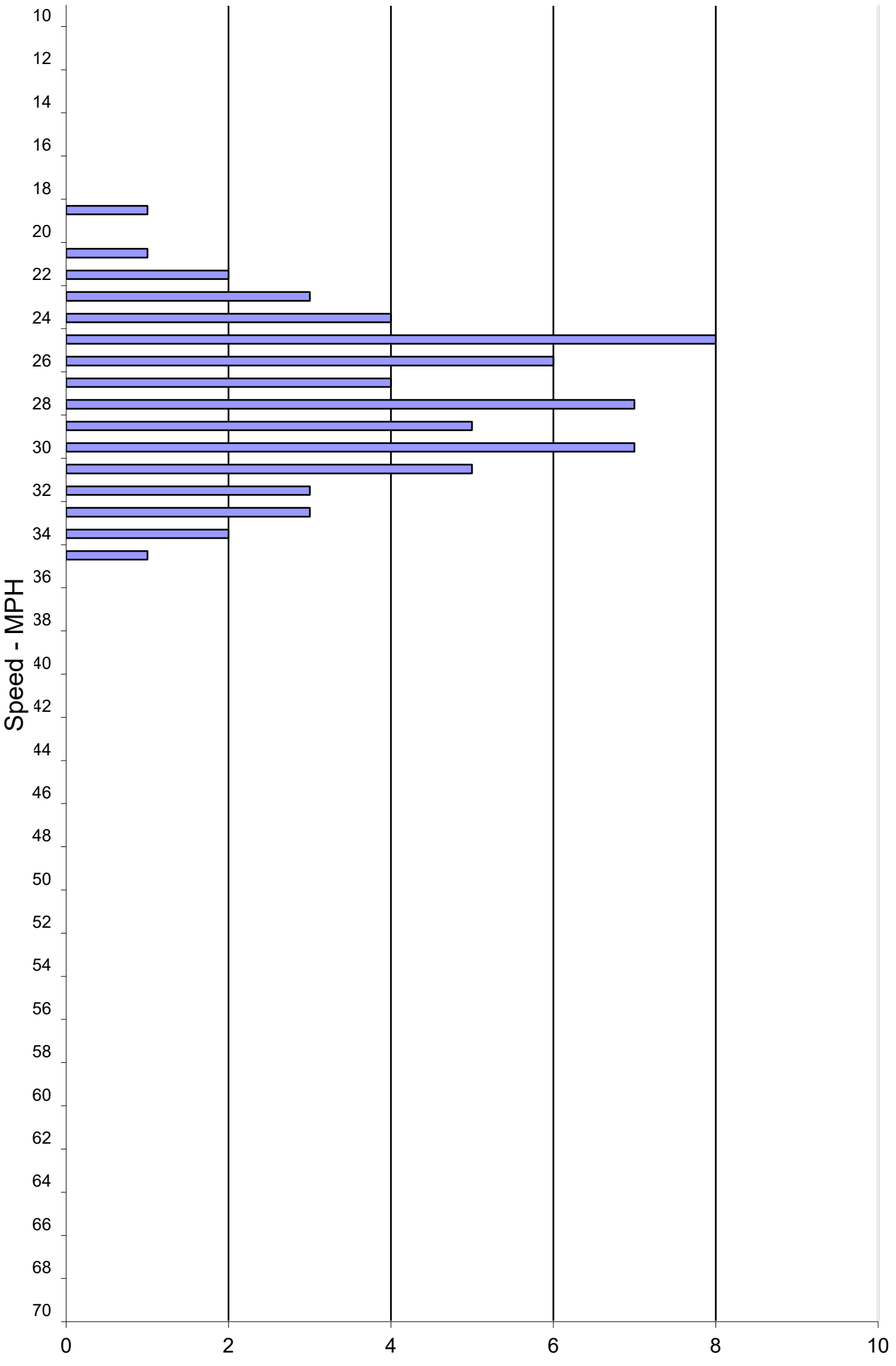
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #4 - E Bayshore Rd Bet. Donohoe St & Clarke Ave
TIME: 10:40-11:40 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-002

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	1
20	
21	1
22	2
23	3
24	4
25	8
26	6
27	4
28	7
29	5
30	7
31	5
32	3
33	3
34	2
35	1
36	
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>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	62	19 - 35	28 mph	31 mph	23 - 32	52	84%	6% / 4	10% / 6

Spot Speed Study

Prepared by: National Data & Surveying Services

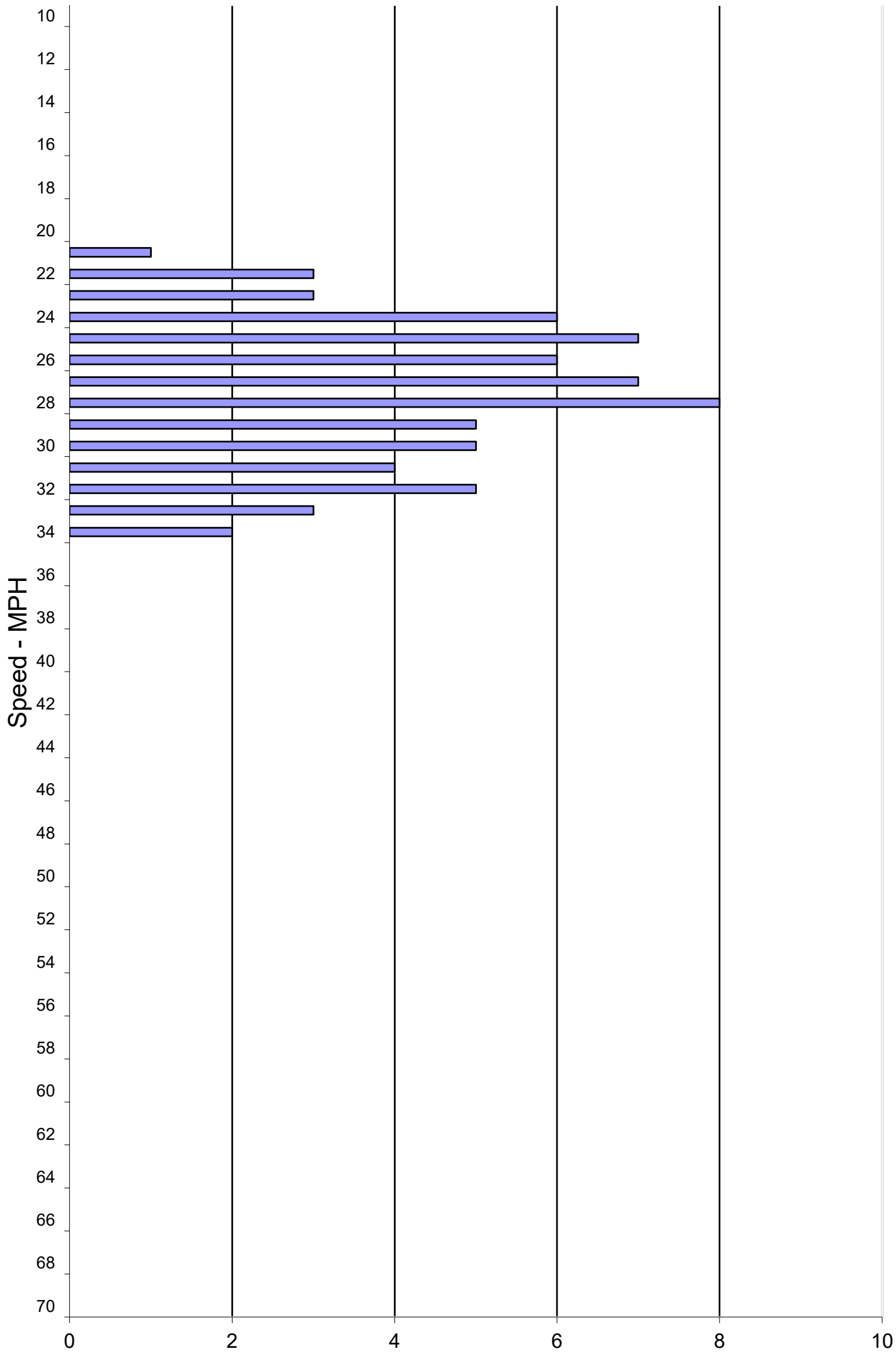
City of East Palo Alto

DATE: 3/15/2023 **Location:** #4 - E Bayshore Rd Bet. Donohoe St & Clarke Ave

TIME: 10:40-11:40 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-080061-002**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	**1**
22	**3**
23	**3**
24	**6**
25	**7**
26	**6**
27	**7**
28	**8**
29	**5**
30	**5**
31	**4**
32	**5**
33	**3**
34	**2**
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62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	65	21 - 34	27 mph	32 mph	23 - 32	56	86%	6% / 4	8% / 5

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Pulgas Ave**	LOCATION:	5
SURVEY LIMITS:	**between Weeks St and Bay Rd**	COLLECTOR:	Donovann
SURVEY DATE:	Thursday, January 6, 2022	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	2
SURVEY START TIME:	9:00:00 AM		
SURVEY END TIME:	10:30:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			18 MPH	TO	27 MPH
			Below Pace	In Pace	Above Pace
27 MPH	**23 MPH**	**19 MPH**	8.0%	78.0%	14.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**25 MPH**
75.0% COMPLYING	75.0% COMPLYING

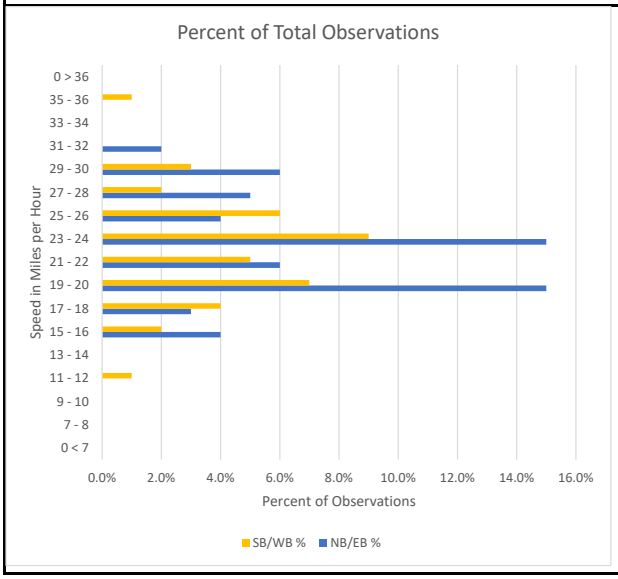
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	60	60.0%
SB/WB	40	40.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	1	1%	1.0%	1	1.0%
13 - 14	0	0.0%	0	0%	0.0%	1	1.0%
15 - 16	4	4.0%	2	2%	6.0%	7	7.0%
17 - 18	3	3.0%	4	4%	7.0%	14	14.0%
19 - 20	15	15.0%	7	7%	22.0%	36	36.0%
21 - 22	6	6.0%	5	5%	11.0%	47	47.0%
23 - 24	15	15.0%	9	9%	24.0%	71	71.0%
25 - 26	4	4.0%	6	6%	10.0%	81	81.0%
27 - 28	5	5.0%	2	2%	7.0%	88	88.0%
29 - 30	6	6.0%	3	3%	9.0%	97	97.0%
31 - 32	2	2.0%	0	0%	2.0%	99	99.0%
33 - 34	0	0.0%	0	0%	0.0%	99	99.0%
35 - 36	0	0.0%	1	1%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Bay Rd**	LOCATION:	6
SURVEY LIMITS:	**between Dumbarton Ave and University Ave**	COLLECTOR:	Jerid
SURVEY DATE:	Tuesday, May 4, 2021	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	2:10:00 PM		
SURVEY END TIME:	2:30:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			23 MPH	TO	32 MPH
			Below Pace	In Pace	Above Pace
32 MPH	28 MPH	24 MPH	5.0%	85.0%	10.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
23.0% COMPLYING	23.0% COMPLYING

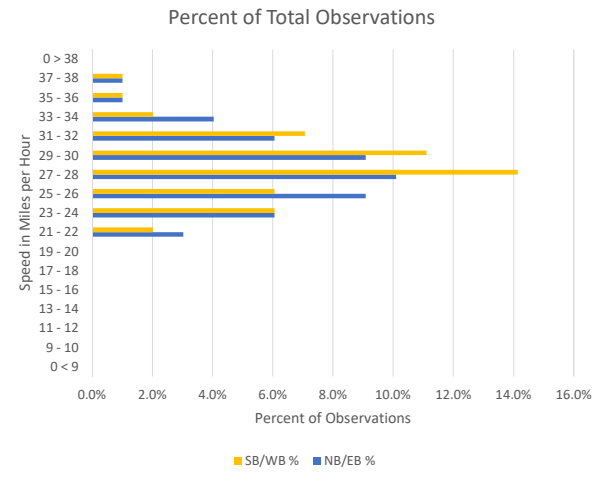
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 9	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	3	3.0%	2	2%	5.1%	5	5.1%
23 - 24	6	6.1%	6	6%	12.1%	17	17.2%
25 - 26	9	9.1%	6	6%	15.2%	32	32.3%
27 - 28	10	10.1%	14	14%	24.2%	56	56.6%
29 - 30	9	9.1%	11	11%	20.2%	76	76.8%
31 - 32	6	6.1%	7	7%	13.1%	89	89.9%
33 - 34	4	4.0%	2	2%	6.1%	95	96.0%
35 - 36	1	1.0%	1	1%	2.0%	97	98.0%
37 - 38	1	1.0%	1	1%	2.0%	99	100.0%
0 > 38	0	0.0%	0	0%	0.0%	99	100.0%

Spot Speed Study

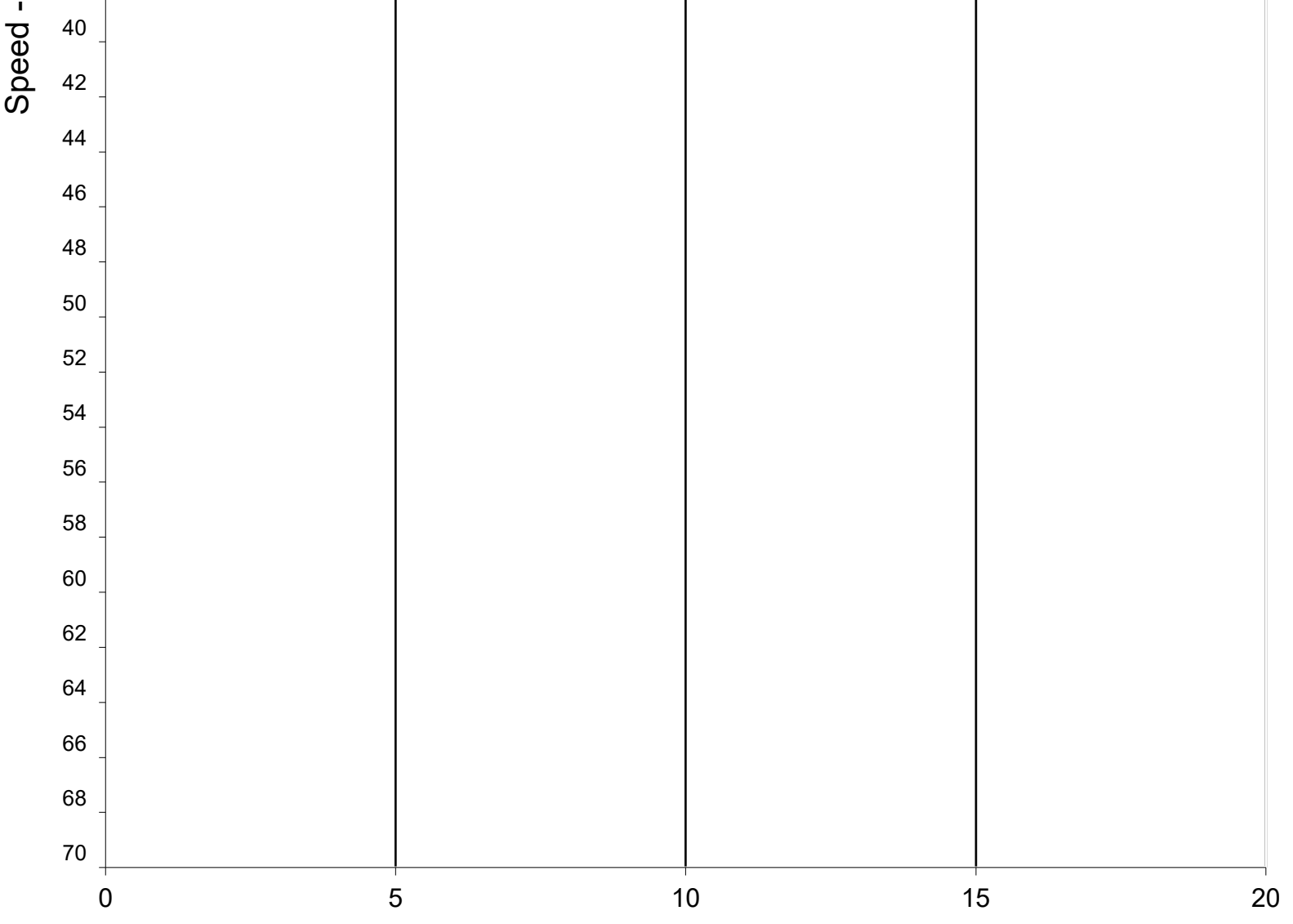
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #7 - E Bayshore Rd Bet. Saratoga Ave & Euclid Ave
TIME: 12:00-13:00 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-003

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	**2**
22	**2**
23	**4**
24	**9**
25	**16**
26	**13**
27	**16**
28	**18**
29	**13**
30	**13**
31	**9**
32	**6**
33	**3**
34	**3**
35	**1**
36	**1**
37	
38	**1**
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
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59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	130	21 - 38	28 mph	31 mph	23 - 32	117	90%	3% / 4	7% / 9

Spot Speed Study

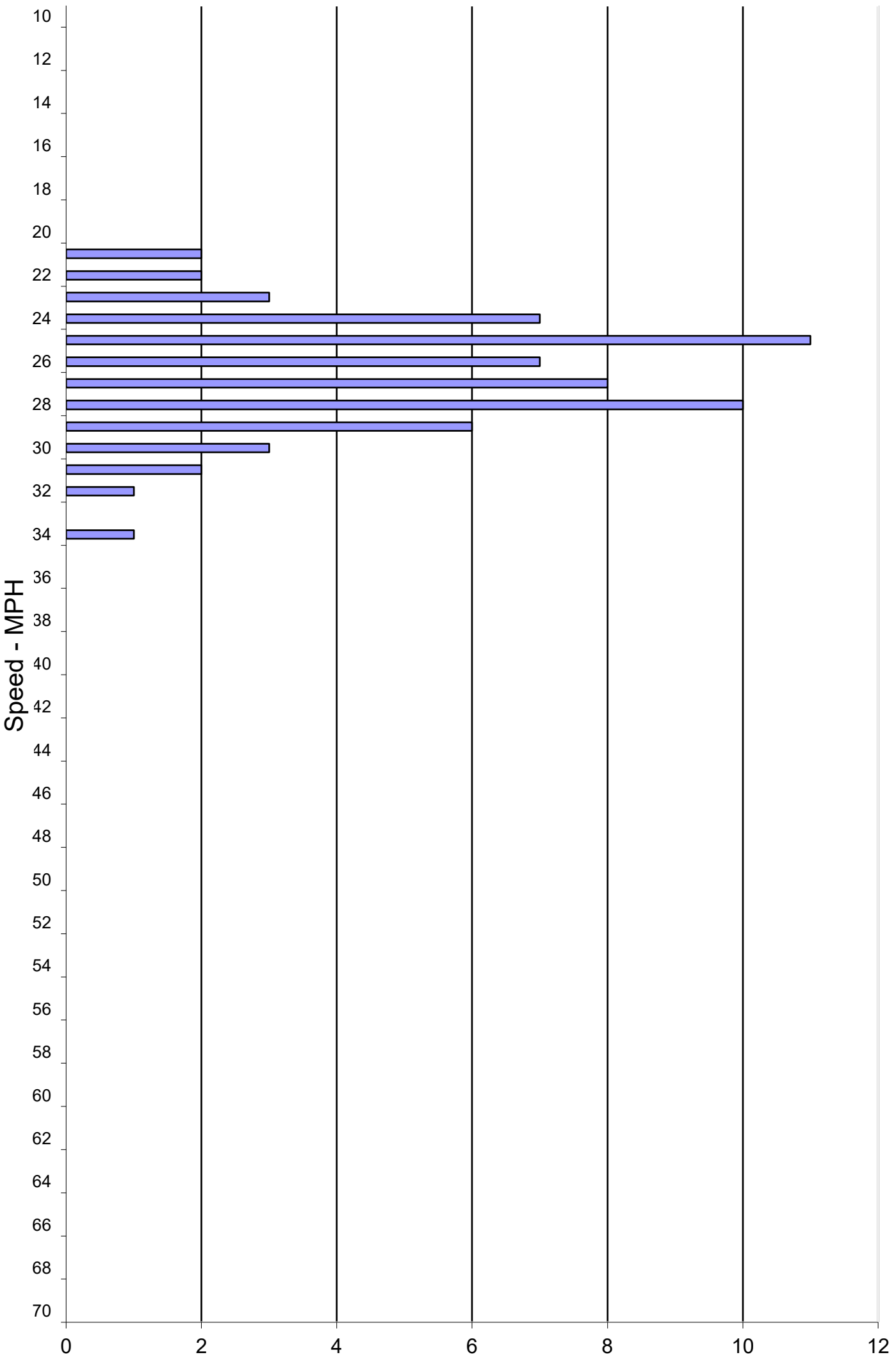
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #7 - E Bayshore Rd Bet. Saratoga Ave & Euclid Ave
TIME: 12:00-13:00 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-003

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	**2**
22	**2**
23	**3**
24	**7**
25	**11**
26	**7**
27	**8**
28	**10**
29	**6**
30	**3**
31	**2**
32	**1**
33	
34	**1**
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
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57	
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59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	63	21 - 34	26 mph	29 mph	21 - 30	59	94%	0% / 0	7% / 4

Spot Speed Study

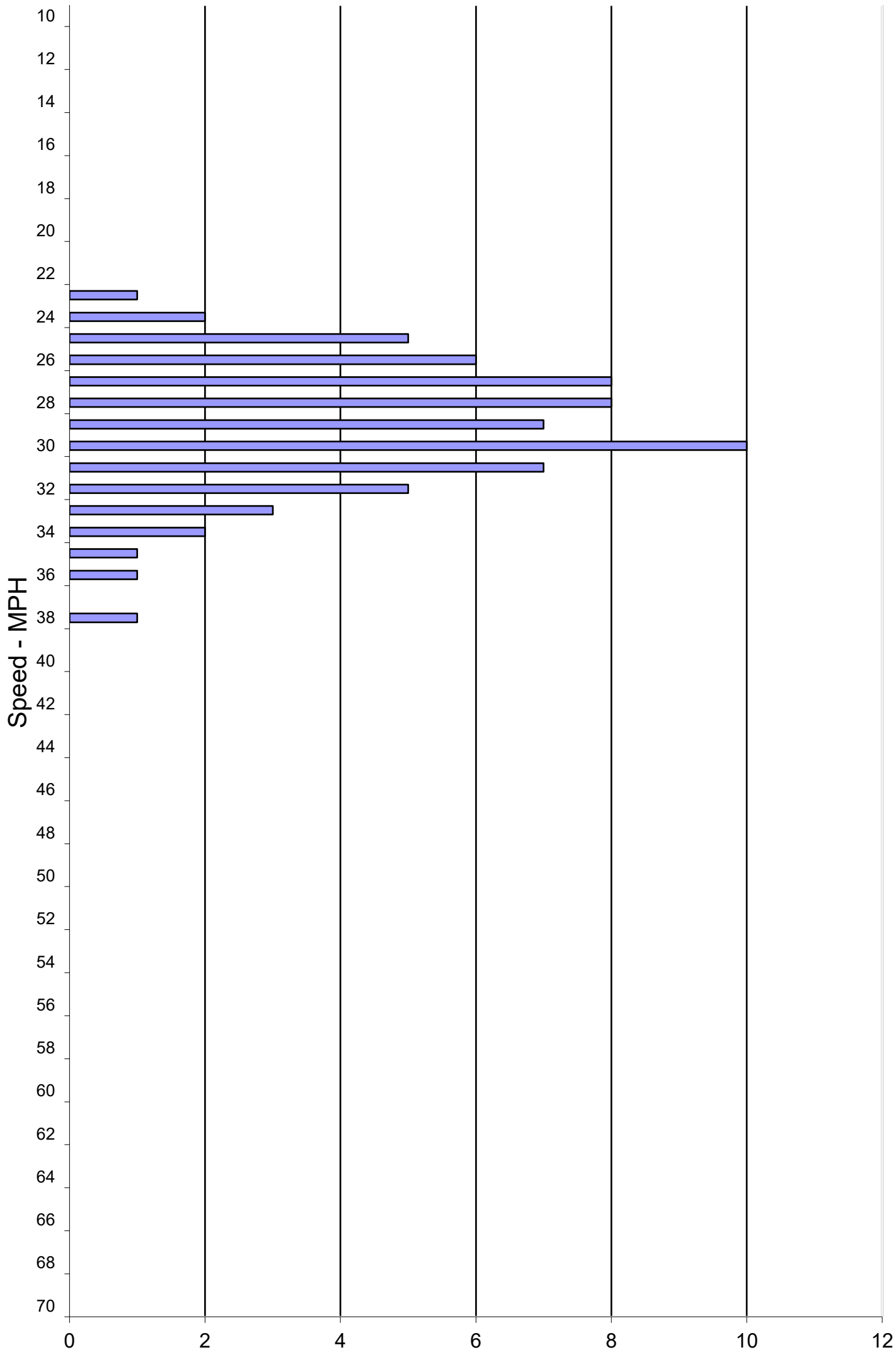
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #7 - E Bayshore Rd Bet. Saratoga Ave & Euclid Ave
TIME: 12:00-13:00 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-080061-003**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	**1**
24	**2**
25	**5**
26	**6**
27	**8**
28	**8**
29	**7**
30	**10**
31	**7**
32	**5**
33	**3**
34	**2**
35	**1**
36	**1**
37	
38	**1**
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	67	23 - 38	29 mph	32 mph	24 - 33	61	91%	1% / 1	8% / 5

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**W Bayshore Rd**	LOCATION:	8
SURVEY LIMITS:	**between Addison Ave and Manhattan Ave**	COLLECTOR:	Jerid
SURVEY DATE:	Thursday, May 6, 2021	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:00:00 AM		
SURVEY END TIME:	11:00:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
34 MPH	**27 MPH**	**22 MPH**	**22 MPH** Below Pace	**TO** In Pace	**31 MPH** Above Pace
			10.0%	70.0%	20.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**25 MPH**
37.5% COMPLYING	37.5% COMPLYING

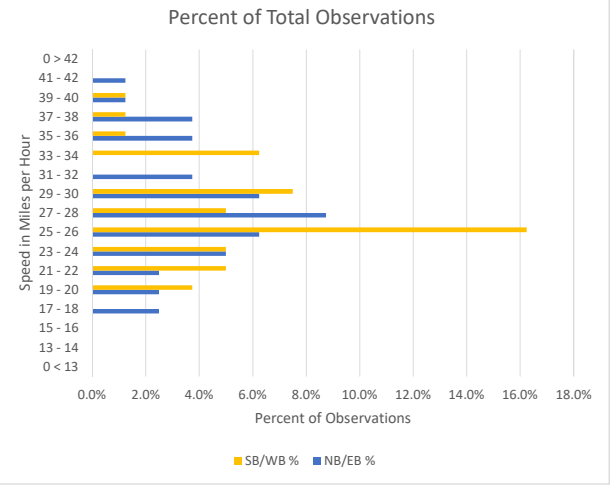
DIRECTION OF COLLECTION

#Entries	80	
NB/EB	38	47.5%
SB/WB	42	52.5%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	2	2.5%	0	0%	2.5%	2	2.5%
19 - 20	2	2.5%	3	4%	6.3%	7	8.8%
21 - 22	2	2.5%	4	5%	7.5%	13	16.3%
23 - 24	4	5.0%	4	5%	10.0%	21	26.3%
25 - 26	5	6.3%	13	16%	22.5%	39	48.8%
27 - 28	7	8.8%	4	5%	13.8%	50	62.5%
29 - 30	5	6.3%	6	8%	13.8%	61	76.3%
31 - 32	3	3.8%	0	0%	3.8%	64	80.0%
33 - 34	0	0.0%	5	6%	6.3%	69	86.3%
35 - 36	3	3.8%	1	1%	5.0%	73	91.3%
37 - 38	3	3.8%	1	1%	5.0%	77	96.3%
39 - 40	1	1.3%	1	1%	2.5%	79	98.8%
41 - 42	1	1.3%	0	0%	1.3%	80	100.0%
0 > 42	0	0.0%	0	0%	0.0%	80	100.0%

Spot Speed Study

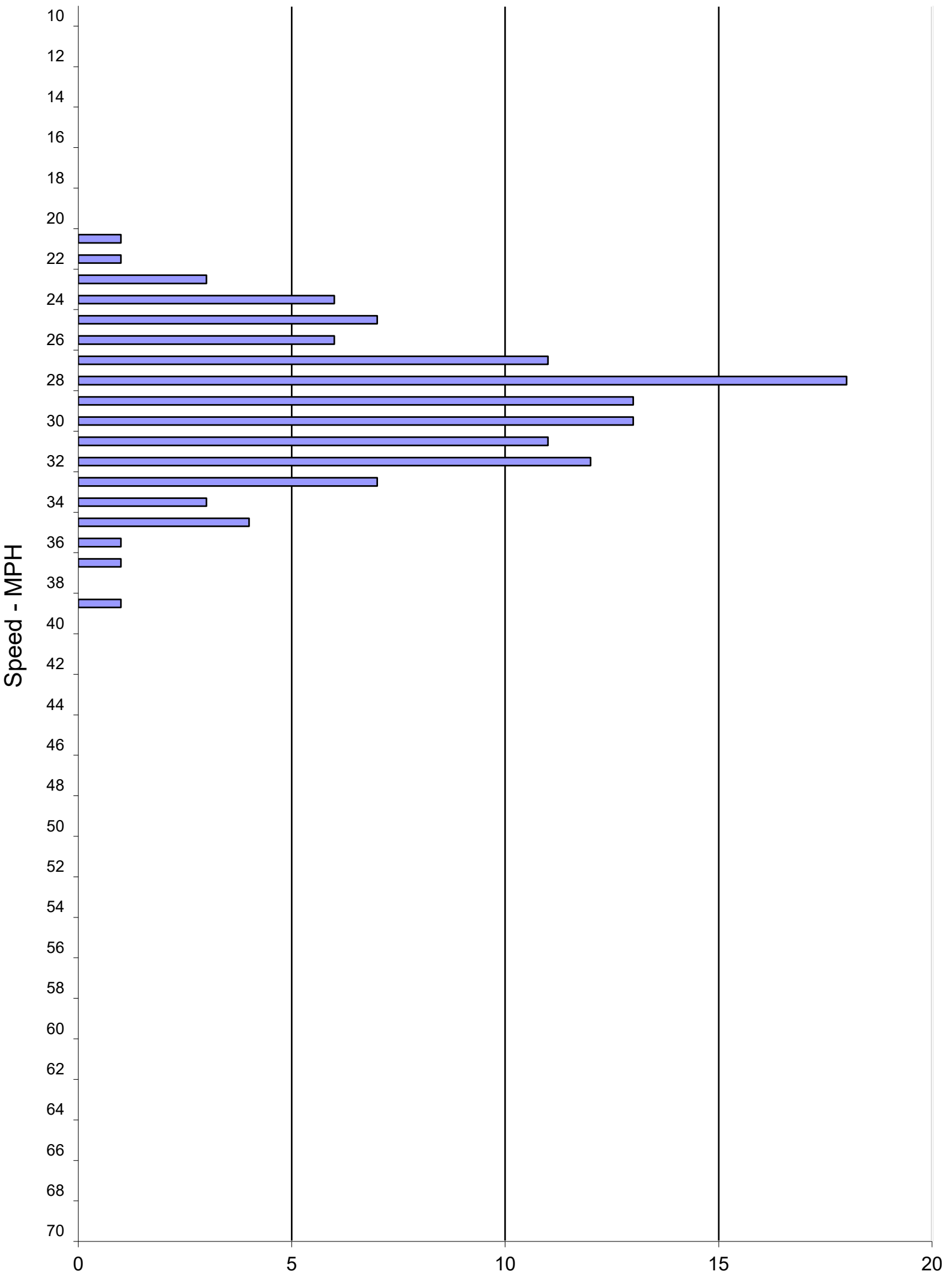
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #9 - W Bayshore Rd Bet. Cooley Ave & Woodland Ave
TIME: 09:30-10:30 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-004

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	**1**
22	**1**
23	**3**
24	**6**
25	**7**
26	**6**
27	**11**
28	**18**
29	**13**
30	**13**
31	**11**
32	**12**
33	**7**
34	**3**
35	**4**
36	**1**
37	**1**
38	
39	**1**
40	
41	
42	
43	
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64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	119	21 - 39	29 mph	32 mph	24 - 33	104	87%	4% / 5	9% / 10

Spot Speed Study

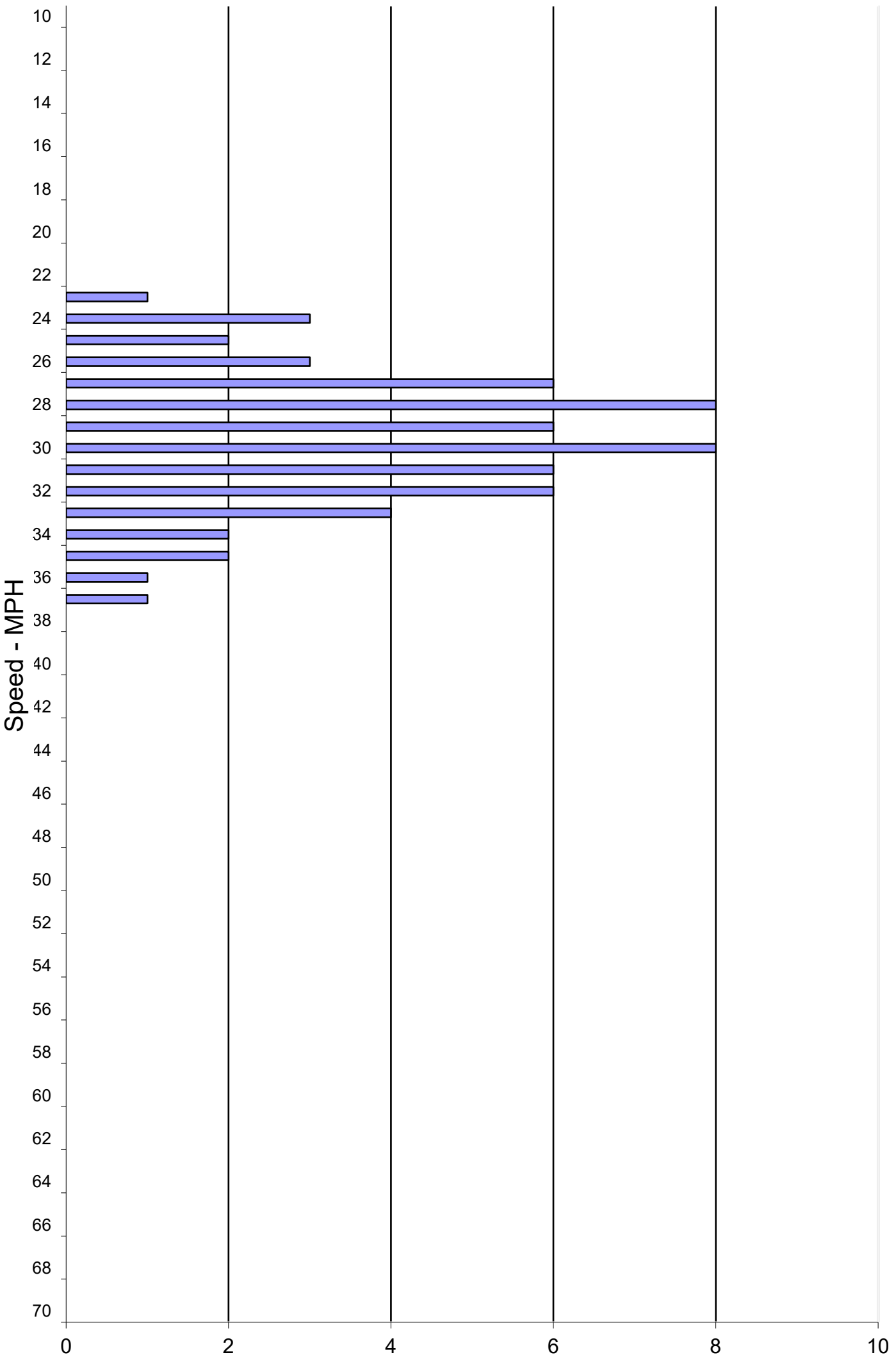
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #9 - W Bayshore Rd Bet. Cooley Ave & Woodland Ave
TIME: 09:30-10:30 **Posted Speed:** 25 MPH Clear/Dry **Project #:** 23-080061-004

Eastbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	**1**
24	**3**
25	**2**
26	**3**
27	**6**
28	**8**
29	**6**
30	**8**
31	**6**
32	**6**
33	**4**
34	**2**
35	**2**
36	**1**
37	**1**
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
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54	
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57	
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59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	59	23 - 37	30 mph	33 mph	24 - 33	52	88%	1% / 1	11% / 6

Spot Speed Study

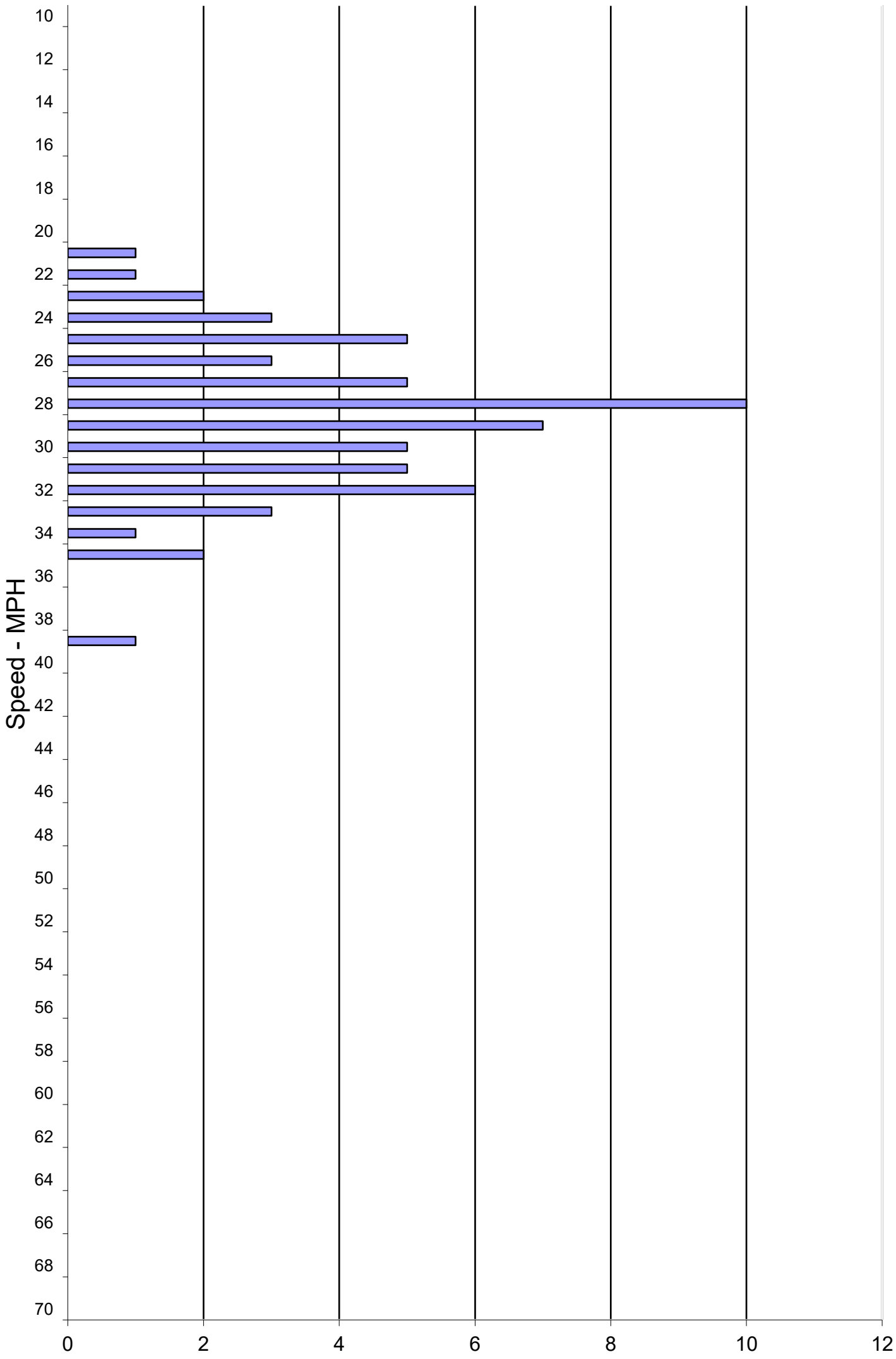
Prepared by: National Data & Surveying Services

City of East Palo Alto

DATE: 3/15/2023 **Location:** #9 - W Bayshore Rd Bet. Cooley Ave & Woodland Ave
TIME: 09:30-10:30 **Posted Speed:** 25 MPH Clear/Dry **Project #: 23-080061-004**

Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	**1**
22	**1**
23	**2**
24	**3**
25	**5**
26	**3**
27	**5**
28	**10**
29	**7**
30	**5**
31	**5**
32	**6**
33	**3**
34	**1**
35	**2**
36	
37	
38	
39	**1**
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
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57	
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59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	60	21 - 39	28 mph	32 mph	24 - 33	52	87%	6% / 4	7% / 4

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Woodland Ave**	LOCATION:	10
SURVEY LIMITS:	**between Cooley Ave and Newell Rd**	COLLECTOR:	Jerid
SURVEY DATE:	Tuesday, May 11, 2021	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	3:10:00 PM		
SURVEY END TIME:	5:00:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			20 MPH	TO	29 MPH
28 MPH	24 MPH	21 MPH	Below Pace	In Pace	Above Pace
			5.8%	86.5%	7.7%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
62.5% COMPLYING	62.5% COMPLYING

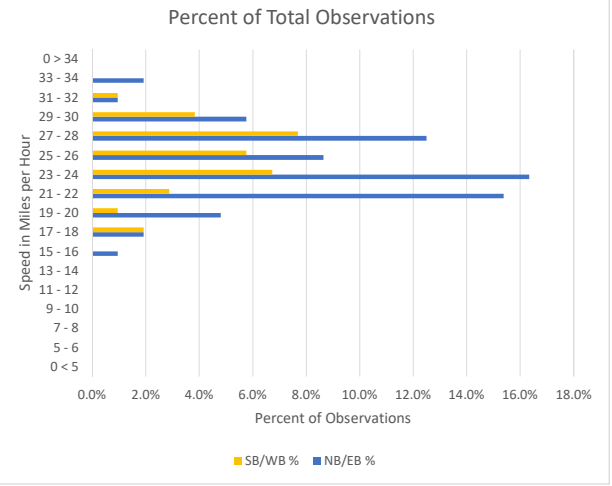
DIRECTION OF COLLECTION

#Entries	104	
NB/EB	72	69.2%
SB/WB	32	30.8%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	1	1.0%	0	0%	1.0%	1	1.0%
17 - 18	2	1.9%	2	2%	3.8%	5	4.8%
19 - 20	5	4.8%	1	1%	5.8%	11	10.6%
21 - 22	16	15.4%	3	3%	18.3%	30	28.8%
23 - 24	17	16.3%	7	7%	23.1%	54	51.9%
25 - 26	9	8.7%	6	6%	14.4%	69	66.3%
27 - 28	13	12.5%	8	8%	20.2%	90	86.5%
29 - 30	6	5.8%	4	4%	9.6%	100	96.2%
31 - 32	1	1.0%	1	1%	1.9%	102	98.1%
33 - 34	2	1.9%	0	0%	1.9%	104	100.0%
0 > 34	0	0.0%	0	0%	0.0%	104	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Woodland Ave**	LOCATION:	11
SURVEY LIMITS:	**between Newell Rd and W Bayshore Rd**	COLLECTOR:	Jerid
SURVEY DATE:	Tuesday, May 4, 2021	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:00:00 AM		
SURVEY END TIME:	11:00:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			20 MPH	TO	29 MPH
			Below Pace	In Pace	Above Pace
31 MPH	26 MPH	21 MPH	3.6%	71.4%	25.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
44.6% COMPLYING	44.6% COMPLYING

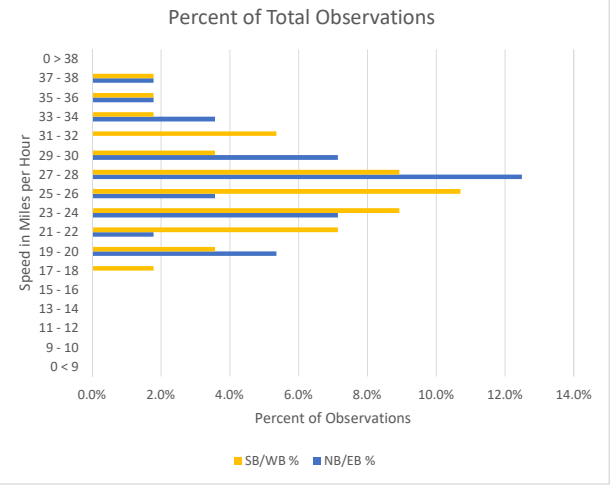
DIRECTION OF COLLECTION

#Entries	56	
NB/EB	25	44.6%
SB/WB	31	55.4%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 9	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	1	2%	1.8%	1	1.8%
19 - 20	3	5.4%	2	4%	8.9%	6	10.7%
21 - 22	1	1.8%	4	7%	8.9%	11	19.6%
23 - 24	4	7.1%	5	9%	16.1%	20	35.7%
25 - 26	2	3.6%	6	11%	14.3%	28	50.0%
27 - 28	7	12.5%	5	9%	21.4%	40	71.4%
29 - 30	4	7.1%	2	4%	10.7%	46	82.1%
31 - 32	0	0.0%	3	5%	5.4%	49	87.5%
33 - 34	2	3.6%	1	2%	5.4%	52	92.9%
35 - 36	1	1.8%	1	2%	3.6%	54	96.4%
37 - 38	1	1.8%	1	2%	3.6%	56	100.0%
0 > 38	0	0.0%	0	0%	0.0%	56	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Runnymede St**	LOCATION:	12
SURVEY LIMITS:	**between Cooley Ave and Clarke Ave**	COLLECTOR:	Jerid
SURVEY DATE:	Tuesday, May 4, 2021	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	1:15:00 PM		
SURVEY END TIME:	2:00:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			24 MPH	TO	33 MPH
33 MPH	28 MPH	24 MPH	Below Pace	In Pace	Above Pace
			11.0%	76.0%	13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
27.0% COMPLYING	27.0% COMPLYING

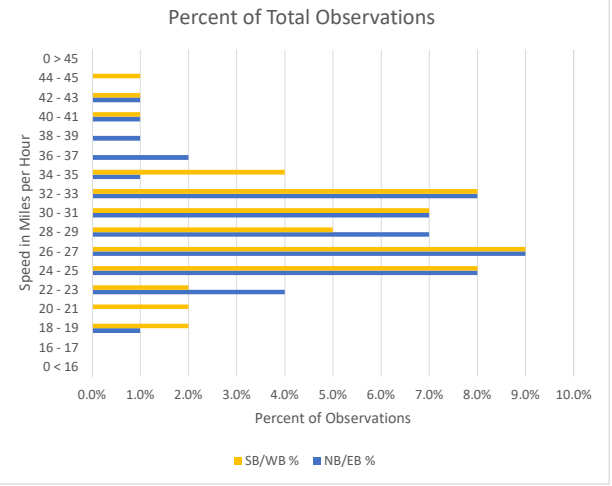
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 16	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	1	1.0%	2	2%	3.0%	3	3.0%
20 - 21	0	0.0%	2	2%	2.0%	5	5.0%
22 - 23	4	4.0%	2	2%	6.0%	11	11.0%
24 - 25	8	8.0%	8	8%	16.0%	27	27.0%
26 - 27	9	9.0%	9	9%	18.0%	45	45.0%
28 - 29	7	7.0%	5	5%	12.0%	57	57.0%
30 - 31	7	7.0%	7	7%	14.0%	71	71.0%
32 - 33	8	8.0%	8	8%	16.0%	87	87.0%
34 - 35	1	1.0%	4	4%	5.0%	92	92.0%
36 - 37	2	2.0%	0	0%	2.0%	94	94.0%
38 - 39	1	1.0%	0	0%	1.0%	95	95.0%
40 - 41	1	1.0%	1	1%	2.0%	97	97.0%
42 - 43	1	1.0%	1	1%	2.0%	99	99.0%
44 - 45	0	0.0%	1	1%	1.0%	100	100.0%
0 > 45	0	0.0%	0	0%	0.0%	100	100.0%

APPENDIX C
AVERAGE DAILY TRAFFIC (ADT) VOLUMES

Vehicle Classification Report Summary

Location: University Ave BTWN Bay Rd & Notre Dame Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 01

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	92	19,240	5,654	22	2,032	77	0	54	28	46	4	1	16	27,266
Percent	0.3%	70.6%	20.7%	0.1%	7.5%	0.3%	0.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.1%	100%
Southbound	72	15,730	4,368	10	1,228	87	0	35	25	18	1	0	7	21,581
Percent	0.3%	72.9%	20.2%	0.0%	5.7%	0.4%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Total	164	34,970	10,022	32	3,260	164	0	89	53	64	5	1	23	48,847
Percent	0.3%	71.6%	20.5%	0.1%	6.7%	0.3%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Tuesday, May 11, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	43	7	0	1	0	0	0	0	0	0	0	0	**51**
1:00 AM	0	40	7	0	1	0	0	0	0	0	0	0	0	**48**
2:00 AM	0	24	11	0	3	0	0	0	0	0	0	0	0	**38**
3:00 AM	0	43	6	0	5	0	0	0	0	0	0	0	0	**54**
4:00 AM	1	70	15	0	5	0	0	0	0	0	0	0	0	**91**
5:00 AM	0	142	37	1	17	0	0	0	0	0	0	0	0	**197**
6:00 AM	4	163	57	1	19	2	0	1	1	0	0	0	0	**248**
7:00 AM	1	252	87	0	40	2	0	1	1	1	0	0	0	**385**
8:00 AM	0	353	99	0	31	0	0	1	1	0	0	0	2	**487**
9:00 AM	2	239	65	2	37	1	0	0	0	0	0	0	0	**346**
10:00 AM	1	231	64	0	30	2	0	1	2	2	0	0	1	**334**
11:00 AM	0	255	63	1	42	1	0	2	0	1	0	0	0	**365**
12:00 PM	0	319	95	1	40	1	0	1	0	1	0	0	0	**458**
1:00 PM	2	367	107	0	52	3	0	2	1	0	0	0	0	**534**
2:00 PM	5	470	172	0	63	2	0	3	1	1	1	0	0	**718**
3:00 PM	2	597	216	0	78	4	0	2	0	2	0	0	0	**901**
4:00 PM	3	640	209	0	67	3	0	2	0	2	0	0	2	**928**
5:00 PM	2	572	168	0	47	3	0	0	0	0	0	0	1	**793**
6:00 PM	1	410	123	0	29	2	0	2	1	1	0	0	1	**570**
7:00 PM	3	421	83	0	26	0	0	2	0	0	0	0	0	**535**
8:00 PM	4	293	63	0	14	0	0	2	0	0	0	0	0	**376**
9:00 PM	1	235	54	0	22	1	0	0	1	0	1	0	0	**315**
10:00 PM	1	165	29	0	5	0	0	0	2	0	0	0	0	**202**
11:00 PM	0	73	12	1	3	0	0	0	0	0	0	0	0	**89**
Total	**33**	**6,417**	**1,849**	**7**	**677**	**27**	**0**	**22**	**11**	**11**	**2**	**0**	**7**	**9,063**
Percent	**0.4%**	**70.8%**	**20.4%**	**0.1%**	**7.5%**	**0.3%**	**0.0%**	**0.2%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Tuesday, May 11, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	36	6	0	2	0	0	0	0	0	0	0	0	**45**
1:00 AM	0	37	8	0	1	0	0	0	0	0	0	0	0	**46**
2:00 AM	0	9	2	0	3	0	0	0	0	0	0	0	0	**14**
3:00 AM	1	19	6	0	3	0	0	0	0	0	0	0	0	**29**
4:00 AM	0	64	47	0	3	1	0	1	0	0	0	0	0	**116**
5:00 AM	0	171	78	0	19	4	0	1	0	0	0	0	0	**273**
6:00 AM	3	385	137	0	40	6	0	2	1	3	1	0	1	**579**
7:00 AM	2	518	190	0	48	5	0	3	0	0	0	0	0	**766**
8:00 AM	2	379	109	0	50	4	0	1	1	1	0	0	0	**547**
9:00 AM	1	283	89	0	32	3	0	0	0	0	0	0	0	**408**
10:00 AM	0	242	66	0	31	1	0	2	0	0	0	0	0	**342**
11:00 AM	1	267	69	0	24	0	0	0	0	0	0	0	0	**361**
12:00 PM	1	265	65	1	20	0	0	1	0	0	0	0	0	**353**
1:00 PM	2	284	70	1	21	1	0	0	0	0	0	0	0	**379**
2:00 PM	4	311	79	0	20	1	0	2	0	0	0	0	0	**417**
3:00 PM	0	285	80	0	18	1	0	0	1	0	0	0	0	**385**
4:00 PM	1	296	79	0	14	0	0	0	0	0	0	0	0	**390**
5:00 PM	2	342	73	0	21	0	0	3	0	0	0	0	0	**441**
6:00 PM	0	308	59	0	11	1	0	0	1	1	0	0	0	**381**
7:00 PM	0	216	68	0	13	0	0	0	0	0	0	0	0	**297**
8:00 PM	1	183	31	0	9	0	0	0	2	0	0	0	0	**226**
9:00 PM	0	151	22	0	7	1	0	0	0	0	0	0	0	**181**
10:00 PM	1	132	27	0	6	2	0	0	0	0	0	0	0	**168**
11:00 PM	0	74	11	0	5	0	0	0	0	0	0	0	0	**90**
Total	**23**	**5,257**	**1,471**	**2**	**421**	**31**	**0**	**16**	**6**	**5**	**1**	**0**	**1**	**7,234**
Percent	**0.3%**	**72.7%**	**20.3%**	**0.0%**	**5.8%**	**0.4%**	**0.0%**	**0.2%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Wednesday, May 12, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	33	5	0	2	0	0	0	0	0	0	0	0	**40**
1:00 AM	0	40	2	0	4	0	0	0	0	0	0	0	0	**46**
2:00 AM	0	32	8	0	0	0	0	0	1	0	0	0	0	**41**
3:00 AM	0	51	9	0	4	0	0	0	0	0	0	0	0	**64**
4:00 AM	0	67	22	0	7	0	0	0	0	0	0	0	0	**96**
5:00 AM	0	128	34	1	14	1	0	0	0	0	0	0	0	**178**
6:00 AM	3	166	53	1	18	1	0	0	0	0	0	0	1	**243**
7:00 AM	5	280	76	0	40	1	0	0	0	1	0	0	1	**404**
8:00 AM	1	322	102	0	33	3	0	0	1	1	0	0	0	**463**
9:00 AM	0	234	77	0	36	3	0	1	0	2	0	0	0	**353**
10:00 AM	0	211	61	0	30	0	0	1	1	1	0	0	0	**305**
11:00 AM	0	221	95	2	46	3	0	1	0	1	0	1	0	**370**
12:00 PM	1	292	99	0	41	1	0	3	0	1	0	0	0	**438**
1:00 PM	0	343	135	0	52	2	0	0	0	1	0	0	1	**534**
2:00 PM	2	465	186	0	71	0	0	1	0	2	1	0	2	**730**
3:00 PM	1	635	233	1	64	3	0	1	1	4	0	0	0	**943**
4:00 PM	4	632	200	0	64	3	0	1	1	2	0	0	1	**908**
5:00 PM	2	601	158	0	53	2	0	1	0	2	0	0	0	**819**
6:00 PM	2	429	136	0	35	2	0	0	0	1	0	0	0	**605**
7:00 PM	0	382	94	0	23	0	0	1	0	0	0	0	0	**500**
8:00 PM	2	293	71	0	22	1	0	0	0	0	0	0	0	**389**
9:00 PM	1	238	36	0	21	0	0	0	0	0	0	0	0	**296**
10:00 PM	2	173	33	0	9	0	0	0	0	0	0	0	0	**217**
11:00 PM	1	123	18	1	1	0	0	0	1	0	0	0	0	**145**
Total	**27**	**6,391**	**1,943**	**6**	**690**	**26**	**0**	**11**	**6**	**19**	**1**	**1**	**6**	**9,127**
Percent	**0.3%**	**70.0%**	**21.3%**	**0.1%**	**7.6%**	**0.3%**	**0.0%**	**0.1%**	**0.1%**	**0.2%**	**0.0%**	**0.0%**	**0.1%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Wednesday, May 12, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	41	10	0	1	0	0	0	1	0	0	0	0	**53**
1:00 AM	0	29	3	0	1	0	0	0	0	0	0	0	0	**33**
2:00 AM	0	16	11	0	2	0	0	0	1	0	0	0	0	**30**
3:00 AM	0	22	3	0	3	0	0	0	0	0	0	0	0	**28**
4:00 AM	0	68	42	0	5	0	0	1	0	0	0	0	0	**116**
5:00 AM	1	193	81	1	24	2	0	0	0	1	0	0	0	**303**
6:00 AM	4	379	150	0	42	3	0	0	0	0	0	0	0	**578**
7:00 AM	2	472	168	0	55	1	0	2	2	1	0	0	1	**704**
8:00 AM	1	414	134	0	56	1	0	2	0	0	0	0	0	**608**
9:00 AM	2	282	89	0	53	0	0	2	0	0	0	0	0	**428**
10:00 AM	1	270	72	0	28	2	0	2	0	2	0	0	0	**377**
11:00 AM	0	254	73	1	23	0	0	1	0	0	0	0	0	**352**
12:00 PM	0	284	74	0	16	1	0	1	0	0	0	0	0	**376**
1:00 PM	1	284	66	0	16	2	0	0	0	0	0	0	0	**369**
2:00 PM	0	265	69	0	20	0	0	0	1	0	0	0	1	**356**
3:00 PM	2	271	82	0	10	0	0	0	0	0	0	0	0	**365**
4:00 PM	5	323	78	0	13	0	0	0	0	0	0	0	0	**419**
5:00 PM	0	336	79	0	13	0	0	1	1	0	0	0	0	**430**
6:00 PM	1	299	59	0	12	0	0	0	0	0	0	0	0	**371**
7:00 PM	1	211	38	0	6	1	0	0	0	0	0	0	0	**257**
8:00 PM	2	160	33	0	6	1	0	0	0	0	0	0	0	**202**
9:00 PM	0	154	31	0	6	2	0	1	0	0	0	0	0	**194**
10:00 PM	0	146	25	0	3	0	0	0	0	0	0	0	0	**174**
11:00 PM	0	94	7	0	4	0	0	0	0	0	0	0	0	**105**
Total	**23**	**5,267**	**1,477**	**2**	**418**	**16**	**0**	**13**	**6**	**4**	**0**	**0**	**2**	**7,228**
Percent	**0.3%**	**72.9%**	**20.4%**	**0.0%**	**5.8%**	**0.2%**	**0.0%**	**0.2%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Thursday, May 13, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	50	6	0	2	1	0	0	1	0	0	0	0	**60**
1:00 AM	0	32	4	0	3	0	0	0	0	0	0	0	0	**39**
2:00 AM	0	27	10	0	2	0	0	0	0	0	0	0	0	**39**
3:00 AM	0	42	8	0	5	0	0	0	0	0	0	0	0	**55**
4:00 AM	0	60	25	0	6	1	0	0	0	0	0	0	0	**92**
5:00 AM	2	128	30	1	14	1	0	0	1	0	0	0	0	**177**
6:00 AM	2	155	56	2	18	0	0	0	0	0	1	0	0	**234**
7:00 AM	4	257	104	1	39	2	0	0	1	1	0	0	0	**409**
8:00 AM	0	337	84	0	31	2	0	0	0	1	0	0	0	**455**
9:00 AM	2	272	59	0	38	0	0	1	1	0	0	0	0	**373**
10:00 AM	0	200	55	0	25	0	0	2	2	0	0	0	0	**284**
11:00 AM	1	274	74	3	41	3	0	1	1	0	0	0	1	**399**
12:00 PM	0	325	82	0	34	1	0	1	1	1	0	0	1	**446**
1:00 PM	1	340	127	1	46	2	0	1	0	1	0	0	0	**519**
2:00 PM	1	474	167	0	52	1	0	3	0	5	0	0	0	**703**
3:00 PM	3	574	229	0	76	3	0	2	0	3	0	0	0	**890**
4:00 PM	6	636	219	0	77	1	0	1	1	2	0	0	0	**943**
5:00 PM	2	608	160	0	59	2	0	6	0	1	0	0	1	**839**
6:00 PM	3	416	114	0	31	3	0	1	0	0	0	0	0	**568**
7:00 PM	2	345	94	0	30	1	0	0	0	0	0	0	0	**472**
8:00 PM	0	326	60	0	18	0	0	1	0	1	0	0	0	**406**
9:00 PM	2	235	53	0	11	0	0	1	0	0	0	0	0	**302**
10:00 PM	0	187	30	0	5	0	0	0	1	0	0	0	0	**223**
11:00 PM	1	132	12	1	2	0	0	0	1	0	0	0	0	**149**
Total	**32**	**6,432**	**1,862**	**9**	**665**	**24**	**0**	**21**	**11**	**16**	**1**	**0**	**3**	**9,076**
Percent	**0.4%**	**70.9%**	**20.5%**	**0.1%**	**7.3%**	**0.3%**	**0.0%**	**0.2%**	**0.1%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Thursday, May 13, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	48	7	0	1	0	0	0	1	0	0	0	0	**57**
1:00 AM	0	41	7	0	0	0	0	0	0	0	0	0	0	**48**
2:00 AM	0	23	4	0	3	0	0	0	1	0	0	0	0	**31**
3:00 AM	0	24	3	0	3	0	0	0	1	0	0	0	0	**31**
4:00 AM	0	73	28	0	7	1	0	0	0	0	0	0	0	**109**
5:00 AM	1	202	87	0	20	2	0	1	0	0	0	0	0	**313**
6:00 AM	3	339	125	0	32	5	0	1	0	1	0	0	2	**508**
7:00 AM	2	447	157	1	46	10	0	1	1	2	0	0	0	**667**
8:00 AM	1	394	114	0	45	2	0	2	1	0	0	0	0	**559**
9:00 AM	1	278	87	2	34	4	0	0	0	3	0	0	0	**409**
10:00 AM	1	246	68	1	30	0	0	0	0	1	0	0	0	**347**
11:00 AM	0	277	76	0	33	0	0	0	1	0	0	0	1	**388**
12:00 PM	0	266	60	1	18	0	0	0	0	1	0	0	0	**346**
1:00 PM	2	270	67	0	15	0	0	0	0	1	0	0	0	**355**
2:00 PM	1	288	91	0	17	3	0	1	1	0	0	0	0	**402**
3:00 PM	2	312	72	0	18	4	0	0	1	0	0	0	0	**409**
4:00 PM	2	309	74	1	12	2	0	0	0	0	0	0	0	**400**
5:00 PM	4	297	69	0	12	1	0	0	1	0	0	0	0	**384**
6:00 PM	2	271	65	0	11	0	0	0	0	0	0	0	0	**349**
7:00 PM	0	228	45	0	4	2	0	0	1	0	0	0	1	**281**
8:00 PM	0	181	43	0	10	2	0	0	0	0	0	0	0	**236**
9:00 PM	1	144	34	0	11	1	0	0	1	0	0	0	0	**192**
10:00 PM	1	160	26	0	6	1	0	0	1	0	0	0	0	**195**
11:00 PM	2	88	11	0	1	0	0	0	1	0	0	0	0	**103**
Total	**26**	**5,206**	**1,420**	**6**	**389**	**40**	**0**	**6**	**13**	**9**	**0**	**0**	**4**	**7,119**
Percent	**0.4%**	**73.1%**	**19.9%**	**0.1%**	**5.5%**	**0.6%**	**0.0%**	**0.1%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	42	6	0	2	0	0	0	0	0	0	0	0	**50**
1:00 AM	0	37	4	0	3	0	0	0	0	0	0	0	0	**44**
2:00 AM	0	28	10	0	2	0	0	0	0	0	0	0	0	**40**
3:00 AM	0	45	8	0	5	0	0	0	0	0	0	0	0	**58**
4:00 AM	0	66	21	0	6	0	0	0	0	0	0	0	0	**93**
5:00 AM	1	133	34	1	15	1	0	0	0	0	0	0	0	**185**
6:00 AM	3	161	55	1	18	1	0	0	0	0	0	0	0	**239**
7:00 AM	3	263	89	0	40	2	0	0	1	1	0	0	0	**399**
8:00 AM	0	337	95	0	32	2	0	0	1	1	0	0	1	**469**
9:00 AM	1	248	67	1	37	1	0	1	0	1	0	0	0	**357**
10:00 AM	0	214	60	0	28	1	0	1	2	1	0	0	0	**307**
11:00 AM	0	250	77	2	43	2	0	1	0	1	0	0	0	**376**
12:00 PM	0	312	92	0	38	1	0	2	0	1	0	0	0	**446**
1:00 PM	1	350	123	0	50	2	0	1	0	1	0	0	0	**528**
2:00 PM	3	470	175	0	62	1	0	2	0	3	1	0	1	**718**
3:00 PM	2	602	226	0	73	3	0	2	0	3	0	0	0	**911**
4:00 PM	4	636	209	0	69	2	0	1	1	2	0	0	1	**925**
5:00 PM	2	594	162	0	53	2	0	2	0	1	0	0	1	**817**
6:00 PM	2	418	124	0	32	2	0	1	0	1	0	0	0	**580**
7:00 PM	2	383	90	0	26	0	0	1	0	0	0	0	0	**502**
8:00 PM	2	304	65	0	18	0	0	1	0	0	0	0	0	**390**
9:00 PM	1	236	48	0	18	0	0	0	0	0	0	0	0	**303**
10:00 PM	1	175	31	0	6	0	0	0	1	0	0	0	0	**214**
11:00 PM	1	109	14	1	2	0	0	0	1	0	0	0	0	**128**
Total	**29**	**6,413**	**1,885**	**6**	**678**	**23**	**0**	**16**	**7**	**17**	**1**	**0**	**4**	**9,079**
Percent	**0.3%**	**70.6%**	**20.8%**	**0.1%**	**7.5%**	**0.3%**	**0.0%**	**0.2%**	**0.1%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	42	8	0	1	0	0	0	1	0	0	0	0	**52**
1:00 AM	0	36	6	0	1	0	0	0	0	0	0	0	0	**43**
2:00 AM	0	16	6	0	3	0	0	0	1	0	0	0	0	**26**
3:00 AM	0	22	4	0	3	0	0	0	0	0	0	0	0	**29**
4:00 AM	0	68	39	0	5	1	0	1	0	0	0	0	0	**114**
5:00 AM	1	189	82	0	21	3	0	1	0	0	0	0	0	**297**
6:00 AM	3	368	137	0	38	5	0	1	0	1	0	0	1	**554**
7:00 AM	2	479	172	0	50	5	0	2	1	1	0	0	0	**712**
8:00 AM	1	396	119	0	50	2	0	2	1	0	0	0	0	**571**
9:00 AM	1	281	88	1	40	2	0	1	0	1	0	0	0	**415**
10:00 AM	1	253	69	0	30	1	0	1	0	1	0	0	0	**356**
11:00 AM	0	266	73	0	27	0	0	0	0	0	0	0	0	**366**
12:00 PM	0	272	66	1	18	0	0	1	0	0	0	0	0	**358**
1:00 PM	2	279	68	0	17	1	0	0	0	0	0	0	0	**367**
2:00 PM	2	288	80	0	19	1	0	1	1	0	0	0	0	**392**
3:00 PM	1	289	78	0	15	2	0	0	1	0	0	0	0	**386**
4:00 PM	3	309	77	0	13	1	0	0	0	0	0	0	0	**403**
5:00 PM	2	325	74	0	15	0	0	1	1	0	0	0	0	**418**
6:00 PM	1	293	61	0	11	0	0	0	0	0	0	0	0	**366**
7:00 PM	0	218	50	0	8	1	0	0	0	0	0	0	0	**277**
8:00 PM	1	175	36	0	8	1	0	0	1	0	0	0	0	**222**
9:00 PM	0	150	29	0	8	1	0	0	0	0	0	0	0	**188**
10:00 PM	1	146	26	0	5	1	0	0	0	0	0	0	0	**179**
11:00 PM	1	85	10	0	3	0	0	0	0	0	0	0	0	**99**
Total	**23**	**5,245**	**1,458**	**2**	**409**	**28**	**0**	**12**	**8**	**4**	**0**	**0**	**1**	**7,190**
Percent	**0.3%**	**72.9%**	**20.3%**	**0.0%**	**5.7%**	**0.4%**	**0.0%**	**0.2%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

idax DATA SOLUTIONS

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	42	6	0	2	0	0	0	0	0	0	0	0	**50**
1:00 AM	0	37	4	0	3	0	0	0	0	0	0	0	0	**44**
2:00 AM	0	28	10	0	2	0	0	0	0	0	0	0	0	**40**
3:00 AM	0	45	8	0	5	0	0	0	0	0	0	0	0	**58**
4:00 AM	0	66	21	0	6	0	0	0	0	0	0	0	0	**93**
5:00 AM	1	133	34	1	15	1	0	0	0	0	0	0	0	**185**
6:00 AM	3	161	55	1	18	1	0	0	0	0	0	0	0	**239**
7:00 AM	3	263	89	0	40	2	0	0	1	1	0	0	0	**399**
8:00 AM	0	337	95	0	32	2	0	0	1	1	0	0	1	**469**
9:00 AM	1	248	67	1	37	1	0	1	0	1	0	0	0	**357**
10:00 AM	0	214	60	0	28	1	0	1	2	1	0	0	0	**307**
11:00 AM	0	250	77	2	43	2	0	1	0	1	0	0	0	**376**
12:00 PM	0	312	92	0	38	1	0	2	0	1	0	0	0	**446**
1:00 PM	1	350	123	0	50	2	0	1	0	1	0	0	0	**528**
2:00 PM	3	470	175	0	62	1	0	2	0	3	1	0	1	**718**
3:00 PM	2	602	226	0	73	3	0	2	0	3	0	0	0	**911**
4:00 PM	4	636	209	0	69	2	0	1	1	2	0	0	1	**925**
5:00 PM	2	594	162	0	53	2	0	2	0	1	0	0	1	**817**
6:00 PM	2	418	124	0	32	2	0	1	0	1	0	0	0	**580**
7:00 PM	2	383	90	0	26	0	0	1	0	0	0	0	0	**502**
8:00 PM	2	304	65	0	18	0	0	1	0	0	0	0	0	**390**
9:00 PM	1	236	48	0	18	0	0	0	0	0	0	0	0	**303**
10:00 PM	1	175	31	0	6	0	0	0	1	0	0	0	0	**214**
11:00 PM	1	109	14	1	2	0	0	0	1	0	0	0	0	**128**
Total	**29**	**6,413**	**1,885**	**6**	**678**	**23**	**0**	**16**	**7**	**17**	**1**	**0**	**4**	**9,079**
Percent	**0.3%**	**70.6%**	**20.8%**	**0.1%**	**7.5%**	**0.3%**	**0.0%**	**0.2%**	**0.1%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

DATA SOLUTIONS

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	42	8	0	1	0	0	0	1	0	0	0	0	**52**
1:00 AM	0	36	6	0	1	0	0	0	0	0	0	0	0	**43**
2:00 AM	0	16	6	0	3	0	0	0	1	0	0	0	0	**26**
3:00 AM	0	22	4	0	3	0	0	0	0	0	0	0	0	**29**
4:00 AM	0	68	39	0	5	1	0	1	0	0	0	0	0	**114**
5:00 AM	1	189	82	0	21	3	0	1	0	0	0	0	0	**297**
6:00 AM	3	368	137	0	38	5	0	1	0	1	0	0	1	**554**
7:00 AM	2	479	172	0	50	5	0	2	1	1	0	0	0	**712**
8:00 AM	1	396	119	0	50	2	0	2	1	0	0	0	0	**571**
9:00 AM	1	281	88	1	40	2	0	1	0	1	0	0	0	**415**
10:00 AM	1	253	69	0	30	1	0	1	0	1	0	0	0	**356**
11:00 AM	0	266	73	0	27	0	0	0	0	0	0	0	0	**366**
12:00 PM	0	272	66	1	18	0	0	1	0	0	0	0	0	**358**
1:00 PM	2	279	68	0	17	1	0	0	0	0	0	0	0	**367**
2:00 PM	2	288	80	0	19	1	0	1	1	0	0	0	0	**392**
3:00 PM	1	289	78	0	15	2	0	0	1	0	0	0	0	**386**
4:00 PM	3	309	77	0	13	1	0	0	0	0	0	0	0	**403**
5:00 PM	2	325	74	0	15	0	0	1	1	0	0	0	0	**418**
6:00 PM	1	293	61	0	11	0	0	0	0	0	0	0	0	**366**
7:00 PM	0	218	50	0	8	1	0	0	0	0	0	0	0	**277**
8:00 PM	1	175	36	0	8	1	0	0	1	0	0	0	0	**222**
9:00 PM	0	150	29	0	8	1	0	0	0	0	0	0	0	**188**
10:00 PM	1	146	26	0	5	1	0	0	0	0	0	0	0	**179**
11:00 PM	1	85	10	0	3	0	0	0	0	0	0	0	0	**99**
Total	**23**	**5,245**	**1,458**	**2**	**409**	**28**	**0**	**12**	**8**	**4**	**0**	**0**	**1**	**7,190**
Percent	**0.3%**	**72.9%**	**20.3%**	**0.0%**	**5.7%**	**0.4%**	**0.0%**	**0.2%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: University Ave BTWN Bay Rd & Notre Dame Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 01

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	52	138	258	552	1,834	5,835	9,560	6,325	2,070	480	111	32	8	6	3	1	1	27,266
Percent	0.2%	0.5%	0.9%	2.0%	6.7%	21.4%	35.1%	23.2%	7.6%	1.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	34	19	46	309	1,821	6,048	7,918	3,872	1,158	270	56	26	3	1	0	0	0	21,581
Percent	0.2%	0.1%	0.2%	1.4%	8.4%	28.0%	36.7%	17.9%	5.4%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	86	157	304	861	3,655	11,883	17,478	10,197	3,228	750	167	58	11	7	3	1	1	48,847
Percent	0.2%	0.3%	0.6%	1.8%	7.5%	24.3%	35.8%	20.9%	6.6%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	37.6	mph	Mean (Average) Speed	37.4	mph
85th Percentile	43.5	mph	10 mph Pace	32.7 - 42.7	mph
95th Percentile	47.4	mph	Percent in Pace	61.7	%
Southbound			**Southbound**		
50th Percentile (Median)	36.5	mph	Mean (Average) Speed	36.6	mph
85th Percentile	42.2	mph	10 mph Pace	31.3 - 41.3	mph
95th Percentile	46.4	mph	Percent in Pace	66.0	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Tuesday, May 11, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	10	21	16	2	1	0	0	0	0	0	0	0	**51**
1:00 AM	0	0	0	2	3	9	21	6	3	4	0	0	0	0	0	0	0	**48**
2:00 AM	0	0	0	0	0	9	12	8	6	2	1	0	0	0	0	0	0	**38**
3:00 AM	0	0	0	1	2	12	20	12	4	3	0	0	0	0	0	0	0	**54**
4:00 AM	0	0	0	1	6	14	20	24	18	6	2	0	0	0	0	0	0	**91**
5:00 AM	0	0	0	2	5	21	56	71	33	6	3	0	0	0	0	0	0	**197**
6:00 AM	1	0	1	2	10	31	80	72	42	7	1	1	0	0	0	0	0	**248**
7:00 AM	1	0	0	5	24	67	125	110	34	13	3	1	1	1	0	0	0	**385**
8:00 AM	0	0	1	8	31	117	168	131	24	4	2	1	0	0	0	0	0	**487**
9:00 AM	1	0	0	2	16	81	141	80	21	2	2	0	0	0	0	0	0	**346**
10:00 AM	0	1	0	6	21	59	117	103	23	2	2	0	0	0	0	0	0	**334**
11:00 AM	3	0	0	1	12	79	128	96	37	7	2	0	0	0	0	0	0	**365**
12:00 PM	0	0	1	3	20	69	174	146	33	9	3	0	0	0	0	0	0	**458**
1:00 PM	0	2	2	7	27	82	160	163	68	20	3	0	0	0	0	0	0	**534**
2:00 PM	0	8	14	17	27	113	240	212	62	20	4	1	0	0	0	0	0	**718**
3:00 PM	2	20	22	28	68	199	325	162	54	16	1	1	1	1	1	0	0	**901**
4:00 PM	7	11	39	36	89	207	279	195	49	13	3	0	0	0	0	0	0	**928**
5:00 PM	3	7	16	28	75	205	245	132	61	13	4	3	0	0	0	1	0	**793**
6:00 PM	0	0	0	11	32	154	212	119	34	8	0	0	0	0	0	0	0	**570**
7:00 PM	0	1	5	11	40	150	201	93	25	8	1	0	0	0	0	0	0	**535**
8:00 PM	0	0	0	5	30	101	129	75	30	4	0	1	1	0	0	0	0	**376**
9:00 PM	0	0	0	2	19	92	120	53	22	5	0	2	0	0	0	0	0	**315**
10:00 PM	0	0	1	1	11	29	85	49	23	1	1	1	0	0	0	0	0	**202**
11:00 PM	0	0	0	0	7	18	30	21	10	3	0	0	0	0	0	0	0	**89**
Total	**18**	**50**	**102**	**179**	**576**	**1,928**	**3,109**	**2,149**	**718**	**177**	**38**	**12**	**3**	**2**	**1**	**1**	**0**	**9,063**
Percent	**0.2%**	**0.6%**	**1.1%**	**2.0%**	**6.4%**	**21.3%**	**34.3%**	**23.7%**	**7.9%**	**2.0%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.8	mph	Mean (Average) Speed	37.5	mph
85th Percentile	43.7	mph	10 mph Pace	33.1 - 43.1	mph
95th Percentile	47.7	mph	Percent in Pace	61.0	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Tuesday, May 11, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	4	10	16	12	2	1	0	0	0	0	0	0	0	**45**
1:00 AM	0	0	0	0	4	5	18	15	3	1	0	0	0	0	0	0	0	**46**
2:00 AM	0	0	0	1	3	4	1	4	0	1	0	0	0	0	0	0	0	**14**
3:00 AM	0	1	0	0	0	10	5	9	3	1	0	0	0	0	0	0	0	**29**
4:00 AM	0	0	0	0	3	18	50	23	17	4	0	1	0	0	0	0	0	**116**
5:00 AM	0	0	0	0	9	71	121	46	18	6	1	1	0	0	0	0	0	**273**
6:00 AM	0	0	3	20	109	155	167	93	27	4	0	1	0	0	0	0	0	**579**
7:00 AM	0	1	7	17	69	239	249	140	31	11	0	2	0	0	0	0	0	**766**
8:00 AM	0	1	0	7	36	167	201	101	24	9	0	1	0	0	0	0	0	**547**
9:00 AM	0	1	0	6	41	151	146	51	10	2	0	0	0	0	0	0	0	**408**
10:00 AM	0	0	0	5	30	126	115	46	16	3	1	0	0	0	0	0	0	**342**
11:00 AM	0	0	0	2	23	86	156	74	15	5	0	0	0	0	0	0	0	**361**
12:00 PM	0	0	0	2	20	72	142	88	24	3	2	0	0	0	0	0	0	**353**
1:00 PM	0	0	0	2	29	99	145	68	29	5	2	0	0	0	0	0	0	**379**
2:00 PM	1	0	0	5	31	113	163	78	18	7	1	0	0	0	0	0	0	**417**
3:00 PM	4	1	2	1	22	122	139	60	23	8	2	0	1	0	0	0	0	**385**
4:00 PM	1	0	0	6	28	107	144	75	24	4	0	1	0	0	0	0	0	**390**
5:00 PM	5	1	0	5	33	136	158	76	22	5	0	0	0	0	0	0	0	**441**
6:00 PM	0	0	0	2	28	104	161	64	18	3	0	1	0	0	0	0	0	**381**
7:00 PM	0	2	4	4	26	81	102	56	22	0	0	0	0	0	0	0	0	**297**
8:00 PM	0	0	0	5	24	63	70	38	19	6	1	0	0	0	0	0	0	**226**
9:00 PM	0	0	0	4	7	47	72	33	13	5	0	0	0	0	0	0	0	**181**
10:00 PM	1	0	0	1	16	38	62	35	12	3	0	0	0	0	0	0	0	**168**
11:00 PM	0	0	0	1	6	25	32	21	4	1	0	0	0	0	0	0	0	**90**
Total	**12**	**8**	**16**	**96**	**601**	**2,049**	**2,635**	**1,306**	**394**	**98**	**10**	**8**	**1**	**0**	**0**	**0**	**0**	**7,234**
Percent	**0.2%**	**0.1%**	**0.2%**	**1.3%**	**8.3%**	**28.3%**	**36.4%**	**18.1%**	**5.4%**	**1.4%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.4	mph	Mean (Average) Speed	36.6	mph
85th Percentile	42.2	mph	10 mph Pace	31.2 - 41.2	mph
95th Percentile	46.4	mph	Percent in Pace	66.41	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Wednesday, May 12, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	11	15	6	4	0	0	0	0	0	0	0	0	**40**
1:00 AM	0	0	0	0	3	10	17	10	5	1	0	0	0	0	0	0	0	**46**
2:00 AM	0	0	0	0	2	10	17	6	3	2	0	0	0	1	0	0	0	**41**
3:00 AM	0	0	0	1	6	14	19	14	9	1	0	0	0	0	0	0	0	**64**
4:00 AM	0	0	1	0	4	11	32	32	13	1	2	0	0	0	0	0	0	**96**
5:00 AM	2	0	0	0	11	32	51	50	20	11	1	0	0	0	0	0	0	**178**
6:00 AM	3	0	0	2	10	37	71	66	35	16	3	0	0	0	0	0	0	**243**
7:00 AM	0	0	5	2	25	78	128	108	43	14	1	0	0	0	0	0	0	**404**
8:00 AM	0	1	0	2	26	88	158	137	37	7	6	0	1	0	0	0	0	**463**
9:00 AM	0	0	0	4	30	81	113	93	24	7	1	0	0	0	0	0	0	**353**
10:00 AM	0	1	0	4	16	81	118	61	13	11	0	0	0	0	0	0	0	**305**
11:00 AM	0	0	0	2	18	59	161	94	27	9	0	0	0	0	0	0	0	**370**
12:00 PM	0	0	0	8	15	71	155	144	39	5	1	0	0	0	0	0	0	**438**
1:00 PM	0	0	1	1	13	109	213	129	56	7	5	0	0	0	0	0	0	**534**
2:00 PM	0	5	9	18	43	142	263	168	70	10	2	0	0	0	0	0	0	**730**
3:00 PM	2	17	22	30	65	189	357	194	52	11	3	0	0	0	1	0	0	**943**
4:00 PM	8	16	38	61	94	175	274	181	47	9	4	1	0	0	0	0	0	**908**
5:00 PM	0	1	12	21	89	218	275	148	44	9	2	0	0	0	0	0	0	**819**
6:00 PM	0	0	4	19	61	148	194	122	43	9	5	0	0	0	0	0	0	**605**
7:00 PM	0	0	0	5	30	116	204	112	26	6	0	1	0	0	0	0	0	**500**
8:00 PM	1	1	1	5	38	104	141	68	20	7	0	2	0	1	0	0	0	**389**
9:00 PM	0	1	0	1	24	93	96	62	15	3	1	0	0	0	0	0	0	**296**
10:00 PM	1	0	0	1	11	47	96	42	15	3	0	0	1	0	0	0	0	**217**
11:00 PM	0	0	0	0	4	28	57	41	12	3	0	0	0	0	0	0	0	**145**
Total	**17**	**43**	**93**	**188**	**641**	**1,952**	**3,225**	**2,088**	**672**	**162**	**37**	**4**	**2**	**2**	**1**	**0**	**0**	**9,127**
Percent	**0.2%**	**0.5%**	**1.0%**	**2.1%**	**7.0%**	**21.4%**	**35.3%**	**22.9%**	**7.4%**	**1.8%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.6	mph	Mean (Average) Speed	37.3	mph
85th Percentile	43.4	mph	10 mph Pace	32.7 - 42.7	mph
95th Percentile	47.4	mph	Percent in Pace	62.2	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Wednesday, May 12, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	18	18	10	3	0	0	0	0	0	0	0	0	**53**
1:00 AM	0	0	0	0	4	10	10	3	4	1	0	1	0	0	0	0	0	**33**
2:00 AM	0	0	0	1	4	8	11	3	1	2	0	0	0	0	0	0	0	**30**
3:00 AM	0	0	0	0	2	6	4	7	6	3	0	0	0	0	0	0	0	**28**
4:00 AM	0	0	0	1	6	19	38	35	12	4	1	0	0	0	0	0	0	**116**
5:00 AM	0	0	0	3	11	60	118	74	32	2	2	1	0	0	0	0	0	**303**
6:00 AM	1	0	0	9	56	187	199	94	31	1	0	0	0	0	0	0	0	**578**
7:00 AM	4	0	1	12	60	209	275	94	42	4	3	0	0	0	0	0	0	**704**
8:00 AM	0	0	0	2	74	170	255	82	19	3	3	0	0	0	0	0	0	**608**
9:00 AM	2	0	0	8	41	166	149	44	13	0	1	4	0	0	0	0	0	**428**
10:00 AM	0	0	0	1	50	118	141	52	11	3	1	0	0	0	0	0	0	**377**
11:00 AM	0	0	0	8	26	114	110	56	30	7	1	0	0	0	0	0	0	**352**
12:00 PM	2	0	0	4	28	78	141	92	24	7	0	0	0	0	0	0	0	**376**
1:00 PM	0	0	0	2	25	85	135	82	31	9	0	0	0	0	0	0	0	**369**
2:00 PM	0	0	1	8	36	93	144	57	12	5	0	0	0	0	0	0	0	**356**
3:00 PM	2	0	0	2	17	109	131	80	18	5	1	0	0	0	0	0	0	**365**
4:00 PM	5	1	1	6	13	133	174	69	15	2	0	0	0	0	0	0	0	**419**
5:00 PM	2	0	4	3	45	133	133	79	20	8	2	1	0	0	0	0	0	**430**
6:00 PM	0	1	1	3	34	98	142	69	17	3	2	1	0	0	0	0	0	**371**
7:00 PM	0	0	0	1	17	75	97	57	7	2	0	1	0	0	0	0	0	**257**
8:00 PM	0	1	0	6	25	68	73	23	2	4	0	0	0	0	0	0	0	**202**
9:00 PM	0	0	0	4	21	52	69	33	11	3	0	1	0	0	0	0	0	**194**
10:00 PM	0	0	0	5	10	43	55	42	14	3	1	0	1	0	0	0	0	**174**
11:00 PM	0	0	0	2	7	24	38	22	10	2	0	0	0	0	0	0	0	**105**
Total	**18**	**3**	**8**	**92**	**615**	**2,076**	**2,660**	**1,259**	**385**	**83**	**18**	**10**	**1**	**0**	**0**	**0**	**0**	**7,228**
Percent	**0.2%**	**0.0%**	**0.1%**	**1.3%**	**8.5%**	**28.7%**	**36.8%**	**17.4%**	**5.3%**	**1.1%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.4	mph	Mean (Average) Speed	36.6	mph
85th Percentile	41.9	mph	10 mph Pace	30.8 - 40.8	mph
95th Percentile	46.3	mph	Percent in Pace	66.55	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Thursday, May 13, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	10	23	19	5	0	0	0	0	0	0	0	1	**60**
1:00 AM	0	0	0	0	0	6	14	13	3	1	2	0	0	0	0	0	0	**39**
2:00 AM	0	0	0	0	0	9	12	13	3	2	0	0	0	0	0	0	0	**39**
3:00 AM	0	0	0	2	2	9	17	20	5	0	0	0	0	0	0	0	0	**55**
4:00 AM	0	0	0	1	6	11	31	29	9	4	1	0	0	0	0	0	0	**92**
5:00 AM	3	0	0	0	5	37	45	46	29	8	2	2	0	0	0	0	0	**177**
6:00 AM	1	0	0	1	10	39	72	77	23	7	3	0	1	0	0	0	0	**234**
7:00 AM	0	8	1	2	21	66	142	114	38	11	5	1	0	0	0	0	0	**409**
8:00 AM	0	2	0	9	36	83	179	109	31	3	3	0	0	0	0	0	0	**455**
9:00 AM	0	2	1	5	20	100	128	82	26	8	1	0	0	0	0	0	0	**373**
10:00 AM	0	0	0	2	17	57	118	67	21	2	0	0	0	0	0	0	0	**284**
11:00 AM	0	0	0	1	19	75	163	102	33	4	2	0	0	0	0	0	0	**399**
12:00 PM	0	0	0	7	21	106	148	114	40	9	0	1	0	0	0	0	0	**446**
1:00 PM	0	0	0	4	30	80	210	142	42	7	3	1	0	0	0	0	0	**519**
2:00 PM	1	7	4	14	57	141	245	158	66	10	0	0	0	0	0	0	0	**703**
3:00 PM	2	8	19	42	68	204	299	179	53	14	2	0	0	0	0	0	0	**890**
4:00 PM	9	8	29	53	67	186	326	202	51	9	1	2	0	0	0	0	0	**943**
5:00 PM	1	8	7	20	82	189	271	192	54	10	1	2	0	1	1	0	0	**839**
6:00 PM	0	2	2	9	56	127	203	119	40	8	2	0	0	0	0	0	0	**568**
7:00 PM	0	0	0	4	37	156	162	79	25	5	0	2	1	1	0	0	0	**472**
8:00 PM	0	0	0	3	27	110	162	68	26	7	2	1	0	0	0	0	0	**406**
9:00 PM	0	0	0	1	18	87	120	50	18	3	4	1	0	0	0	0	0	**302**
10:00 PM	0	0	0	2	5	43	72	65	26	4	2	3	1	0	0	0	0	**223**
11:00 PM	0	0	0	3	11	24	64	29	13	5	0	0	0	0	0	0	0	**149**
Total	**17**	**45**	**63**	**185**	**617**	**1,955**	**3,226**	**2,088**	**680**	**141**	**36**	**16**	**3**	**2**	**1**	**0**	**1**	**9,076**
Percent	**0.2%**	**0.5%**	**0.7%**	**2.0%**	**6.8%**	**21.5%**	**35.5%**	**23.0%**	**7.5%**	**1.6%**	**0.4%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.6	mph	Mean (Average) Speed	37.4	mph
85th Percentile	43.5	mph	10 mph Pace	32.7 - 42.7	mph
95th Percentile	47.2	mph	Percent in Pace	61.8	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Thursday, May 13, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	14	22	14	4	2	0	0	0	0	0	0	0	**57**
1:00 AM	0	0	0	1	4	13	14	14	2	0	0	0	0	0	0	0	0	**48**
2:00 AM	0	0	0	1	0	8	10	7	3	1	1	0	0	0	0	0	0	**31**
3:00 AM	0	0	0	0	2	4	8	7	5	2	2	1	0	0	0	0	0	**31**
4:00 AM	0	0	0	0	5	15	46	27	12	2	0	2	0	0	0	0	0	**109**
5:00 AM	0	0	1	7	38	93	94	54	22	3	1	0	0	0	0	0	0	**313**
6:00 AM	0	1	1	22	61	131	197	82	12	1	0	0	0	0	0	0	0	**508**
7:00 AM	0	1	8	27	62	176	204	119	49	18	2	1	0	0	0	0	0	**667**
8:00 AM	0	0	0	12	39	161	214	80	38	12	3	0	0	0	0	0	0	**559**
9:00 AM	0	0	2	11	63	109	142	60	17	3	2	0	0	0	0	0	0	**409**
10:00 AM	0	0	1	3	29	91	138	63	18	4	0	0	0	0	0	0	0	**347**
11:00 AM	0	0	0	2	32	119	134	74	21	6	0	0	0	0	0	0	0	**388**
12:00 PM	0	0	1	1	18	94	139	70	19	2	2	0	0	0	0	0	0	**346**
1:00 PM	0	1	0	2	16	68	147	96	20	3	2	0	0	0	0	0	0	**355**
2:00 PM	0	0	0	1	32	117	159	64	19	7	2	1	0	0	0	0	0	**402**
3:00 PM	3	1	0	11	38	103	148	74	26	4	1	0	0	0	0	0	0	**409**
4:00 PM	1	0	5	3	19	97	152	93	23	3	4	0	0	0	0	0	0	**400**
5:00 PM	0	2	1	0	20	106	148	87	15	3	0	2	0	0	0	0	0	**384**
6:00 PM	0	2	0	1	25	80	141	81	14	5	0	0	0	0	0	0	0	**349**
7:00 PM	0	0	0	6	25	99	110	31	7	1	1	0	1	0	0	0	0	**281**
8:00 PM	0	0	0	3	30	76	83	29	10	3	2	0	0	0	0	0	0	**236**
9:00 PM	0	0	1	1	24	54	64	32	12	2	1	0	0	1	0	0	0	**192**
10:00 PM	0	0	1	3	19	63	70	32	5	1	1	0	0	0	0	0	0	**195**
11:00 PM	0	0	0	3	3	32	39	17	6	1	1	1	0	0	0	0	0	**103**
Total	**4**	**8**	**22**	**121**	**605**	**1,923**	**2,623**	**1,307**	**379**	**89**	**28**	**8**	**1**	**1**	**0**	**0**	**0**	**7,119**
Percent	**0.1%**	**0.1%**	**0.3%**	**1.7%**	**8.5%**	**27.0%**	**36.8%**	**18.4%**	**5.3%**	**1.3%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.6	mph	Mean (Average) Speed	36.7	mph
85th Percentile	42.3	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	46.4	mph	Percent in Pace	65.64	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	10	20	14	4	0	0	0	0	0	0	0	0	**50**
1:00 AM	0	0	0	1	2	8	17	10	4	2	1	0	0	0	0	0	0	**45**
2:00 AM	0	0	0	0	1	9	14	9	4	2	0	0	0	0	0	0	0	**39**
3:00 AM	0	0	0	1	3	12	19	15	6	1	0	0	0	0	0	0	0	**57**
4:00 AM	0	0	0	1	5	12	28	28	13	4	2	0	0	0	0	0	0	**93**
5:00 AM	2	0	0	1	7	30	51	56	27	8	2	1	0	0	0	0	0	**185**
6:00 AM	2	0	0	2	10	36	74	72	33	10	2	0	0	0	0	0	0	**241**
7:00 AM	0	3	2	3	23	70	132	111	38	13	3	1	0	0	0	0	0	**399**
8:00 AM	0	1	0	6	31	96	168	126	31	5	4	0	0	0	0	0	0	**468**
9:00 AM	0	1	0	4	22	87	127	85	24	6	1	0	0	0	0	0	0	**357**
10:00 AM	0	1	0	4	18	66	118	77	19	5	1	0	0	0	0	0	0	**309**
11:00 AM	1	0	0	1	16	71	151	97	32	7	1	0	0	0	0	0	0	**377**
12:00 PM	0	0	0	6	19	82	159	135	37	8	1	0	0	0	0	0	0	**447**
1:00 PM	0	1	1	4	23	90	194	145	55	11	4	0	0	0	0	0	0	**528**
2:00 PM	0	7	9	16	42	132	249	179	66	13	2	0	0	0	0	0	0	**715**
3:00 PM	2	15	21	33	67	197	327	178	53	14	2	0	0	0	1	0	0	**910**
4:00 PM	8	12	35	50	83	189	293	193	49	10	3	1	0	0	0	0	0	**926**
5:00 PM	1	5	12	23	82	204	264	157	53	11	2	2	0	0	0	0	0	**816**
6:00 PM	0	1	2	13	50	143	203	120	39	8	2	0	0	0	0	0	0	**581**
7:00 PM	0	0	2	7	36	141	189	95	25	6	0	1	0	0	0	0	0	**502**
8:00 PM	0	0	0	4	32	105	144	70	25	6	1	1	0	0	0	0	0	**388**
9:00 PM	0	0	0	1	20	91	112	55	18	4	2	1	0	0	0	0	0	**304**
10:00 PM	0	0	0	1	9	40	84	52	21	3	1	1	1	0	0	0	0	**213**
11:00 PM	0	0	0	1	7	23	50	30	12	4	0	0	0	0	0	0	0	**127**
Total	**16**	**47**	**84**	**183**	**610**	**1,944**	**3,187**	**2,109**	**688**	**161**	**37**	**9**	**1**	**0**	**1**	**0**	**0**	**9,077**
Percent	**0.2%**	**0.5%**	**0.9%**	**2.0%**	**6.7%**	**21.4%**	**35.1%**	**23.2%**	**7.6%**	**1.8%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	37.6	mph	Mean (Average) Speed	37.4	mph
85th Percentile	43.5	mph	10 mph Pace	32.7 - 42.7	mph
95th Percentile	47.4	mph	Percent in Pace	61.7	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 01

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	3	14	19	12	3	1	0	0	0	0	0	0	0	**52**
1:00 AM	0	0	0	0	4	9	14	11	3	1	0	0	0	0	0	0	0	**42**
2:00 AM	0	0	0	1	2	7	7	5	1	1	0	0	0	0	0	0	0	**24**
3:00 AM	0	0	0	0	1	7	6	8	5	2	1	0	0	0	0	0	0	**30**
4:00 AM	0	0	0	0	5	17	45	28	14	3	0	1	0	0	0	0	0	**113**
5:00 AM	0	0	0	3	19	75	111	58	24	4	1	1	0	0	0	0	0	**296**
6:00 AM	0	0	1	17	75	158	188	90	23	2	0	0	0	0	0	0	0	**554**
7:00 AM	1	1	5	19	64	208	243	118	41	11	2	1	0	0	0	0	0	**714**
8:00 AM	0	0	0	7	50	166	223	88	27	8	2	0	0	0	0	0	0	**571**
9:00 AM	1	0	1	8	48	142	146	52	13	2	1	1	0	0	0	0	0	**415**
10:00 AM	0	0	0	3	36	112	131	54	15	3	1	0	0	0	0	0	0	**355**
11:00 AM	0	0	0	4	27	106	133	68	22	6	0	0	0	0	0	0	0	**366**
12:00 PM	1	0	0	2	22	81	141	83	22	4	1	0	0	0	0	0	0	**357**
1:00 PM	0	0	0	2	23	84	142	82	27	6	1	0	0	0	0	0	0	**367**
2:00 PM	0	0	0	5	33	108	155	66	16	6	1	0	0	0	0	0	0	**390**
3:00 PM	3	1	1	5	26	111	139	71	22	6	1	0	0	0	0	0	0	**386**
4:00 PM	2	0	2	5	20	112	157	79	21	3	1	0	0	0	0	0	0	**402**
5:00 PM	2	1	2	3	33	125	146	81	19	5	1	1	0	0	0	0	0	**419**
6:00 PM	0	1	0	2	29	94	148	71	16	4	1	1	0	0	0	0	0	**367**
7:00 PM	0	1	1	4	23	85	103	48	12	1	0	0	0	0	0	0	0	**278**
8:00 PM	0	0	0	5	26	69	75	30	10	4	1	0	0	0	0	0	0	**220**
9:00 PM	0	0	0	3	17	51	68	33	12	3	0	0	0	0	0	0	0	**187**
10:00 PM	0	0	0	3	15	48	62	36	10	2	1	0	0	0	0	0	0	**177**
11:00 PM	0	0	0	2	5	27	36	20	7	1	0	0	0	0	0	0	0	**98**
Total	**10**	**5**	**13**	**103**	**606**	**2,016**	**2,638**	**1,292**	**385**	**89**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**7,180**
Percent	**0.1%**	**0.1%**	**0.2%**	**1.4%**	**8.4%**	**28.1%**	**36.7%**	**18.0%**	**5.4%**	**1.2%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	36.5	mph	Mean (Average) Speed	36.6	mph
85th Percentile	42.2	mph	10 mph Pace	31.3 - 41.3	mph
95th Percentile	46.4	mph	Percent in Pace	66.0	%

Location: University Ave BTWN Bay Rd & Notre Dame Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 01

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	51	45	96	40	53	93	60	57	117	-	-	-	-	-	-	-	-	-	-	-	-	50	52	102
1:00 AM	48	46	94	46	33	79	39	48	87	-	-	-	-	-	-	-	-	-	-	-	-	44	42	87
2:00 AM	38	14	52	41	30	71	39	31	70	-	-	-	-	-	-	-	-	-	-	-	-	39	25	64
3:00 AM	54	29	83	64	28	92	55	31	86	-	-	-	-	-	-	-	-	-	-	-	-	58	29	87
4:00 AM	91	116	207	96	116	212	92	109	201	-	-	-	-	-	-	-	-	-	-	-	-	93	114	207
5:00 AM	197	273	470	178	303	481	177	313	490	-	-	-	-	-	-	-	-	-	-	-	-	184	296	480
6:00 AM	248	579	827	243	578	821	234	508	742	-	-	-	-	-	-	-	-	-	-	-	-	242	555	797
7:00 AM	385	**766**	**1,151**	404	**704**	**1,108**	409	**667**	**1,076**	-	-	-	-	-	-	-	-	-	-	-	-	399	**712**	**1,112**
8:00 AM	**487**	547	1,034	**463**	608	1,071	**455**	559	1,014	-	-	-	-	-	-	-	-	-	-	-	-	**468**	571	1,040
9:00 AM	346	408	754	353	428	781	373	409	782	-	-	-	-	-	-	-	-	-	-	-	-	357	415	772
10:00 AM	334	342	676	305	377	682	284	347	631	-	-	-	-	-	-	-	-	-	-	-	-	308	355	663
11:00 AM	365	361	726	370	352	722	399	388	787	-	-	-	-	-	-	-	-	-	-	-	-	378	367	745
12:00 PM	458	353	811	438	376	814	446	346	792	-	-	-	-	-	-	-	-	-	-	-	-	447	358	806
1:00 PM	534	379	913	534	369	903	519	355	874	-	-	-	-	-	-	-	-	-	-	-	-	529	368	897
2:00 PM	718	417	1,135	730	356	1,086	703	402	1,105	-	-	-	-	-	-	-	-	-	-	-	-	717	392	1,109
3:00 PM	901	385	1,286	**943**	365	1,308	890	**409**	1,299	-	-	-	-	-	-	-	-	-	-	-	-	911	386	1,298
4:00 PM	**928**	390	**1,318**	908	419	**1,327**	**943**	400	**1,343**	-	-	-	-	-	-	-	-	-	-	-	-	**926**	403	**1,329**
5:00 PM	793	**441**	1,234	819	**430**	1,249	839	384	1,223	-	-	-	-	-	-	-	-	-	-	-	-	817	**418**	1,235
6:00 PM	570	381	951	605	371	976	568	349	917	-	-	-	-	-	-	-	-	-	-	-	-	581	367	948
7:00 PM	535	297	832	500	257	757	472	281	753	-	-	-	-	-	-	-	-	-	-	-	-	502	278	781
8:00 PM	376	226	602	389	202	591	406	236	642	-	-	-	-	-	-	-	-	-	-	-	-	390	221	612
9:00 PM	315	181	496	296	194	490	302	192	494	-	-	-	-	-	-	-	-	-	-	-	-	304	189	493
10:00 PM	202	168	370	217	174	391	223	195	418	-	-	-	-	-	-	-	-	-	-	-	-	214	179	393
11:00 PM	89	90	179	145	105	250	149	103	252	-	-	-	-	-	-	-	-	-	-	-	-	128	99	227
Total	9,063	7,234	16,297	9,127	7,228	16,355	9,076	7,119	16,195	-	-	-	-	-	-	-	-	-	-	-	-	9,089	7,194	16,282
Percent	56%	44%	-	56%	44%	-	56%	44%	-	-	-	-	-	-	-	-	-	-	-	-	-	56%	44%	-
AM Peak	08:00	07:00	07:00	08:00	07:00	07:00	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	487	766	1,151	463	704	1,108	455	667	1,076	-	-	-	-	-	-	-	-	-	-	-	-	468	712	1,112
PM Peak	16:00	17:00	16:00	15:00	17:00	16:00	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	928	441	1,318	943	430	1,327	943	409	1,343	-	-	-	-	-	-	-	-	-	-	-	-	926	418	1,329

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Vehicle Classification Report Summary

Location: Demeter St BTWN Bay Rd & End of Street

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 02

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	4	519	290	3	166	5	0	0	5	0	0	0	0	992
Percent	0.4%	52.3%	29.2%	0.3%	16.7%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	6	522	322	2	147	23	0	1	1	4	0	0	1	1,029
Percent	0.6%	50.7%	31.3%	0.2%	14.3%	2.2%	0.0%	0.1%	0.1%	0.4%	0.0%	0.0%	0.1%	100%
Total	10	1,041	612	5	313	28	0	1	6	4	0	0	1	2,021
Percent	0.5%	51.5%	30.3%	0.2%	15.5%	1.4%	0.0%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Tuesday, May 11, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	19	2	0	3	1	0	0	0	0	0	0	0	**25**
6:00 AM	0	33	9	0	0	1	0	0	0	0	0	0	0	**43**
7:00 AM	0	26	6	0	5	0	0	0	0	0	0	0	0	**37**
8:00 AM	0	11	7	0	4	0	0	0	1	0	0	0	0	**23**
9:00 AM	0	15	7	0	3	0	0	0	0	0	0	0	0	**25**
10:00 AM	0	6	7	0	4	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	**11**
12:00 PM	2	11	8	1	5	0	0	0	0	0	0	0	0	**27**
1:00 PM	0	9	8	0	3	0	0	0	0	0	0	0	0	**20**
2:00 PM	0	2	6	0	4	0	0	0	0	0	0	0	0	**12**
3:00 PM	0	5	9	0	3	0	0	0	0	0	0	0	0	**17**
4:00 PM	0	5	10	0	8	0	0	0	0	0	0	0	0	**23**
5:00 PM	0	5	5	0	1	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	3	6	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
9:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**2**	**172**	**103**	**1**	**47**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**328**
Percent	**0.6%**	**52.4%**	**31.4%**	**0.3%**	**14.3%**	**0.6%**	**0.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Tuesday, May 11, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	5	1	0	1	1	0	0	0	0	0	0	0	**8**
6:00 AM	0	8	4	0	4	0	0	0	0	1	0	0	0	**17**
7:00 AM	0	6	10	0	8	0	0	1	0	0	0	0	0	**25**
8:00 AM	0	7	10	0	3	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	10	11	0	2	0	0	0	0	0	0	0	0	**23**
10:00 AM	0	6	6	0	5	1	0	0	0	0	0	0	0	**18**
11:00 AM	0	7	4	0	2	2	0	0	0	0	0	0	0	**15**
12:00 PM	1	11	7	0	4	0	0	0	0	0	0	0	0	**23**
1:00 PM	0	8	8	0	3	0	0	0	0	0	0	0	0	**19**
2:00 PM	0	10	2	0	5	1	0	0	0	0	0	0	0	**18**
3:00 PM	1	23	7	0	1	0	0	0	0	0	0	0	0	**32**
4:00 PM	0	17	7	0	1	1	0	0	0	0	0	0	0	**26**
5:00 PM	0	22	13	0	3	0	0	0	0	0	0	0	0	**38**
6:00 PM	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
7:00 PM	1	10	3	0	3	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**3**	**169**	**106**	**0**	**47**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**334**
Percent	**0.9%**	**50.6%**	**31.7%**	**0.0%**	**14.1%**	**2.1%**	**0.0%**	**0.3%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Wednesday, May 12, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	**21**
6:00 AM	0	31	6	0	2	0	0	0	0	0	0	0	0	**39**
7:00 AM	0	21	11	0	3	0	0	0	1	0	0	0	0	**36**
8:00 AM	0	18	14	0	6	0	0	0	1	0	0	0	0	**39**
9:00 AM	0	17	5	0	7	0	0	0	0	0	0	0	0	**29**
10:00 AM	0	9	3	0	5	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	10	7	1	1	0	0	0	0	0	0	0	0	**19**
12:00 PM	1	16	5	0	6	1	0	0	0	0	0	0	0	**29**
1:00 PM	0	10	8	0	4	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	5	7	0	6	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	3	5	0	5	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	7	12	0	3	0	0	0	0	0	0	0	0	**22**
5:00 PM	0	4	2	0	3	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	1	3	0	1	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**181**	**94**	**1**	**59**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**339**
Percent	**0.3%**	**53.4%**	**27.7%**	**0.3%**	**17.4%**	**0.3%**	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Wednesday, May 12, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	7	10	0	5	1	0	0	0	0	0	0	0	**23**
8:00 AM	0	12	9	0	4	1	0	0	0	0	0	0	1	**27**
9:00 AM	0	11	19	0	6	2	0	0	0	0	0	0	0	**38**
10:00 AM	0	14	5	0	3	0	0	0	0	0	0	0	0	**22**
11:00 AM	0	7	6	0	7	0	0	0	0	0	0	0	0	**20**
12:00 PM	2	21	7	1	6	1	0	0	0	0	0	0	0	**38**
1:00 PM	0	12	7	0	1	1	0	0	0	0	0	0	0	**21**
2:00 PM	0	14	5	0	3	1	0	0	0	0	0	0	0	**23**
3:00 PM	0	16	9	0	2	0	0	0	0	0	0	0	0	**27**
4:00 PM	0	18	9	0	1	0	0	0	0	0	0	0	0	**28**
5:00 PM	0	25	8	0	4	0	0	0	0	0	0	0	0	**37**
6:00 PM	0	5	1	0	3	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	12	2	0	2	0	0	0	0	0	0	0	0	**16**
8:00 PM	0	3	3	0	3	0	0	0	0	0	0	0	0	**9**
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
Total	**2**	**189**	**107**	**1**	**53**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**361**
Percent	**0.6%**	**52.4%**	**29.6%**	**0.3%**	**14.7%**	**2.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Thursday, May 13, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	16	1	0	3	1	0	0	0	0	0	0	0	**21**
6:00 AM	0	30	9	0	1	0	0	0	0	0	0	0	0	**40**
7:00 AM	1	18	11	0	2	0	0	0	0	0	0	0	0	**32**
8:00 AM	0	8	6	0	5	1	0	0	1	0	0	0	0	**21**
9:00 AM	0	11	3	0	6	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	8	6	0	3	0	0	0	1	0	0	0	0	**18**
11:00 AM	0	11	4	1	7	0	0	0	0	0	0	0	0	**23**
12:00 PM	0	8	5	0	3	0	0	0	0	0	0	0	0	**16**
1:00 PM	0	11	3	0	12	0	0	0	0	0	0	0	0	**26**
2:00 PM	0	7	14	0	1	0	0	0	0	0	0	0	0	**22**
3:00 PM	0	5	9	0	2	0	0	0	0	0	0	0	0	**16**
4:00 PM	0	6	9	0	9	0	0	0	0	0	0	0	0	**24**
5:00 PM	0	6	5	0	2	0	0	0	0	0	0	0	0	**13**
6:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**166**	**93**	**1**	**60**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**325**
Percent	**0.3%**	**51.1%**	**28.6%**	**0.3%**	**18.5%**	**0.6%**	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Thursday, May 13, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	4	2	0	0	1	0	0	0	1	0	0	0	**8**
6:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	9	9	0	2	1	0	0	0	1	0	0	0	**22**
8:00 AM	0	4	7	1	7	0	0	0	1	0	0	0	0	**20**
9:00 AM	0	6	10	0	4	1	0	0	0	0	0	0	0	**21**
10:00 AM	0	7	6	0	4	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	8	7	0	4	2	0	0	0	0	0	0	0	**21**
12:00 PM	0	14	7	0	2	0	0	0	0	0	0	0	0	**23**
1:00 PM	0	17	6	0	5	1	0	0	0	0	0	0	0	**29**
2:00 PM	0	13	7	0	3	0	0	0	0	1	0	0	0	**24**
3:00 PM	1	21	9	0	4	0	0	0	0	0	0	0	0	**35**
4:00 PM	0	25	9	0	5	1	0	0	0	0	0	0	0	**40**
5:00 PM	0	12	6	0	1	0	0	0	0	0	0	0	0	**19**
6:00 PM	0	10	10	0	2	0	0	0	0	0	0	0	0	**22**
7:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
9:00 PM	0	6	3	0	0	1	0	0	0	0	0	0	0	**10**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**164**	**109**	**1**	**47**	**8**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**334**
Percent	**0.3%**	**49.1%**	**32.6%**	**0.3%**	**14.1%**	**2.4%**	**0.0%**	**0.0%**	**0.3%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	17	2	0	2	1	0	0	0	0	0	0	0	**22**
6:00 AM	0	31	8	0	1	0	0	0	0	0	0	0	0	**40**
7:00 AM	0	22	9	0	3	0	0	0	0	0	0	0	0	**34**
8:00 AM	0	12	9	0	5	0	0	0	1	0	0	0	0	**27**
9:00 AM	0	14	5	0	5	0	0	0	0	0	0	0	0	**24**
10:00 AM	0	8	5	0	4	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	9	5	1	3	0	0	0	0	0	0	0	0	**18**
12:00 PM	1	12	6	0	5	0	0	0	0	0	0	0	0	**24**
1:00 PM	0	10	6	0	6	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	5	9	0	4	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	4	8	0	3	0	0	0	0	0	0	0	0	**15**
4:00 PM	0	6	10	0	7	0	0	0	0	0	0	0	0	**23**
5:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
9:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**172**	**95**	**1**	**55**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**326**
Percent	**0.3%**	**52.8%**	**29.1%**	**0.3%**	**16.9%**	**0.3%**	**0.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	4	2	0	1	1	0	0	0	0	0	0	0	**8**
6:00 AM	0	3	3	0	2	0	0	0	0	0	0	0	0	**8**
7:00 AM	0	7	10	0	5	1	0	0	0	0	0	0	0	**23**
8:00 AM	0	8	9	0	5	0	0	0	0	0	0	0	0	**22**
9:00 AM	0	9	13	0	4	1	0	0	0	0	0	0	0	**27**
10:00 AM	0	9	6	0	4	0	0	0	0	0	0	0	0	**19**
11:00 AM	0	7	6	0	4	1	0	0	0	0	0	0	0	**18**
12:00 PM	1	15	7	0	4	0	0	0	0	0	0	0	0	**27**
1:00 PM	0	12	7	0	3	1	0	0	0	0	0	0	0	**23**
2:00 PM	0	12	5	0	4	1	0	0	0	0	0	0	0	**22**
3:00 PM	1	20	8	0	2	0	0	0	0	0	0	0	0	**31**
4:00 PM	0	20	8	0	2	1	0	0	0	0	0	0	0	**31**
5:00 PM	0	20	9	0	3	0	0	0	0	0	0	0	0	**32**
6:00 PM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
7:00 PM	0	9	3	0	2	0	0	0	0	0	0	0	0	**14**
8:00 PM	0	4	3	0	2	0	0	0	0	0	0	0	0	**9**
9:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**2**	**173**	**108**	**0**	**50**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**340**
Percent	**0.6%**	**50.9%**	**31.8%**	**0.0%**	**14.7%**	**2.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	17	2	0	2	1	0	0	0	0	0	0	0	**22**
6:00 AM	0	31	8	0	1	0	0	0	0	0	0	0	0	**40**
7:00 AM	0	22	9	0	3	0	0	0	0	0	0	0	0	**34**
8:00 AM	0	12	9	0	5	0	0	0	1	0	0	0	0	**27**
9:00 AM	0	14	5	0	5	0	0	0	0	0	0	0	0	**24**
10:00 AM	0	8	5	0	4	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	9	5	1	3	0	0	0	0	0	0	0	0	**18**
12:00 PM	1	12	6	0	5	0	0	0	0	0	0	0	0	**24**
1:00 PM	0	10	6	0	6	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	5	9	0	4	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	4	8	0	3	0	0	0	0	0	0	0	0	**15**
4:00 PM	0	6	10	0	7	0	0	0	0	0	0	0	0	**23**
5:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
9:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**1**	**172**	**95**	**1**	**55**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**326**
Percent	**0.3%**	**52.8%**	**29.1%**	**0.3%**	**16.9%**	**0.3%**	**0.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	4	2	0	1	1	0	0	0	0	0	0	0	**8**
6:00 AM	0	3	3	0	2	0	0	0	0	0	0	0	0	**8**
7:00 AM	0	7	10	0	5	1	0	0	0	0	0	0	0	**23**
8:00 AM	0	8	9	0	5	0	0	0	0	0	0	0	0	**22**
9:00 AM	0	9	13	0	4	1	0	0	0	0	0	0	0	**27**
10:00 AM	0	9	6	0	4	0	0	0	0	0	0	0	0	**19**
11:00 AM	0	7	6	0	4	1	0	0	0	0	0	0	0	**18**
12:00 PM	1	15	7	0	4	0	0	0	0	0	0	0	0	**27**
1:00 PM	0	12	7	0	3	1	0	0	0	0	0	0	0	**23**
2:00 PM	0	12	5	0	4	1	0	0	0	0	0	0	0	**22**
3:00 PM	1	20	8	0	2	0	0	0	0	0	0	0	0	**31**
4:00 PM	0	20	8	0	2	1	0	0	0	0	0	0	0	**31**
5:00 PM	0	20	9	0	3	0	0	0	0	0	0	0	0	**32**
6:00 PM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
7:00 PM	0	9	3	0	2	0	0	0	0	0	0	0	0	**14**
8:00 PM	0	4	3	0	2	0	0	0	0	0	0	0	0	**9**
9:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**2**	**173**	**108**	**0**	**50**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**340**
Percent	**0.6%**	**50.9%**	**31.8%**	**0.0%**	**14.7%**	**2.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: Demeter St BTWN Bay Rd & End of Street

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 02

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	13	55	151	295	325	118	28	6	1	0	0	0	0	0	0	0	0	992
Percent	1.3%	5.5%	15.2%	29.7%	32.8%	11.9%	2.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	13	50	128	341	311	140	32	11	2	1	0	0	0	0	0	0	0	1,029
Percent	1.3%	4.9%	12.4%	33.1%	30.2%	13.6%	3.1%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	26	105	279	636	636	258	60	17	3	1	0	0	0	0	0	0	0	2,021
Percent	1.3%	5.2%	13.8%	31.5%	31.5%	12.8%	3.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	24.8	mph	Mean (Average) Speed	24.4	mph
85th Percentile	30.2	mph	10 mph Pace	20.8 - 30.8	mph
95th Percentile	33.9	mph	Percent in Pace	62.7	%
Southbound			**Southbound**		
50th Percentile (Median)	24.8	mph	Mean (Average) Speed	24.9	mph
85th Percentile	30.8	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	34.4	mph	Percent in Pace	63.1	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Tuesday, May 11, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	2	2	6	12	3	0	0	0	0	0	0	0	0	0	0	0	**25**
6:00 AM	0	1	8	10	16	8	0	0	0	0	0	0	0	0	0	0	0	**43**
7:00 AM	0	2	3	13	13	4	2	0	0	0	0	0	0	0	0	0	0	**37**
8:00 AM	0	5	4	8	5	0	0	1	0	0	0	0	0	0	0	0	0	**23**
9:00 AM	0	0	6	10	8	0	1	0	0	0	0	0	0	0	0	0	0	**25**
10:00 AM	0	1	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	0	0	4	4	0	3	0	0	0	0	0	0	0	0	0	0	**11**
12:00 PM	2	3	5	3	5	6	3	0	0	0	0	0	0	0	0	0	0	**27**
1:00 PM	0	0	4	8	5	3	0	0	0	0	0	0	0	0	0	0	0	**20**
2:00 PM	0	2	2	3	3	1	0	1	0	0	0	0	0	0	0	0	0	**12**
3:00 PM	0	0	0	8	4	5	0	0	0	0	0	0	0	0	0	0	0	**17**
4:00 PM	0	2	4	5	8	2	1	1	0	0	0	0	0	0	0	0	0	**23**
5:00 PM	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	**10**
9:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**2**	**20**	**51**	**101**	**101**	**40**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**328**
Percent	**0.6%**	**6.1%**	**15.5%**	**30.8%**	**30.8%**	**12.2%**	**3.0%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.7	mph	Mean (Average) Speed	24.6	mph
85th Percentile	30.4	mph	10 mph Pace	20.8 - 30.8	mph
95th Percentile	34.5	mph	Percent in Pace	64.3	%

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Tuesday, May 11, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	3	3	7	4	0	0	0	0	0	0	0	0	0	0	0	**17**
7:00 AM	0	1	5	6	8	4	1	0	0	0	0	0	0	0	0	0	0	**25**
8:00 AM	1	3	3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	1	5	7	5	4	0	1	0	0	0	0	0	0	0	0	0	**23**
10:00 AM	1	1	2	7	5	2	0	0	0	0	0	0	0	0	0	0	0	**18**
11:00 AM	0	1	1	7	4	1	1	0	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	1	0	2	3	10	5	2	0	0	0	0	0	0	0	0	0	0	**23**
1:00 PM	0	0	0	8	7	2	2	0	0	0	0	0	0	0	0	0	0	**19**
2:00 PM	0	0	2	4	7	4	0	0	1	0	0	0	0	0	0	0	0	**18**
3:00 PM	1	0	1	10	11	9	0	0	0	0	0	0	0	0	0	0	0	**32**
4:00 PM	0	2	4	7	6	4	3	0	0	0	0	0	0	0	0	0	0	**26**
5:00 PM	0	1	4	9	10	11	1	2	0	0	0	0	0	0	0	0	0	**38**
6:00 PM	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	**12**
7:00 PM	1	1	0	8	5	2	0	0	0	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	**11**
9:00 PM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total	**5**	**14**	**35**	**99**	**105**	**61**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**334**
Percent	**1.5%**	**4.2%**	**10.5%**	**29.6%**	**31.4%**	**18.3%**	**3.3%**	**0.9%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.7	mph	Mean (Average) Speed	25.6	mph
85th Percentile	31.7	mph	10 mph Pace	21.8 - 31.8	mph
95th Percentile	34.7	mph	Percent in Pace	62.28	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Wednesday, May 12, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	3	5	7	4	1	0	0	0	0	0	0	0	0	0	0	**21**
6:00 AM	0	1	2	14	16	6	0	0	0	0	0	0	0	0	0	0	0	**39**
7:00 AM	1	0	6	10	13	4	1	1	0	0	0	0	0	0	0	0	0	**36**
8:00 AM	1	2	9	11	9	7	0	0	0	0	0	0	0	0	0	0	0	**39**
9:00 AM	0	3	5	11	8	2	0	0	0	0	0	0	0	0	0	0	0	**29**
10:00 AM	0	0	1	4	9	2	0	0	1	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	0	2	4	11	1	1	0	0	0	0	0	0	0	0	0	0	**19**
12:00 PM	3	2	5	5	10	2	2	0	0	0	0	0	0	0	0	0	0	**29**
1:00 PM	0	0	2	9	6	2	3	0	0	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	0	2	7	6	3	0	0	0	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	0	1	5	4	3	0	0	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	1	4	7	7	2	1	0	0	0	0	0	0	0	0	0	0	**22**
5:00 PM	0	0	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**6**	**12**	**53**	**100**	**110**	**47**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**339**
Percent	**1.8%**	**3.5%**	**15.6%**	**29.5%**	**32.4%**	**13.9%**	**2.7%**	**0.3%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.9	mph	Mean (Average) Speed	24.4	mph
85th Percentile	30.5	mph	10 mph Pace	21.9 - 31.9	mph
95th Percentile	33.3	mph	Percent in Pace	64.0	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Wednesday, May 12, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	1	3	6	9	4	0	0	0	0	0	0	0	0	0	0	0	**23**
8:00 AM	0	4	9	5	8	1	0	0	0	0	0	0	0	0	0	0	0	**27**
9:00 AM	1	4	9	16	6	1	1	0	0	0	0	0	0	0	0	0	0	**38**
10:00 AM	0	0	3	7	5	6	1	0	0	0	0	0	0	0	0	0	0	**22**
11:00 AM	0	1	2	6	8	1	1	0	0	1	0	0	0	0	0	0	0	**20**
12:00 PM	1	4	4	15	9	3	1	1	0	0	0	0	0	0	0	0	0	**38**
1:00 PM	0	1	3	7	6	3	1	0	0	0	0	0	0	0	0	0	0	**21**
2:00 PM	0	0	1	7	12	3	0	0	0	0	0	0	0	0	0	0	0	**23**
3:00 PM	0	1	1	10	10	4	0	1	0	0	0	0	0	0	0	0	0	**27**
4:00 PM	0	0	2	10	10	2	4	0	0	0	0	0	0	0	0	0	0	**28**
5:00 PM	0	2	1	7	15	11	1	0	0	0	0	0	0	0	0	0	0	**37**
6:00 PM	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	1	0	0	8	6	1	0	0	0	0	0	0	0	0	0	0	0	**16**
8:00 PM	1	0	1	1	3	1	2	0	0	0	0	0	0	0	0	0	0	**9**
9:00 PM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**4**	**18**	**45**	**119**	**117**	**43**	**12**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**361**
Percent	**1.1%**	**5.0%**	**12.5%**	**33.0%**	**32.4%**	**11.9%**	**3.3%**	**0.6%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.7	mph	Mean (Average) Speed	24.7	mph
85th Percentile	30.3	mph	10 mph Pace	19.8 - 29.8	mph
95th Percentile	33.7	mph	Percent in Pace	65.37	%

Project Manager: (415) 310-6469
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Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Thursday, May 13, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	1	3	13	3	0	0	0	0	0	0	0	0	0	0	0	**21**
6:00 AM	0	1	3	9	21	6	0	0	0	0	0	0	0	0	0	0	0	**40**
7:00 AM	1	3	3	13	11	1	0	0	0	0	0	0	0	0	0	0	0	**32**
8:00 AM	0	1	5	6	7	1	1	0	0	0	0	0	0	0	0	0	0	**21**
9:00 AM	1	1	3	8	7	0	0	0	0	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	4	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	**18**
11:00 AM	0	3	5	7	6	2	0	0	0	0	0	0	0	0	0	0	0	**23**
12:00 PM	0	0	0	7	7	1	1	0	0	0	0	0	0	0	0	0	0	**16**
1:00 PM	2	6	5	5	3	2	2	1	0	0	0	0	0	0	0	0	0	**26**
2:00 PM	0	2	3	8	4	4	0	1	0	0	0	0	0	0	0	0	0	**22**
3:00 PM	1	0	4	5	6	0	0	0	0	0	0	0	0	0	0	0	0	**16**
4:00 PM	0	0	1	10	8	5	0	0	0	0	0	0	0	0	0	0	0	**24**
5:00 PM	0	0	2	4	3	1	3	0	0	0	0	0	0	0	0	0	0	**13**
6:00 PM	0	1	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**5**	**23**	**47**	**94**	**114**	**31**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**325**
Percent	**1.5%**	**7.1%**	**14.5%**	**28.9%**	**35.1%**	**9.5%**	**2.8%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.7	mph	Mean (Average) Speed	24.1	mph
85th Percentile	29.7	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	33.9	mph	Percent in Pace	64.0	%

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

DATA SOLUTIONS

Thursday, May 13, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	1	1	1	12	7	0	0	0	0	0	0	0	0	0	0	0	0	**22**
8:00 AM	0	5	8	3	2	2	0	0	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	1	2	4	7	4	3	0	0	0	0	0	0	0	0	0	0	0	**21**
10:00 AM	1	1	2	8	2	1	0	2	0	0	0	0	0	0	0	0	0	**17**
11:00 AM	1	1	6	9	3	0	1	0	0	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	2	2	9	8	1	0	1	0	0	0	0	0	0	0	0	0	**23**
1:00 PM	0	0	5	15	8	1	0	0	0	0	0	0	0	0	0	0	0	**29**
2:00 PM	0	0	5	8	5	4	1	0	1	0	0	0	0	0	0	0	0	**24**
3:00 PM	0	1	1	11	14	7	0	1	0	0	0	0	0	0	0	0	0	**35**
4:00 PM	0	0	2	9	17	8	3	1	0	0	0	0	0	0	0	0	0	**40**
5:00 PM	0	1	1	5	7	4	1	0	0	0	0	0	0	0	0	0	0	**19**
6:00 PM	0	1	1	10	4	4	2	0	0	0	0	0	0	0	0	0	0	**22**
7:00 PM	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	**5**
9:00 PM	0	1	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**4**	**18**	**48**	**123**	**89**	**36**	**9**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**334**
Percent	**1.2%**	**5.4%**	**14.4%**	**36.8%**	**26.6%**	**10.8%**	**2.7%**	**1.8%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	24.3	mph	Mean (Average) Speed	24.4	mph
85th Percentile	30.2	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	34.8	mph	Percent in Pace	63.47	%

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	2	5	11	3	0	0	0	0	0	0	0	0	0	0	0	**22**
6:00 AM	0	1	4	11	18	7	0	0	0	0	0	0	0	0	0	0	0	**41**
7:00 AM	1	2	4	12	12	3	1	0	0	0	0	0	0	0	0	0	0	**35**
8:00 AM	0	3	6	8	7	3	0	0	0	0	0	0	0	0	0	0	0	**27**
9:00 AM	0	1	5	10	8	1	0	0	0	0	0	0	0	0	0	0	0	**25**
10:00 AM	0	2	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	**18**
11:00 AM	0	1	2	5	7	1	1	0	0	0	0	0	0	0	0	0	0	**17**
12:00 PM	2	2	3	5	7	3	2	0	0	0	0	0	0	0	0	0	0	**24**
1:00 PM	1	2	4	7	5	2	2	0	0	0	0	0	0	0	0	0	0	**23**
2:00 PM	0	1	2	6	4	3	0	1	0	0	0	0	0	0	0	0	0	**17**
3:00 PM	0	0	2	6	5	3	0	0	0	0	0	0	0	0	0	0	0	**16**
4:00 PM	0	1	3	7	8	3	1	0	0	0	0	0	0	0	0	0	0	**23**
5:00 PM	0	0	2	3	3	1	1	0	0	0	0	0	0	0	0	0	0	**10**
6:00 PM	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	**7**
9:00 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**4**	**19**	**49**	**99**	**108**	**39**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**328**
Percent	**1.2%**	**5.8%**	**14.9%**	**30.2%**	**32.9%**	**11.9%**	**2.7%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	24.8	mph	Mean (Average) Speed	24.4	mph
85th Percentile	30.2	mph	10 mph Pace	20.8 - 30.8	mph
95th Percentile	33.9	mph	Percent in Pace	62.7	%

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 to 5/13/2021
Site Code: 02

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 AM	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	1	3	8	8	3	0	0	0	0	0	0	0	0	0	0	0	**23**
8:00 AM	0	4	7	5	5	1	0	0	0	0	0	0	0	0	0	0	0	**22**
9:00 AM	1	2	6	10	5	3	0	0	0	0	0	0	0	0	0	0	0	**27**
10:00 AM	1	1	2	7	4	3	0	1	0	0	0	0	0	0	0	0	0	**19**
11:00 AM	0	1	3	7	5	1	1	0	0	0	0	0	0	0	0	0	0	**18**
12:00 PM	1	2	3	9	9	3	1	1	0	0	0	0	0	0	0	0	0	**29**
1:00 PM	0	0	3	10	7	2	1	0	0	0	0	0	0	0	0	0	0	**23**
2:00 PM	0	0	3	6	8	4	0	0	1	0	0	0	0	0	0	0	0	**22**
3:00 PM	0	1	1	10	12	7	0	1	0	0	0	0	0	0	0	0	0	**32**
4:00 PM	0	1	3	9	11	5	3	0	0	0	0	0	0	0	0	0	0	**32**
5:00 PM	0	1	2	7	11	9	1	1	0	0	0	0	0	0	0	0	0	**32**
6:00 PM	0	0	0	4	5	4	1	0	0	0	0	0	0	0	0	0	0	**14**
7:00 PM	1	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total	**4**	**15**	**43**	**114**	**104**	**49**	**9**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**343**
Percent	**1.2%**	**4.4%**	**12.5%**	**33.2%**	**30.3%**	**14.3%**	**2.6%**	**1.2%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	24.8	mph	Mean (Average) Speed	24.9	mph
85th Percentile	30.8	mph	10 mph Pace	20.1 - 30.1	mph
95th Percentile	34.4	mph	Percent in Pace	63.1	%

Location: Demeter St BTWN Bay Rd & End of Street
Date Range: 5/11/2021 - 5/17/2021
Site Code: 02

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	3	4	0	1	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
1:00 AM	1	1	2	0	1	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	3	1	4	3	3	6	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	3	2	4
3:00 AM	2	1	3	2	2	4	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
4:00 AM	2	0	2	2	0	2	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
5:00 AM	25	8	33	21	5	26	21	8	29	-	-	-	-	-	-	-	-	-	-	-	-	22	7	29
6:00 AM	**43**	17	60	**39**	2	41	**40**	4	44	-	-	-	-	-	-	-	-	-	-	-	-	**41**	8	48
7:00 AM	37	**25**	**62**	36	23	59	32	**22**	**54**	-	-	-	-	-	-	-	-	-	-	-	-	35	23	**58**
8:00 AM	23	20	43	**39**	27	66	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	28	22	50
9:00 AM	25	23	48	29	**38**	**67**	20	21	41	-	-	-	-	-	-	-	-	-	-	-	-	25	**27**	52
10:00 AM	17	18	35	17	22	39	18	17	35	-	-	-	-	-	-	-	-	-	-	-	-	17	19	36
11:00 AM	11	15	26	19	20	39	23	21	44	-	-	-	-	-	-	-	-	-	-	-	-	18	19	36
12:00 PM	**27**	23	**50**	**29**	**38**	**67**	16	23	39	-	-	-	-	-	-	-	-	-	-	-	-	**24**	28	52
1:00 PM	20	19	39	22	21	43	**26**	29	55	-	-	-	-	-	-	-	-	-	-	-	-	23	23	46
2:00 PM	12	18	30	18	23	41	22	24	46	-	-	-	-	-	-	-	-	-	-	-	-	17	22	39
3:00 PM	17	32	49	13	27	40	16	35	51	-	-	-	-	-	-	-	-	-	-	-	-	15	**31**	47
4:00 PM	23	26	49	22	28	50	24	**40**	**64**	-	-	-	-	-	-	-	-	-	-	-	-	23	**31**	**54**
5:00 PM	11	**38**	49	9	37	46	13	19	32	-	-	-	-	-	-	-	-	-	-	-	-	11	**31**	42
6:00 PM	9	12	21	5	9	14	8	22	30	-	-	-	-	-	-	-	-	-	-	-	-	7	14	22
7:00 PM	3	17	20	4	16	20	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	5	13	18
8:00 PM	10	11	21	4	9	13	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	6	8	14
9:00 PM	4	4	8	3	5	8	5	10	15	-	-	-	-	-	-	-	-	-	-	-	-	4	6	10
10:00 PM	1	2	3	2	1	3	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
11:00 PM	1	0	1	1	3	4	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
Total	328	334	662	339	361	700	325	334	659	-	-	-	-	-	-	-	-	-	-	-	-	331	343	674
Percent	50%	50%	-	48%	52%	-	49%	51%	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	-
AM Peak	06:00	07:00	07:00	06:00	09:00	09:00	06:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	06:00	09:00	07:00
Vol.	43	25	62	39	38	67	40	22	54	-	-	-	-	-	-	-	-	-	-	-	-	41	27	58
PM Peak	12:00	17:00	12:00	12:00	12:00	12:00	13:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	12:00	15:00	16:00
Vol.	27	38	50	29	38	67	26	40	64	-	-	-	-	-	-	-	-	-	-	-	-	24	31	54

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 04

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	37	6,869	1,891	1	868	19	0	3	17	1	0	0	1	9,707
Percent	0.4%	70.8%	19.5%	0.0%	8.9%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	48	9,579	2,810	3	859	33	0	4	21	2	0	0	0	13,359
Percent	0.4%	71.7%	21.0%	0.0%	6.4%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Total	85	16,448	4,701	4	1,727	52	0	7	38	3	0	0	1	23,066
Percent	0.4%	71.3%	20.4%	0.0%	7.5%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Tuesday, May 11, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	1	6	3	0	1	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	28	3	0	6	0	0	0	0	0	0	0	0	**37**
6:00 AM	2	51	32	0	10	1	0	0	0	0	0	0	0	**96**
7:00 AM	0	106	45	0	26	2	0	0	1	0	0	0	0	**180**
8:00 AM	4	119	39	0	25	1	0	0	1	0	0	0	0	**189**
9:00 AM	2	123	38	0	29	2	0	0	0	0	0	0	0	**194**
10:00 AM	1	136	50	0	17	1	0	0	1	0	0	0	1	**207**
11:00 AM	1	136	43	0	21	1	0	0	0	0	0	0	0	**202**
12:00 PM	2	183	37	0	30	0	0	0	0	0	0	0	0	**252**
1:00 PM	0	139	37	0	17	1	0	0	0	0	0	0	0	**194**
2:00 PM	0	175	36	0	18	0	0	0	0	0	0	0	0	**229**
3:00 PM	0	173	44	0	25	0	0	0	0	0	0	0	0	**242**
4:00 PM	0	181	34	0	13	0	0	0	0	0	0	0	0	**228**
5:00 PM	0	180	28	0	17	0	0	0	0	0	0	0	0	**225**
6:00 PM	2	134	28	0	11	0	0	0	0	0	0	0	0	**175**
7:00 PM	0	135	26	0	9	0	0	0	0	0	0	0	0	**170**
8:00 PM	0	100	15	0	6	0	0	0	0	0	0	0	0	**121**
9:00 PM	1	58	13	0	9	0	0	0	0	0	0	0	0	**81**
10:00 PM	0	41	9	0	2	0	0	0	0	0	0	0	0	**52**
11:00 PM	0	35	1	0	1	0	0	0	0	0	0	0	0	**37**
Total	**16**	**2,267**	**564**	**0**	**293**	**9**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**3,153**
Percent	**0.5%**	**71.9%**	**17.9%**	**0.0%**	**9.3%**	**0.3%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Tuesday, May 11, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	14	5	0	1	0	0	0	0	0	0	0	0	**20**
5:00 AM	0	23	9	0	3	1	0	0	2	0	0	0	0	**38**
6:00 AM	1	51	25	0	19	0	0	0	0	0	0	0	0	**96**
7:00 AM	3	91	52	0	18	4	0	0	0	0	0	0	0	**168**
8:00 AM	1	162	73	0	33	2	0	0	0	0	0	0	0	**271**
9:00 AM	1	124	51	0	26	1	0	1	0	0	0	0	0	**204**
10:00 AM	3	124	56	0	28	2	0	0	0	0	0	0	0	**213**
11:00 AM	0	208	53	0	16	2	0	0	0	0	0	0	0	**279**
12:00 PM	0	196	60	0	21	2	0	0	0	0	0	0	0	**279**
1:00 PM	3	204	55	0	20	2	0	0	0	0	0	0	0	**284**
2:00 PM	0	219	64	0	18	2	0	0	0	0	0	0	0	**303**
3:00 PM	1	271	67	0	18	1	0	1	1	0	0	0	0	**360**
4:00 PM	2	277	82	0	20	0	0	0	0	0	0	0	0	**381**
5:00 PM	1	268	59	0	14	0	0	0	0	0	0	0	0	**342**
6:00 PM	2	219	52	0	19	2	0	0	0	0	0	0	0	**294**
7:00 PM	1	224	59	0	4	0	0	0	0	0	0	0	0	**288**
8:00 PM	0	174	37	0	12	0	0	0	0	0	0	0	0	**223**
9:00 PM	1	133	31	0	3	0	0	0	0	0	0	0	0	**168**
10:00 PM	0	81	14	0	1	0	0	0	0	0	0	0	0	**96**
11:00 PM	0	42	5	0	2	0	0	0	0	0	0	0	0	**49**
Total	**20**	**3,151**	**915**	**0**	**298**	**21**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**4,410**
Percent	**0.5%**	**71.5%**	**20.7%**	**0.0%**	**6.8%**	**0.5%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Wednesday, May 12, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	2	12	2	0	0	0	0	0	0	0	0	0	0	**16**
1:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
4:00 AM	0	16	2	0	1	1	0	0	0	0	0	0	0	**20**
5:00 AM	0	36	6	0	6	1	0	1	0	0	0	0	0	**50**
6:00 AM	0	54	33	0	9	0	0	0	0	1	0	0	0	**97**
7:00 AM	0	111	51	0	24	0	0	0	1	0	0	0	0	**187**
8:00 AM	0	119	42	0	29	0	0	0	1	0	0	0	0	**191**
9:00 AM	0	121	51	0	28	0	0	1	0	0	0	0	0	**201**
10:00 AM	2	134	57	0	32	0	0	0	0	0	0	0	0	**225**
11:00 AM	0	181	46	0	28	0	0	0	2	0	0	0	0	**257**
12:00 PM	1	158	52	0	21	0	0	0	0	0	0	0	0	**232**
1:00 PM	1	178	43	0	19	1	0	0	1	0	0	0	0	**243**
2:00 PM	0	173	50	0	15	0	0	0	0	0	0	0	0	**238**
3:00 PM	2	166	38	0	17	0	0	0	1	0	0	0	0	**224**
4:00 PM	1	178	58	0	16	0	0	0	0	0	0	0	0	**253**
5:00 PM	1	150	27	0	15	0	0	0	0	0	0	0	0	**193**
6:00 PM	0	137	32	0	12	0	0	0	0	0	0	0	0	**181**
7:00 PM	0	113	23	0	9	0	0	0	0	0	0	0	0	**145**
8:00 PM	0	123	19	0	9	0	0	0	0	0	0	0	0	**151**
9:00 PM	0	71	16	0	5	0	0	0	0	0	0	0	0	**92**
10:00 PM	1	46	9	0	4	1	0	0	0	0	0	0	0	**61**
11:00 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
Total	**11**	**2,324**	**665**	**0**	**299**	**4**	**0**	**2**	**6**	**1**	**0**	**0**	**0**	**3,312**
Percent	**0.3%**	**70.2%**	**20.1%**	**0.0%**	**9.0%**	**0.1%**	**0.0%**	**0.1%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Wednesday, May 12, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	22	6	0	0	0	0	0	0	0	0	0	0	**28**
1:00 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**
3:00 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	**8**
4:00 AM	0	8	5	0	1	0	0	0	0	0	0	0	0	**14**
5:00 AM	0	27	9	0	4	0	0	0	0	0	0	0	0	**40**
6:00 AM	1	56	26	0	14	1	0	0	0	0	0	0	0	**98**
7:00 AM	0	84	59	0	38	0	0	0	0	0	0	0	0	**181**
8:00 AM	0	150	70	0	25	0	0	0	0	0	0	0	0	**245**
9:00 AM	0	147	70	0	22	0	0	0	1	0	0	0	0	**240**
10:00 AM	0	139	61	0	19	1	0	0	0	0	0	0	0	**220**
11:00 AM	0	190	63	0	22	0	0	0	0	0	0	0	0	**275**
12:00 PM	3	234	61	1	15	1	0	0	2	0	0	0	0	**317**
1:00 PM	2	235	62	0	21	1	0	0	0	0	0	0	0	**321**
2:00 PM	4	253	63	0	21	0	0	0	1	0	0	0	0	**342**
3:00 PM	0	248	63	0	15	0	0	0	0	0	0	0	0	**326**
4:00 PM	3	251	96	0	21	0	0	0	0	0	0	0	0	**371**
5:00 PM	1	260	61	0	19	1	0	0	1	0	0	0	0	**343**
6:00 PM	0	223	43	0	5	0	0	0	0	0	0	0	0	**271**
7:00 PM	0	190	40	0	9	1	0	0	0	0	0	0	0	**240**
8:00 PM	2	150	29	0	10	1	0	0	0	0	0	0	0	**192**
9:00 PM	0	141	19	0	5	0	0	0	0	0	0	0	0	**165**
10:00 PM	2	91	21	0	3	0	0	0	1	0	0	0	0	**118**
11:00 PM	0	38	8	0	1	0	0	0	0	0	0	0	0	**47**
Total	**18**	**3,159**	**937**	**1**	**292**	**7**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**4,422**
Percent	**0.4%**	**71.4%**	**21.2%**	**0.0%**	**6.6%**	**0.2%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

DATA SOLUTIONS

Thursday, May 13, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
2:00 AM	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
3:00 AM	0	10	2	0	0	0	0	1	0	0	0	0	0	**13**
4:00 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
5:00 AM	0	28	8	0	6	0	0	0	0	0	0	0	0	**42**
6:00 AM	0	59	31	0	13	0	0	0	1	0	0	0	0	**104**
7:00 AM	0	101	58	0	24	0	0	0	0	0	0	0	0	**183**
8:00 AM	2	120	36	1	24	2	0	0	2	0	0	0	0	**187**
9:00 AM	0	121	42	0	24	0	0	0	1	0	0	0	0	**188**
10:00 AM	2	137	46	0	21	1	0	0	0	0	0	0	0	**207**
11:00 AM	0	143	55	0	25	1	0	0	0	0	0	0	0	**224**
12:00 PM	0	162	44	0	18	1	0	0	0	0	0	0	0	**225**
1:00 PM	0	126	42	0	14	0	0	0	0	0	0	0	0	**182**
2:00 PM	0	170	43	0	19	0	0	0	0	0	0	0	0	**232**
3:00 PM	2	167	45	0	18	0	0	0	0	0	0	0	0	**232**
4:00 PM	0	180	53	0	19	1	0	0	0	0	0	0	0	**253**
5:00 PM	0	145	33	0	10	0	0	0	0	0	0	0	0	**188**
6:00 PM	2	168	35	0	11	0	0	0	0	0	0	0	0	**216**
7:00 PM	0	123	32	0	8	0	0	0	0	0	0	0	0	**163**
8:00 PM	1	107	20	0	8	0	0	0	0	0	0	0	0	**136**
9:00 PM	1	90	21	0	9	0	0	0	1	0	0	0	0	**122**
10:00 PM	0	57	9	0	2	0	0	0	2	0	0	0	0	**70**
11:00 PM	0	24	1	0	0	0	0	0	1	0	0	0	0	**26**
Total	**10**	**2,278**	**662**	**1**	**276**	**6**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**3,242**
Percent	**0.3%**	**70.3%**	**20.4%**	**0.0%**	**8.5%**	**0.2%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Thursday, May 13, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	7	0	0	0	0	0	0	0	0	0	0	**25**
1:00 AM	0	11	3	0	0	0	0	0	1	0	0	0	0	**15**
2:00 AM	0	10	2	0	1	0	0	0	2	1	0	0	0	**16**
3:00 AM	0	7	2	0	0	0	0	1	0	0	0	0	0	**10**
4:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
5:00 AM	0	21	16	0	2	0	0	0	2	0	0	0	0	**41**
6:00 AM	0	54	28	0	14	0	0	0	0	0	0	0	0	**96**
7:00 AM	0	97	56	1	23	1	0	0	0	0	0	0	0	**178**
8:00 AM	1	171	62	0	20	0	0	0	1	0	0	0	0	**255**
9:00 AM	1	141	53	0	26	1	0	0	1	0	0	0	0	**223**
10:00 AM	2	138	54	1	21	2	0	0	1	0	0	0	0	**219**
11:00 AM	3	183	64	0	30	0	0	0	0	0	0	0	0	**280**
12:00 PM	0	214	59	0	18	0	0	0	0	0	0	0	0	**291**
1:00 PM	1	214	56	0	17	0	0	0	0	0	0	0	0	**288**
2:00 PM	0	270	76	0	10	0	0	0	0	0	0	0	0	**356**
3:00 PM	0	282	60	0	21	0	0	0	0	0	0	0	0	**363**
4:00 PM	0	290	94	0	15	1	0	0	0	1	0	0	0	**401**
5:00 PM	1	252	86	0	13	0	0	0	1	0	0	0	0	**353**
6:00 PM	0	220	50	0	16	0	0	0	0	0	0	0	0	**286**
7:00 PM	0	196	42	0	10	0	0	0	0	0	0	0	0	**248**
8:00 PM	0	187	40	0	6	0	0	0	1	0	0	0	0	**234**
9:00 PM	0	143	26	0	6	0	0	0	0	0	0	0	0	**175**
10:00 PM	1	93	14	0	0	0	0	0	1	0	0	0	0	**109**
11:00 PM	0	45	7	0	0	0	0	0	0	0	0	0	0	**52**
Total	**10**	**3,269**	**958**	**2**	**269**	**5**	**0**	**1**	**11**	**2**	**0**	**0**	**0**	**4,527**
Percent	**0.2%**	**72.2%**	**21.2%**	**0.0%**	**5.9%**	**0.1%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
5:00 AM	0	31	6	0	6	0	0	0	0	0	0	0	0	**43**
6:00 AM	1	55	32	0	11	0	0	0	0	0	0	0	0	**99**
7:00 AM	0	106	51	0	25	1	0	0	1	0	0	0	0	**184**
8:00 AM	2	119	39	0	26	1	0	0	1	0	0	0	0	**188**
9:00 AM	1	122	44	0	27	1	0	0	0	0	0	0	0	**195**
10:00 AM	2	136	51	0	23	1	0	0	0	0	0	0	0	**213**
11:00 AM	0	153	48	0	25	1	0	0	1	0	0	0	0	**228**
12:00 PM	1	168	44	0	23	0	0	0	0	0	0	0	0	**236**
1:00 PM	0	148	41	0	17	1	0	0	0	0	0	0	0	**207**
2:00 PM	0	173	43	0	17	0	0	0	0	0	0	0	0	**233**
3:00 PM	1	169	42	0	20	0	0	0	0	0	0	0	0	**232**
4:00 PM	0	180	48	0	16	0	0	0	0	0	0	0	0	**244**
5:00 PM	0	158	29	0	14	0	0	0	0	0	0	0	0	**201**
6:00 PM	1	146	32	0	11	0	0	0	0	0	0	0	0	**190**
7:00 PM	0	124	27	0	9	0	0	0	0	0	0	0	0	**160**
8:00 PM	0	110	18	0	8	0	0	0	0	0	0	0	0	**136**
9:00 PM	1	73	17	0	8	0	0	0	0	0	0	0	0	**99**
10:00 PM	0	48	9	0	3	0	0	0	1	0	0	0	0	**61**
11:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
Total	**11**	**2,292**	**630**	**0**	**291**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3,234**
Percent	**0.3%**	**70.9%**	**19.5%**	**0.0%**	**9.0%**	**0.2%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**
1:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
3:00 AM	0	6	2	0	0	0	0	1	0	0	0	0	0	**9**
4:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
5:00 AM	0	24	11	0	3	0	0	0	1	0	0	0	0	**39**
6:00 AM	1	54	26	0	16	0	0	0	0	0	0	0	0	**97**
7:00 AM	1	91	56	0	26	2	0	0	0	0	0	0	0	**176**
8:00 AM	1	161	68	0	26	1	0	0	0	0	0	0	0	**257**
9:00 AM	1	137	58	0	25	1	0	0	1	0	0	0	0	**223**
10:00 AM	2	134	57	0	23	2	0	0	0	0	0	0	0	**218**
11:00 AM	1	194	60	0	23	1	0	0	0	0	0	0	0	**279**
12:00 PM	1	215	60	0	18	1	0	0	1	0	0	0	0	**296**
1:00 PM	2	218	58	0	19	1	0	0	0	0	0	0	0	**298**
2:00 PM	1	247	68	0	16	1	0	0	0	0	0	0	0	**333**
3:00 PM	0	267	63	0	18	0	0	0	0	0	0	0	0	**348**
4:00 PM	2	273	91	0	19	0	0	0	0	0	0	0	0	**385**
5:00 PM	1	260	69	0	15	0	0	0	1	0	0	0	0	**346**
6:00 PM	1	221	48	0	13	1	0	0	0	0	0	0	0	**284**
7:00 PM	0	203	47	0	8	0	0	0	0	0	0	0	0	**258**
8:00 PM	1	170	35	0	9	0	0	0	0	0	0	0	0	**215**
9:00 PM	0	139	25	0	5	0	0	0	0	0	0	0	0	**169**
10:00 PM	1	88	16	0	1	0	0	0	1	0	0	0	0	**107**
11:00 PM	0	42	7	0	1	0	0	0	0	0	0	0	0	**50**
Total	**17**	**3,194**	**936**	**0**	**286**	**11**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**4,451**
Percent	**0.4%**	**71.8%**	**21.0%**	**0.0%**	**6.4%**	**0.2%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

idax DATA SOLUTIONS

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
5:00 AM	0	31	6	0	6	0	0	0	0	0	0	0	0	**43**
6:00 AM	1	55	32	0	11	0	0	0	0	0	0	0	0	**99**
7:00 AM	0	106	51	0	25	1	0	0	1	0	0	0	0	**184**
8:00 AM	2	119	39	0	26	1	0	0	1	0	0	0	0	**188**
9:00 AM	1	122	44	0	27	1	0	0	0	0	0	0	0	**195**
10:00 AM	2	136	51	0	23	1	0	0	0	0	0	0	0	**213**
11:00 AM	0	153	48	0	25	1	0	0	1	0	0	0	0	**228**
12:00 PM	1	168	44	0	23	0	0	0	0	0	0	0	0	**236**
1:00 PM	0	148	41	0	17	1	0	0	0	0	0	0	0	**207**
2:00 PM	0	173	43	0	17	0	0	0	0	0	0	0	0	**233**
3:00 PM	1	169	42	0	20	0	0	0	0	0	0	0	0	**232**
4:00 PM	0	180	48	0	16	0	0	0	0	0	0	0	0	**244**
5:00 PM	0	158	29	0	14	0	0	0	0	0	0	0	0	**201**
6:00 PM	1	146	32	0	11	0	0	0	0	0	0	0	0	**190**
7:00 PM	0	124	27	0	9	0	0	0	0	0	0	0	0	**160**
8:00 PM	0	110	18	0	8	0	0	0	0	0	0	0	0	**136**
9:00 PM	1	73	17	0	8	0	0	0	0	0	0	0	0	**99**
10:00 PM	0	48	9	0	3	0	0	0	1	0	0	0	0	**61**
11:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
Total	**11**	**2,292**	**630**	**0**	**291**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**3,234**
Percent	**0.3%**	**70.9%**	**19.5%**	**0.0%**	**9.0%**	**0.2%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**
1:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
3:00 AM	0	6	2	0	0	0	0	1	0	0	0	0	0	**9**
4:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
5:00 AM	0	24	11	0	3	0	0	0	1	0	0	0	0	**39**
6:00 AM	1	54	26	0	16	0	0	0	0	0	0	0	0	**97**
7:00 AM	1	91	56	0	26	2	0	0	0	0	0	0	0	**176**
8:00 AM	1	161	68	0	26	1	0	0	0	0	0	0	0	**257**
9:00 AM	1	137	58	0	25	1	0	0	1	0	0	0	0	**223**
10:00 AM	2	134	57	0	23	2	0	0	0	0	0	0	0	**218**
11:00 AM	1	194	60	0	23	1	0	0	0	0	0	0	0	**279**
12:00 PM	1	215	60	0	18	1	0	0	1	0	0	0	0	**296**
1:00 PM	2	218	58	0	19	1	0	0	0	0	0	0	0	**298**
2:00 PM	1	247	68	0	16	1	0	0	0	0	0	0	0	**333**
3:00 PM	0	267	63	0	18	0	0	0	0	0	0	0	0	**348**
4:00 PM	2	273	91	0	19	0	0	0	0	0	0	0	0	**385**
5:00 PM	1	260	69	0	15	0	0	0	1	0	0	0	0	**346**
6:00 PM	1	221	48	0	13	1	0	0	0	0	0	0	0	**284**
7:00 PM	0	203	47	0	8	0	0	0	0	0	0	0	0	**258**
8:00 PM	1	170	35	0	9	0	0	0	0	0	0	0	0	**215**
9:00 PM	0	139	25	0	5	0	0	0	0	0	0	0	0	**169**
10:00 PM	1	88	16	0	1	0	0	0	1	0	0	0	0	**107**
11:00 PM	0	42	7	0	1	0	0	0	0	0	0	0	0	**50**
Total	**17**	**3,194**	**936**	**0**	**286**	**11**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**4,451**
Percent	**0.4%**	**71.8%**	**21.0%**	**0.0%**	**6.4%**	**0.2%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 04

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	12	16	73	750	2,973	3,499	1,823	430	98	24	5	2	1	1	0	0	0	9,707
Percent	0.1%	0.2%	0.8%	7.7%	30.6%	36.0%	18.8%	4.4%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	5	7	82	971	2,962	3,672	3,197	1,724	525	135	47	19	9	1	1	1	1	13,359
Percent	0.0%	0.1%	0.6%	7.3%	22.2%	27.5%	23.9%	12.9%	3.9%	1.0%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	17	23	155	1,721	5,935	7,171	5,020	2,154	623	159	52	21	10	2	1	1	1	23,066
Percent	0.1%	0.1%	0.7%	7.5%	25.7%	31.1%	21.8%	9.3%	2.7%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.6	mph
85th Percentile	36.9	mph	10 mph Pace	26.2 - 36.2	mph
95th Percentile	40.5	mph	Percent in Pace	68.1	%
Southbound			**Southbound**		
50th Percentile (Median)	33.7	mph	Mean (Average) Speed	34.0	mph
85th Percentile	40.9	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	45.4	mph	Percent in Pace	53.4	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Tuesday, May 11, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	0	0	2	1	3	3	2	0	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	0	1	1	1	6	1	0	2	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	0	0	1	8	12	7	6	3	0	0	0	0	0	0	0	0	**37**
6:00 AM	0	0	3	8	19	35	16	12	0	3	0	0	0	0	0	0	0	**96**
7:00 AM	0	0	0	11	44	60	47	13	5	0	0	0	0	0	0	0	0	**180**
8:00 AM	1	1	0	13	43	70	53	6	0	0	1	1	0	0	0	0	0	**189**
9:00 AM	0	1	1	21	68	71	20	10	1	0	0	0	1	0	0	0	0	**194**
10:00 AM	1	5	7	23	78	67	21	3	2	0	0	0	0	0	0	0	0	**207**
11:00 AM	0	0	2	13	63	76	39	7	1	1	0	0	0	0	0	0	0	**202**
12:00 PM	0	0	6	23	91	83	38	7	4	0	0	0	0	0	0	0	0	**252**
1:00 PM	0	0	0	17	59	70	43	5	0	0	0	0	0	0	0	0	0	**194**
2:00 PM	0	0	0	16	67	87	46	12	0	1	0	0	0	0	0	0	0	**229**
3:00 PM	0	0	2	18	85	90	39	7	1	0	0	0	0	0	0	0	0	**242**
4:00 PM	0	0	1	7	58	99	51	8	3	1	0	0	0	0	0	0	0	**228**
5:00 PM	0	0	1	12	73	78	43	14	2	1	1	0	0	0	0	0	0	**225**
6:00 PM	1	1	1	19	47	55	37	9	3	2	0	0	0	0	0	0	0	**175**
7:00 PM	0	0	0	11	47	70	34	6	1	1	0	0	0	0	0	0	0	**170**
8:00 PM	0	0	0	13	35	44	24	4	1	0	0	0	0	0	0	0	0	**121**
9:00 PM	0	0	1	5	19	40	12	3	0	0	0	0	0	1	0	0	0	**81**
10:00 PM	0	1	0	1	13	16	15	4	2	0	0	0	0	0	0	0	0	**52**
11:00 PM	0	0	0	1	10	14	6	5	1	0	0	0	0	0	0	0	0	**37**
Total	**3**	**9**	**26**	**236**	**931**	**1,153**	**604**	**144**	**32**	**10**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**3,153**
Percent	**0.1%**	**0.3%**	**0.8%**	**7.5%**	**29.5%**	**36.6%**	**19.2%**	**4.6%**	**1.0%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	31.7	mph
85th Percentile	36.9	mph	10 mph Pace	26.4 - 36.4	mph
95th Percentile	40.6	mph	Percent in Pace	68.4	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Tuesday, May 11, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	4	7	4	0	1	0	0	0	0	0	0	0	**21**
1:00 AM	0	0	0	2	0	1	4	2	2	1	0	0	0	0	0	0	0	**12**
2:00 AM	0	0	0	0	0	4	5	4	1	0	0	0	0	0	0	0	0	**14**
3:00 AM	0	0	0	0	1	1	1	2	0	2	0	0	0	0	0	0	0	**7**
4:00 AM	0	0	0	2	4	2	5	6	1	0	0	0	0	0	0	0	0	**20**
5:00 AM	0	0	2	1	8	11	7	6	2	0	0	0	1	0	0	0	0	**38**
6:00 AM	0	0	0	10	16	20	20	22	7	0	1	0	0	0	0	0	0	**96**
7:00 AM	0	0	3	21	45	34	35	20	9	1	0	0	0	0	0	0	0	**168**
8:00 AM	0	1	2	10	52	73	66	45	14	5	3	0	0	0	0	0	0	**271**
9:00 AM	0	0	3	20	58	52	42	18	8	3	0	0	0	0	0	0	0	**204**
10:00 AM	0	0	4	24	54	56	39	28	7	0	1	0	0	0	0	0	0	**213**
11:00 AM	0	0	3	16	82	88	57	24	6	2	0	1	0	0	0	0	0	**279**
12:00 PM	0	0	1	20	69	92	54	33	5	5	0	0	0	0	0	0	0	**279**
1:00 PM	0	0	3	27	75	70	54	36	15	3	0	1	0	0	0	0	0	**284**
2:00 PM	0	0	1	16	81	83	73	42	7	0	0	0	0	0	0	0	0	**303**
3:00 PM	0	0	0	22	66	108	96	49	11	3	4	1	0	0	0	0	0	**360**
4:00 PM	0	0	1	28	69	112	110	39	15	6	1	0	0	0	0	0	0	**381**
5:00 PM	0	0	4	23	66	95	83	55	13	0	2	0	0	0	0	1	0	**342**
6:00 PM	0	1	1	21	45	84	76	41	13	8	2	1	1	0	0	0	0	**294**
7:00 PM	0	0	2	19	58	70	80	44	10	1	4	0	0	0	0	0	0	**288**
8:00 PM	0	0	1	15	36	67	63	26	6	6	2	0	1	0	0	0	0	**223**
9:00 PM	0	0	1	13	27	50	46	26	3	1	1	0	0	0	0	0	0	**168**
10:00 PM	0	0	0	6	15	19	29	13	9	3	1	0	0	0	1	0	0	**96**
11:00 PM	0	0	0	1	13	15	9	6	3	2	0	0	0	0	0	0	0	**49**
Total	**0**	**2**	**32**	**318**	**944**	**1,211**	**1,061**	**591**	**167**	**53**	**22**	**4**	**3**	**0**	**1**	**1**	**0**	**4,410**
Percent	**0.0%**	**0.0%**	**0.7%**	**7.2%**	**21.4%**	**27.5%**	**24.1%**	**13.4%**	**3.8%**	**1.2%**	**0.5%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.7	mph	Mean (Average) Speed	34.1	mph
85th Percentile	41.0	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	45.6	mph	Percent in Pace	52.86	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Wednesday, May 12, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	0	0	4	6	3	1	0	0	0	0	0	0	0	0	0	**16**
1:00 AM	0	0	1	0	1	7	5	0	0	1	0	0	0	0	0	0	0	**15**
2:00 AM	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	0	**11**
4:00 AM	2	0	0	0	7	3	4	2	1	1	0	0	0	0	0	0	0	**20**
5:00 AM	3	1	1	3	10	14	12	6	0	0	0	0	0	0	0	0	0	**50**
6:00 AM	0	0	0	9	25	32	24	5	2	0	0	0	0	0	0	0	0	**97**
7:00 AM	0	0	2	8	71	58	36	10	1	1	0	0	0	0	0	0	0	**187**
8:00 AM	1	0	2	10	62	73	36	6	1	0	0	0	0	0	0	0	0	**191**
9:00 AM	0	0	3	20	81	58	32	6	1	0	0	0	0	0	0	0	0	**201**
10:00 AM	1	0	2	16	78	86	35	5	2	0	0	0	0	0	0	0	0	**225**
11:00 AM	0	0	2	21	95	98	33	6	2	0	0	0	0	0	0	0	0	**257**
12:00 PM	0	1	4	28	83	71	36	8	1	0	0	0	0	0	0	0	0	**232**
1:00 PM	0	1	3	28	81	77	43	7	3	0	0	0	0	0	0	0	0	**243**
2:00 PM	0	0	0	22	80	84	37	12	3	0	0	0	0	0	0	0	0	**238**
3:00 PM	0	0	0	18	69	82	44	10	0	1	0	0	0	0	0	0	0	**224**
4:00 PM	0	0	1	20	79	91	47	10	4	0	1	0	0	0	0	0	0	**253**
5:00 PM	0	0	1	11	53	67	47	9	4	0	1	0	0	0	0	0	0	**193**
6:00 PM	0	0	0	16	45	73	39	6	2	0	0	0	0	0	0	0	0	**181**
7:00 PM	0	0	1	6	38	63	30	4	2	1	0	0	0	0	0	0	0	**145**
8:00 PM	0	0	2	11	48	61	26	3	0	0	0	0	0	0	0	0	0	**151**
9:00 PM	0	0	0	3	19	32	27	8	3	0	0	0	0	0	0	0	0	**92**
10:00 PM	0	0	0	4	10	21	18	7	1	0	0	0	0	0	0	0	0	**61**
11:00 PM	0	0	0	0	2	12	6	2	1	0	0	0	0	0	0	0	0	**23**
Total	**7**	**5**	**25**	**255**	**1,043**	**1,175**	**625**	**135**	**35**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3,312**
Percent	**0.2%**	**0.2%**	**0.8%**	**7.7%**	**31.5%**	**35.5%**	**18.9%**	**4.1%**	**1.1%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.3	mph	Mean (Average) Speed	31.5	mph
85th Percentile	36.9	mph	10 mph Pace	25.4 - 35.4	mph
95th Percentile	40.4	mph	Percent in Pace	67.6	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Wednesday, May 12, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	7	4	5	7	3	0	0	0	1	0	0	0	0	**28**
1:00 AM	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	0	0	1	1	1	5	1	1	0	0	0	0	0	0	0	0	**10**
3:00 AM	0	0	0	0	0	3	3	0	1	1	0	0	0	0	0	0	0	**8**
4:00 AM	2	0	0	0	2	4	2	1	2	1	0	0	0	0	0	0	0	**14**
5:00 AM	0	0	0	2	11	5	14	6	1	0	0	1	0	0	0	0	0	**40**
6:00 AM	0	1	0	6	12	25	22	21	10	1	0	0	0	0	0	0	0	**98**
7:00 AM	0	0	1	29	47	41	31	21	7	3	0	1	0	0	0	0	0	**181**
8:00 AM	0	0	0	18	67	65	58	24	10	3	0	0	0	0	0	0	0	**245**
9:00 AM	0	1	2	23	65	58	53	24	11	1	2	0	0	0	0	0	0	**240**
10:00 AM	0	0	0	16	58	56	54	29	5	2	0	0	0	0	0	0	0	**220**
11:00 AM	0	0	1	25	57	83	59	40	7	1	1	0	1	0	0	0	0	**275**
12:00 PM	0	1	1	26	62	98	74	37	15	2	1	0	0	0	0	0	0	**317**
1:00 PM	0	0	5	28	82	94	63	38	6	4	1	0	0	0	0	0	0	**321**
2:00 PM	0	0	4	23	81	99	87	35	11	2	0	0	0	0	0	0	0	**342**
3:00 PM	0	0	0	22	91	101	50	47	11	2	0	2	0	0	0	0	0	**326**
4:00 PM	0	0	1	19	75	105	101	41	19	6	2	0	0	1	0	0	1	**371**
5:00 PM	0	0	2	18	64	106	87	42	17	4	1	2	0	0	0	0	0	**343**
6:00 PM	0	0	1	19	35	67	82	44	16	5	1	1	0	0	0	0	0	**271**
7:00 PM	0	0	2	21	41	56	71	33	7	2	4	2	1	0	0	0	0	**240**
8:00 PM	0	0	1	12	34	53	51	28	10	3	0	0	0	0	0	0	0	**192**
9:00 PM	0	0	1	5	27	40	46	30	13	1	1	0	1	0	0	0	0	**165**
10:00 PM	2	0	0	8	23	31	34	11	5	1	0	2	1	0	0	0	0	**118**
11:00 PM	0	0	0	1	10	8	15	9	4	0	0	0	0	0	0	0	0	**47**
Total	**4**	**3**	**22**	**324**	**954**	**1,208**	**1,069**	**569**	**192**	**45**	**14**	**11**	**5**	**1**	**0**	**0**	**1**	**4,422**
Percent	**0.1%**	**0.1%**	**0.5%**	**7.3%**	**21.6%**	**27.3%**	**24.2%**	**12.9%**	**4.3%**	**1.0%**	**0.3%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.8	mph	Mean (Average) Speed	34.1	mph
85th Percentile	41.2	mph	10 mph Pace	28.9 - 38.9	mph
95th Percentile	45.8	mph	Percent in Pace	53.3	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Thursday, May 13, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	4	5	2	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	**6**
2:00 AM	0	0	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	**12**
3:00 AM	0	0	0	1	2	4	2	2	1	1	0	0	0	0	0	0	0	**13**
4:00 AM	0	0	0	1	3	9	0	3	2	0	0	0	0	0	0	0	0	**18**
5:00 AM	0	0	1	2	7	15	11	6	0	0	0	0	0	0	0	0	0	**42**
6:00 AM	0	0	1	6	27	33	27	7	3	0	0	0	0	0	0	0	0	**104**
7:00 AM	0	0	0	9	52	68	36	15	2	1	0	0	0	0	0	0	0	**183**
8:00 AM	0	0	3	17	58	65	34	9	1	0	0	0	0	0	0	0	0	**187**
9:00 AM	0	0	0	19	80	57	25	3	3	1	0	0	0	0	0	0	0	**188**
10:00 AM	0	1	7	23	68	82	18	6	0	1	1	0	0	0	0	0	0	**207**
11:00 AM	0	0	0	35	85	61	31	10	2	0	0	0	0	0	0	0	0	**224**
12:00 PM	0	0	2	15	68	83	45	9	3	0	0	0	0	0	0	0	0	**225**
1:00 PM	1	0	0	17	59	74	21	9	0	0	0	1	0	0	0	0	0	**182**
2:00 PM	0	0	0	18	70	84	48	10	2	0	0	0	0	0	0	0	0	**232**
3:00 PM	0	1	2	15	74	85	41	10	2	2	0	0	0	0	0	0	0	**232**
4:00 PM	0	0	1	20	78	80	60	13	0	1	0	0	0	0	0	0	0	**253**
5:00 PM	0	0	1	15	47	70	44	11	0	0	0	0	0	0	0	0	0	**188**
6:00 PM	1	0	1	9	64	84	42	10	4	1	0	0	0	0	0	0	0	**216**
7:00 PM	0	0	0	11	39	78	29	5	1	0	0	0	0	0	0	0	0	**163**
8:00 PM	0	0	0	14	52	46	20	3	1	0	0	0	0	0	0	0	0	**136**
9:00 PM	0	0	0	5	36	49	26	5	1	0	0	0	0	0	0	0	0	**122**
10:00 PM	0	0	3	4	17	26	14	2	3	1	0	0	0	0	0	0	0	**70**
11:00 PM	0	0	0	1	6	7	11	1	0	0	0	0	0	0	0	0	0	**26**
Total	**2**	**2**	**22**	**259**	**999**	**1,171**	**594**	**151**	**31**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3,242**
Percent	**0.1%**	**0.1%**	**0.7%**	**8.0%**	**30.8%**	**36.1%**	**18.3%**	**4.7%**	**1.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.6	mph
85th Percentile	36.9	mph	10 mph Pace	26.2 - 36.2	mph
95th Percentile	40.5	mph	Percent in Pace	68.9	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Thursday, May 13, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	6	6	7	3	0	0	0	0	0	0	0	0	**25**
1:00 AM	0	0	0	0	2	5	7	0	1	0	0	0	0	0	0	0	0	**15**
2:00 AM	0	0	0	2	1	3	6	4	0	0	0	0	0	0	0	0	0	**16**
3:00 AM	0	0	0	0	2	2	4	1	1	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	0	0	0	4	3	3	3	0	0	0	0	0	0	0	0	0	**13**
5:00 AM	0	0	1	1	11	13	7	5	2	1	0	0	0	0	0	0	0	**41**
6:00 AM	0	0	1	9	20	18	23	17	6	2	0	0	0	0	0	0	0	**96**
7:00 AM	1	0	1	18	51	45	37	17	7	0	1	0	0	0	0	0	0	**178**
8:00 AM	0	1	7	24	57	69	50	36	7	2	1	1	0	0	0	0	0	**255**
9:00 AM	0	1	3	15	70	57	50	21	4	2	0	0	0	0	0	0	0	**223**
10:00 AM	0	0	2	17	66	59	42	26	5	2	0	0	0	0	0	0	0	**219**
11:00 AM	0	0	1	25	79	63	58	38	11	4	0	1	0	0	0	0	0	**280**
12:00 PM	0	0	1	23	67	75	82	34	7	1	0	1	0	0	0	0	0	**291**
1:00 PM	0	0	0	33	65	90	52	38	8	1	0	1	0	0	0	0	0	**288**
2:00 PM	0	0	2	17	88	106	90	36	11	5	1	0	0	0	0	0	0	**356**
3:00 PM	0	0	0	21	88	100	97	46	10	1	0	0	0	0	0	0	0	**363**
4:00 PM	0	0	0	27	85	113	109	44	20	1	2	0	0	0	0	0	0	**401**
5:00 PM	0	0	4	30	70	107	79	43	14	4	1	0	1	0	0	0	0	**353**
6:00 PM	0	0	2	17	56	75	72	45	15	3	1	0	0	0	0	0	0	**286**
7:00 PM	0	0	0	12	47	72	67	34	11	3	2	0	0	0	0	0	0	**248**
8:00 PM	0	0	1	16	52	63	52	35	10	3	2	0	0	0	0	0	0	**234**
9:00 PM	0	0	0	8	49	48	43	17	8	2	0	0	0	0	0	0	0	**175**
10:00 PM	0	0	1	8	26	39	22	9	4	0	0	0	0	0	0	0	0	**109**
11:00 PM	0	0	1	4	7	22	9	8	1	0	0	0	0	0	0	0	0	**52**
Total	**1**	**2**	**28**	**329**	**1,064**	**1,253**	**1,067**	**564**	**166**	**37**	**11**	**4**	**1**	**0**	**0**	**0**	**0**	**4,527**
Percent	**0.0%**	**0.0%**	**0.6%**	**7.3%**	**23.5%**	**27.7%**	**23.6%**	**12.5%**	**3.7%**	**0.8%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.3	mph	Mean (Average) Speed	33.7	mph
85th Percentile	40.7	mph	10 mph Pace	27.5 - 37.5	mph
95th Percentile	44.9	mph	Percent in Pace	54.61	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	3	5	2	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	0	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	0	1	4	3	1	1	0	0	0	0	0	0	0	0	**10**
4:00 AM	1	0	0	1	4	6	2	2	2	0	0	0	0	0	0	0	0	**18**
5:00 AM	1	0	1	2	8	14	10	6	1	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	0	1	8	24	33	22	8	2	1	0	0	0	0	0	0	0	**99**
7:00 AM	0	0	1	9	56	62	40	13	3	1	0	0	0	0	0	0	0	**185**
8:00 AM	1	0	2	13	54	69	41	7	1	0	0	0	0	0	0	0	0	**188**
9:00 AM	0	0	1	20	76	62	26	6	2	0	0	0	0	0	0	0	0	**193**
10:00 AM	1	2	5	21	75	78	25	5	1	0	0	0	0	0	0	0	0	**213**
11:00 AM	0	0	1	23	81	78	34	8	2	0	0	0	0	0	0	0	0	**227**
12:00 PM	0	0	4	22	81	79	40	8	3	0	0	0	0	0	0	0	0	**237**
1:00 PM	0	0	1	21	66	74	36	7	1	0	0	0	0	0	0	0	0	**206**
2:00 PM	0	0	0	19	72	85	44	11	2	0	0	0	0	0	0	0	0	**233**
3:00 PM	0	0	1	17	76	86	41	9	1	1	0	0	0	0	0	0	0	**232**
4:00 PM	0	0	1	16	72	90	53	10	2	1	0	0	0	0	0	0	0	**245**
5:00 PM	0	0	1	13	58	72	45	11	2	0	1	0	0	0	0	0	0	**203**
6:00 PM	1	0	1	15	52	71	39	8	3	1	0	0	0	0	0	0	0	**191**
7:00 PM	0	0	0	9	41	70	31	5	1	1	0	0	0	0	0	0	0	**158**
8:00 PM	0	0	1	13	45	50	23	3	1	0	0	0	0	0	0	0	0	**136**
9:00 PM	0	0	0	4	25	40	22	5	1	0	0	0	0	0	0	0	0	**97**
10:00 PM	0	0	1	3	13	21	16	4	2	0	0	0	0	0	0	0	0	**60**
11:00 PM	0	0	0	1	6	11	8	3	1	0	0	0	0	0	0	0	0	**30**
Total	**5**	**3**	**23**	**252**	**991**	**1,166**	**610**	**142**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3,234**
Percent	**0.2%**	**0.1%**	**0.7%**	**7.8%**	**30.6%**	**36.1%**	**18.9%**	**4.4%**	**1.1%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.4	mph	Mean (Average) Speed	31.6	mph
85th Percentile	36.9	mph	10 mph Pace	26.2 - 36.2	mph
95th Percentile	40.5	mph	Percent in Pace	68.1	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 04

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	5	6	6	2	0	0	0	0	0	0	0	0	**24**
1:00 AM	0	0	0	1	1	4	4	1	1	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	0	0	1	1	3	5	3	1	0	0	0	0	0	0	0	0	**14**
3:00 AM	0	0	0	0	1	2	3	1	1	1	0	0	0	0	0	0	0	**9**
4:00 AM	1	0	0	1	3	3	3	3	1	0	0	0	0	0	0	0	0	**15**
5:00 AM	0	0	1	1	10	10	9	6	2	0	0	0	0	0	0	0	0	**39**
6:00 AM	0	0	0	8	16	21	22	20	8	1	0	0	0	0	0	0	0	**96**
7:00 AM	0	0	2	23	48	40	34	19	8	1	0	0	0	0	0	0	0	**175**
8:00 AM	0	1	3	17	59	69	58	35	10	3	1	0	0	0	0	0	0	**256**
9:00 AM	0	1	3	19	64	56	48	21	8	2	1	0	0	0	0	0	0	**223**
10:00 AM	0	0	2	19	59	57	45	28	6	1	0	0	0	0	0	0	0	**217**
11:00 AM	0	0	2	22	73	78	58	34	8	2	0	1	0	0	0	0	0	**278**
12:00 PM	0	0	1	23	66	88	70	35	9	3	0	0	0	0	0	0	0	**295**
1:00 PM	0	0	3	29	74	85	56	37	10	3	0	1	0	0	0	0	0	**298**
2:00 PM	0	0	2	19	83	96	83	38	10	2	0	0	0	0	0	0	0	**333**
3:00 PM	0	0	0	22	82	103	81	47	11	2	1	1	0	0	0	0	0	**350**
4:00 PM	0	0	1	25	76	110	107	41	18	4	2	0	0	0	0	0	0	**384**
5:00 PM	0	0	3	24	67	103	83	47	15	3	1	1	0	0	0	0	0	**347**
6:00 PM	0	0	1	19	45	75	77	43	15	5	1	1	0	0	0	0	0	**282**
7:00 PM	0	0	1	17	49	66	73	37	9	2	3	1	0	0	0	0	0	**258**
8:00 PM	0	0	1	14	41	61	55	30	9	4	1	0	0	0	0	0	0	**216**
9:00 PM	0	0	1	9	34	46	45	24	8	1	1	0	0	0	0	0	0	**169**
10:00 PM	1	0	0	7	21	30	28	11	6	1	0	1	0	0	0	0	0	**106**
11:00 PM	0	0	0	2	10	15	11	8	3	1	0	0	0	0	0	0	0	**50**
Total	**2**	**2**	**27**	**323**	**987**	**1,226**	**1,064**	**575**	**179**	**42**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**4,446**
Percent	**0.0%**	**0.0%**	**0.6%**	**7.3%**	**22.2%**	**27.6%**	**23.9%**	**12.9%**	**4.0%**	**0.9%**	**0.3%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	33.7	mph	Mean (Average) Speed	34.0	mph
85th Percentile	40.9	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	45.4	mph	Percent in Pace	53.4	%

Location: E Bayshore Rd BTWN Donohoe St & Clarke Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 04

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	21	26	16	28	44	13	25	38	-	-	-	-	-	-	-	-	-	-	-	-	11	25	36
1:00 AM	11	12	23	15	10	25	6	15	21	-	-	-	-	-	-	-	-	-	-	-	-	11	12	23
2:00 AM	5	14	19	6	10	16	12	16	28	-	-	-	-	-	-	-	-	-	-	-	-	8	13	21
3:00 AM	9	7	16	11	8	19	13	10	23	-	-	-	-	-	-	-	-	-	-	-	-	11	8	19
4:00 AM	12	20	32	20	14	34	18	13	31	-	-	-	-	-	-	-	-	-	-	-	-	17	16	32
5:00 AM	37	38	75	50	40	90	42	41	83	-	-	-	-	-	-	-	-	-	-	-	-	43	40	83
6:00 AM	96	96	192	97	98	195	104	96	200	-	-	-	-	-	-	-	-	-	-	-	-	99	97	196
7:00 AM	180	168	348	187	181	368	183	178	361	-	-	-	-	-	-	-	-	-	-	-	-	183	176	359
8:00 AM	189	271	460	191	245	436	187	255	442	-	-	-	-	-	-	-	-	-	-	-	-	189	257	446
9:00 AM	194	204	398	201	240	441	188	223	411	-	-	-	-	-	-	-	-	-	-	-	-	194	222	417
10:00 AM	**207**	213	420	225	220	445	207	219	426	-	-	-	-	-	-	-	-	-	-	-	-	213	217	430
11:00 AM	202	**279**	**481**	**257**	**275**	**532**	**224**	**280**	**504**	-	-	-	-	-	-	-	-	-	-	-	-	**228**	**278**	**506**
12:00 PM	**252**	279	531	232	317	549	225	291	516	-	-	-	-	-	-	-	-	-	-	-	-	236	296	532
1:00 PM	194	284	478	243	321	564	182	288	470	-	-	-	-	-	-	-	-	-	-	-	-	206	298	504
2:00 PM	229	303	532	238	342	580	232	356	588	-	-	-	-	-	-	-	-	-	-	-	-	233	334	567
3:00 PM	242	360	602	224	326	550	232	363	595	-	-	-	-	-	-	-	-	-	-	-	-	233	350	582
4:00 PM	228	**381**	**609**	**253**	**371**	**624**	**253**	**401**	**654**	-	-	-	-	-	-	-	-	-	-	-	-	**245**	**384**	**629**
5:00 PM	225	342	567	193	343	536	188	353	541	-	-	-	-	-	-	-	-	-	-	-	-	202	346	548
6:00 PM	175	294	469	181	271	452	216	286	502	-	-	-	-	-	-	-	-	-	-	-	-	191	284	474
7:00 PM	170	288	458	145	240	385	163	248	411	-	-	-	-	-	-	-	-	-	-	-	-	159	259	418
8:00 PM	121	223	344	151	192	343	136	234	370	-	-	-	-	-	-	-	-	-	-	-	-	136	216	352
9:00 PM	81	168	249	92	165	257	122	175	297	-	-	-	-	-	-	-	-	-	-	-	-	98	169	268
10:00 PM	52	96	148	61	118	179	70	109	179	-	-	-	-	-	-	-	-	-	-	-	-	61	108	169
11:00 PM	37	49	86	23	47	70	26	52	78	-	-	-	-	-	-	-	-	-	-	-	-	29	49	78
Total	3,153	4,410	7,563	3,312	4,422	7,734	3,242	4,527	7,769	-	-	-	-	-	-	-	-	-	-	-	-	3,236	4,453	7,689
Percent	42%	58%	-	43%	57%	-	42%	58%	-	-	-	-	-	-	-	-	-	-	-	-	-	42%	58%	-
AM Peak	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	11:00	11:00	11:00
Vol.	207	279	481	257	275	532	224	280	504	-	-	-	-	-	-	-	-	-	-	-	-	228	278	506
PM Peak	12:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	16:00	16:00
Vol.	252	381	609	253	371	624	253	401	654	-	-	-	-	-	-	-	-	-	-	-	-	245	384	629

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Vehicle Classification Report Summary

Location: Bay Rd BTWN Dumbarton Ave & University Ave

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 06

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	89	7,810	2,300	1	901	37	0	0	1	4	0	0	0	11,143
Percent	0.8%	70.1%	20.6%	0.0%	8.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	165	7,169	1,728	5	659	84	0	1	2	2	0	0	0	9,815
Percent	1.7%	73.0%	17.6%	0.1%	6.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	254	14,979	4,028	6	1,560	121	0	1	3	6	0	0	0	20,958
Percent	1.2%	71.5%	19.2%	0.0%	7.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Tuesday, May 11, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	7	0	1	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	**9**
3:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	5	6	0	2	0	0	0	0	0	0	0	0	**13**
5:00 AM	0	24	9	0	3	0	0	0	0	0	0	0	0	**36**
6:00 AM	1	46	17	0	14	1	0	0	0	0	0	0	0	**79**
7:00 AM	1	93	43	0	29	1	0	0	0	0	0	0	0	**167**
8:00 AM	0	188	62	0	13	2	0	0	0	0	0	0	0	**265**
9:00 AM	1	105	26	0	21	0	0	0	0	0	0	0	0	**153**
10:00 AM	0	115	24	0	14	2	0	0	0	0	0	0	0	**155**
11:00 AM	2	103	38	0	22	0	0	0	0	0	0	0	0	**165**
12:00 PM	1	186	39	0	24	1	0	0	0	0	0	0	0	**251**
1:00 PM	2	135	52	0	21	1	0	0	0	0	0	0	0	**211**
2:00 PM	1	177	44	0	16	0	0	0	0	0	0	0	0	**238**
3:00 PM	5	237	72	0	19	0	0	0	0	0	0	0	0	**333**
4:00 PM	1	207	69	0	27	0	0	0	0	0	0	0	0	**304**
5:00 PM	3	217	56	0	12	1	0	0	0	0	0	0	0	**289**
6:00 PM	1	195	54	0	26	0	0	0	0	0	0	0	0	**276**
7:00 PM	2	185	50	0	18	0	0	0	0	0	0	0	0	**255**
8:00 PM	3	163	38	0	28	0	0	0	0	0	0	0	0	**232**
9:00 PM	0	96	37	0	14	0	0	0	0	0	0	0	0	**147**
10:00 PM	0	71	13	0	5	0	0	0	0	0	0	0	0	**89**
11:00 PM	2	27	26	0	5	0	0	0	0	0	0	0	0	**60**
Total	**26**	**2,608**	**786**	**0**	**338**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,767**
Percent	**0.7%**	**69.2%**	**20.9%**	**0.0%**	**9.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Tuesday, May 11, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	10	4	0	2	1	0	0	0	0	0	0	0	**18**
1:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	6	0	0	4	0	0	0	0	0	0	0	0	**10**
3:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	25	7	0	4	2	0	0	0	0	0	0	0	**38**
6:00 AM	1	57	20	0	8	2	0	0	0	0	0	0	0	**88**
7:00 AM	3	152	53	1	22	2	0	0	0	0	0	0	0	**233**
8:00 AM	5	202	48	0	7	2	0	0	0	0	0	0	0	**264**
9:00 AM	0	76	28	0	11	1	0	0	0	0	0	0	0	**116**
10:00 AM	5	99	23	0	8	1	0	0	0	0	0	0	0	**136**
11:00 AM	2	115	28	0	19	0	0	0	0	0	0	0	0	**164**
12:00 PM	4	153	30	0	14	1	0	0	0	0	0	0	0	**202**
1:00 PM	3	127	31	0	12	1	0	0	0	0	0	0	0	**174**
2:00 PM	5	155	32	0	13	4	0	0	0	0	0	0	0	**209**
3:00 PM	3	185	39	0	24	2	0	0	0	0	0	0	0	**253**
4:00 PM	4	170	40	0	13	1	0	0	0	0	0	0	0	**228**
5:00 PM	6	192	52	0	15	1	0	0	0	0	0	0	0	**266**
6:00 PM	4	199	53	0	12	1	0	0	0	0	0	0	0	**269**
7:00 PM	5	131	42	0	10	0	0	0	0	0	0	0	0	**188**
8:00 PM	3	120	26	0	8	2	0	0	0	0	0	0	0	**159**
9:00 PM	3	70	13	0	7	0	0	0	0	0	0	0	0	**93**
10:00 PM	1	50	6	0	3	0	0	0	0	0	0	0	0	**60**
11:00 PM	1	15	7	0	4	1	0	0	0	0	0	0	0	**28**
Total	**59**	**2,331**	**590**	**1**	**222**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,228**
Percent	**1.8%**	**72.2%**	**18.3%**	**0.0%**	**6.9%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Wednesday, May 12, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	25	5	0	2	0	0	0	0	0	0	0	0	**32**
1:00 AM	0	14	6	0	1	0	0	0	0	0	0	0	0	**21**
2:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	10	1	0	1	1	0	0	0	0	0	0	0	**13**
5:00 AM	0	18	6	0	5	1	0	0	0	0	0	0	0	**30**
6:00 AM	0	36	11	0	12	1	0	0	0	0	0	0	0	**60**
7:00 AM	1	106	46	0	23	0	0	0	0	0	0	0	0	**176**
8:00 AM	1	190	57	0	20	0	0	0	0	2	0	0	0	**270**
9:00 AM	0	112	29	0	10	0	0	0	0	0	0	0	0	**151**
10:00 AM	0	125	27	0	16	0	0	0	0	0	0	0	0	**168**
11:00 AM	2	131	38	0	15	1	0	0	0	0	0	0	0	**187**
12:00 PM	2	154	57	0	19	1	0	0	0	0	0	0	0	**233**
1:00 PM	2	176	39	0	12	0	0	0	0	0	0	0	0	**229**
2:00 PM	0	177	43	0	17	0	0	0	0	0	0	0	0	**237**
3:00 PM	3	213	74	0	21	0	0	0	0	0	0	0	0	**311**
4:00 PM	3	214	62	0	26	1	0	0	0	0	0	0	0	**306**
5:00 PM	1	206	61	0	19	1	0	0	0	0	0	0	0	**288**
6:00 PM	4	143	47	0	26	1	0	0	0	1	0	0	0	**222**
7:00 PM	2	195	36	0	13	0	0	0	0	0	0	0	0	**246**
8:00 PM	1	153	37	0	10	0	0	0	0	0	0	0	0	**201**
9:00 PM	0	100	41	0	13	0	0	0	0	0	0	0	0	**154**
10:00 PM	0	79	16	0	8	0	0	0	0	0	0	0	0	**103**
11:00 PM	0	32	5	0	2	1	0	0	0	0	0	0	0	**40**
Total	**22**	**2,624**	**749**	**0**	**293**	**9**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3,700**
Percent	**0.6%**	**70.9%**	**20.2%**	**0.0%**	**7.9%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Wednesday, May 12, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	1	6	2	0	4	0	0	0	0	0	0	0	0	**13**
2:00 AM	1	1	3	0	1	1	0	0	0	0	0	0	0	**7**
3:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
5:00 AM	0	19	2	0	6	1	0	0	0	0	0	0	0	**28**
6:00 AM	2	46	18	0	8	1	0	0	0	0	0	0	0	**75**
7:00 AM	4	162	40	1	14	2	0	0	0	0	0	0	0	**223**
8:00 AM	3	205	52	0	13	7	0	0	0	0	0	0	0	**280**
9:00 AM	2	143	31	0	12	0	0	0	0	1	0	0	0	**189**
10:00 AM	3	116	25	0	16	1	0	0	1	0	0	0	0	**162**
11:00 AM	1	144	28	0	10	1	0	0	0	0	0	0	0	**184**
12:00 PM	4	169	28	0	10	0	0	0	0	0	0	0	0	**211**
1:00 PM	2	139	34	0	7	2	0	0	0	0	0	0	0	**184**
2:00 PM	7	168	24	1	13	1	0	0	0	1	0	0	0	**215**
3:00 PM	1	156	33	0	19	2	0	0	0	0	0	0	0	**211**
4:00 PM	1	176	45	0	11	0	0	0	0	0	0	0	0	**233**
5:00 PM	6	186	42	0	14	1	0	0	0	0	0	0	0	**249**
6:00 PM	4	176	40	0	16	1	0	0	0	0	0	0	0	**237**
7:00 PM	1	146	37	0	12	1	0	0	0	0	0	0	0	**197**
8:00 PM	4	114	19	0	15	2	0	0	0	0	0	0	0	**154**
9:00 PM	0	91	29	0	11	1	0	0	0	0	0	0	0	**132**
10:00 PM	0	43	6	0	3	2	0	0	0	0	0	0	0	**54**
11:00 PM	1	23	5	0	3	0	0	0	0	0	0	0	0	**32**
Total	**48**	**2,447**	**553**	**2**	**222**	**27**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3,302**
Percent	**1.5%**	**74.1%**	**16.7%**	**0.1%**	**6.7%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Thursday, May 13, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	5	0	2	0	0	0	0	0	0	0	0	**20**
1:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
2:00 AM	1	5	1	0	1	0	0	0	0	0	0	0	0	**8**
3:00 AM	1	3	1	0	1	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	13	2	0	1	1	0	0	0	0	0	0	0	**17**
5:00 AM	0	21	11	0	3	2	0	0	0	0	0	0	0	**37**
6:00 AM	0	38	16	0	9	0	0	0	0	0	0	0	0	**63**
7:00 AM	3	109	37	0	19	3	0	0	0	1	0	0	0	**172**
8:00 AM	0	184	56	0	15	0	0	0	0	0	0	0	0	**255**
9:00 AM	2	100	36	0	14	2	0	0	1	0	0	0	0	**155**
10:00 AM	0	83	40	0	11	1	0	0	0	0	0	0	0	**135**
11:00 AM	3	104	38	1	12	0	0	0	0	0	0	0	0	**158**
12:00 PM	3	155	45	0	19	2	0	0	0	0	0	0	0	**224**
1:00 PM	2	144	41	0	16	2	0	0	0	0	0	0	0	**205**
2:00 PM	0	170	37	0	17	0	0	0	0	0	0	0	0	**224**
3:00 PM	3	244	73	0	17	0	0	0	0	0	0	0	0	**337**
4:00 PM	3	231	67	0	23	0	0	0	0	0	0	0	0	**324**
5:00 PM	7	199	60	0	23	1	0	0	0	0	0	0	0	**290**
6:00 PM	7	192	39	0	18	0	0	0	0	0	0	0	0	**256**
7:00 PM	4	170	61	0	22	2	0	0	0	0	0	0	0	**259**
8:00 PM	1	144	37	0	11	1	0	0	0	0	0	0	0	**194**
9:00 PM	0	138	34	0	8	0	0	0	0	0	0	0	0	**180**
10:00 PM	0	88	16	0	7	1	0	0	0	0	0	0	0	**112**
11:00 PM	1	24	9	0	1	1	0	0	0	0	0	0	0	**36**
Total	**41**	**2,578**	**765**	**1**	**270**	**19**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3,676**
Percent	**1.1%**	**70.1%**	**20.8%**	**0.0%**	**7.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Thursday, May 13, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	4	0	1	0	0	0	0	0	0	0	0	**23**
1:00 AM	0	11	1	0	3	0	0	0	0	0	0	0	0	**15**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
4:00 AM	1	8	2	0	2	2	0	0	0	0	0	0	0	**15**
5:00 AM	0	13	7	0	5	1	0	0	0	0	0	0	0	**26**
6:00 AM	1	52	19	0	9	2	0	0	0	0	0	0	0	**83**
7:00 AM	6	130	52	1	23	4	0	0	0	0	0	0	0	**216**
8:00 AM	4	198	42	0	11	5	0	0	0	0	0	0	0	**260**
9:00 AM	1	93	25	0	12	1	0	0	1	0	0	0	0	**133**
10:00 AM	2	89	24	0	9	1	0	0	0	0	0	0	0	**125**
11:00 AM	0	114	24	0	17	2	0	0	0	0	0	0	0	**157**
12:00 PM	1	145	42	0	13	0	0	0	0	0	0	0	0	**201**
1:00 PM	5	131	37	0	9	1	0	0	0	0	0	0	0	**183**
2:00 PM	6	161	37	1	16	3	0	1	0	0	0	0	0	**225**
3:00 PM	1	194	39	0	13	0	0	0	0	0	0	0	0	**247**
4:00 PM	2	175	44	0	14	0	0	0	0	0	0	0	0	**235**
5:00 PM	6	187	44	0	12	1	0	0	0	0	0	0	0	**250**
6:00 PM	8	183	48	0	16	3	0	0	0	0	0	0	0	**258**
7:00 PM	8	152	35	0	13	1	0	0	0	0	0	0	0	**209**
8:00 PM	5	137	20	0	7	3	0	0	0	0	0	0	0	**172**
9:00 PM	1	99	18	0	4	2	0	0	0	0	0	0	0	**124**
10:00 PM	0	63	10	0	4	0	0	0	0	0	0	0	0	**77**
11:00 PM	0	30	9	0	1	0	0	0	0	0	0	0	0	**40**
Total	**58**	**2,391**	**585**	**2**	**215**	**32**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3,285**
Percent	**1.8%**	**72.8%**	**17.8%**	**0.1%**	**6.5%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	6	0	2	0	0	0	0	0	0	0	0	**25**
1:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	9	3	0	1	1	0	0	0	0	0	0	0	**14**
5:00 AM	0	21	9	0	4	1	0	0	0	0	0	0	0	**35**
6:00 AM	0	40	15	0	12	1	0	0	0	0	0	0	0	**68**
7:00 AM	2	103	42	0	24	1	0	0	0	0	0	0	0	**172**
8:00 AM	0	187	58	0	16	1	0	0	0	1	0	0	0	**263**
9:00 AM	1	106	30	0	15	1	0	0	0	0	0	0	0	**153**
10:00 AM	0	108	30	0	14	1	0	0	0	0	0	0	0	**153**
11:00 AM	2	113	38	0	16	0	0	0	0	0	0	0	0	**169**
12:00 PM	2	165	47	0	21	1	0	0	0	0	0	0	0	**236**
1:00 PM	2	152	44	0	16	1	0	0	0	0	0	0	0	**215**
2:00 PM	0	175	41	0	17	0	0	0	0	0	0	0	0	**233**
3:00 PM	4	231	73	0	19	0	0	0	0	0	0	0	0	**327**
4:00 PM	2	217	66	0	25	0	0	0	0	0	0	0	0	**310**
5:00 PM	4	207	59	0	18	1	0	0	0	0	0	0	0	**289**
6:00 PM	4	177	47	0	23	0	0	0	0	0	0	0	0	**251**
7:00 PM	3	183	49	0	18	1	0	0	0	0	0	0	0	**254**
8:00 PM	2	153	37	0	16	0	0	0	0	0	0	0	0	**208**
9:00 PM	0	111	37	0	12	0	0	0	0	0	0	0	0	**160**
10:00 PM	0	79	15	0	7	0	0	0	0	0	0	0	0	**101**
11:00 PM	1	28	13	0	3	1	0	0	0	0	0	0	0	**46**
Total	**29**	**2,603**	**766**	**0**	**302**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3,713**
Percent	**0.8%**	**70.1%**	**20.6%**	**0.0%**	**8.1%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
1:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	7	4	0	2	1	0	0	0	0	0	0	0	**14**
5:00 AM	0	19	5	0	5	1	0	0	0	0	0	0	0	**30**
6:00 AM	1	52	19	0	8	2	0	0	0	0	0	0	0	**82**
7:00 AM	4	148	48	1	20	3	0	0	0	0	0	0	0	**224**
8:00 AM	4	202	47	0	10	5	0	0	0	0	0	0	0	**268**
9:00 AM	1	104	28	0	12	1	0	0	0	0	0	0	0	**146**
10:00 AM	3	101	24	0	11	1	0	0	0	0	0	0	0	**140**
11:00 AM	1	124	27	0	15	1	0	0	0	0	0	0	0	**168**
12:00 PM	3	156	33	0	12	0	0	0	0	0	0	0	0	**204**
1:00 PM	3	132	34	0	9	1	0	0	0	0	0	0	0	**179**
2:00 PM	6	161	31	1	14	3	0	0	0	0	0	0	0	**216**
3:00 PM	2	178	37	0	19	1	0	0	0	0	0	0	0	**237**
4:00 PM	2	174	43	0	13	0	0	0	0	0	0	0	0	**232**
5:00 PM	6	188	46	0	14	1	0	0	0	0	0	0	0	**255**
6:00 PM	5	186	47	0	15	2	0	0	0	0	0	0	0	**255**
7:00 PM	5	143	38	0	12	1	0	0	0	0	0	0	0	**199**
8:00 PM	4	124	22	0	10	2	0	0	0	0	0	0	0	**162**
9:00 PM	1	87	20	0	7	1	0	0	0	0	0	0	0	**116**
10:00 PM	0	52	7	0	3	1	0	0	0	0	0	0	0	**63**
11:00 PM	1	23	7	0	3	0	0	0	0	0	0	0	0	**34**
Total	**52**	**2,389**	**576**	**2**	**220**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,267**
Percent	**1.6%**	**73.1%**	**17.6%**	**0.1%**	**6.7%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	6	0	2	0	0	0	0	0	0	0	0	**25**
1:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	9	3	0	1	1	0	0	0	0	0	0	0	**14**
5:00 AM	0	21	9	0	4	1	0	0	0	0	0	0	0	**35**
6:00 AM	0	40	15	0	12	1	0	0	0	0	0	0	0	**68**
7:00 AM	2	103	42	0	24	1	0	0	0	0	0	0	0	**172**
8:00 AM	0	187	58	0	16	1	0	0	0	1	0	0	0	**263**
9:00 AM	1	106	30	0	15	1	0	0	0	0	0	0	0	**153**
10:00 AM	0	108	30	0	14	1	0	0	0	0	0	0	0	**153**
11:00 AM	2	113	38	0	16	0	0	0	0	0	0	0	0	**169**
12:00 PM	2	165	47	0	21	1	0	0	0	0	0	0	0	**236**
1:00 PM	2	152	44	0	16	1	0	0	0	0	0	0	0	**215**
2:00 PM	0	175	41	0	17	0	0	0	0	0	0	0	0	**233**
3:00 PM	4	231	73	0	19	0	0	0	0	0	0	0	0	**327**
4:00 PM	2	217	66	0	25	0	0	0	0	0	0	0	0	**310**
5:00 PM	4	207	59	0	18	1	0	0	0	0	0	0	0	**289**
6:00 PM	4	177	47	0	23	0	0	0	0	0	0	0	0	**251**
7:00 PM	3	183	49	0	18	1	0	0	0	0	0	0	0	**254**
8:00 PM	2	153	37	0	16	0	0	0	0	0	0	0	0	**208**
9:00 PM	0	111	37	0	12	0	0	0	0	0	0	0	0	**160**
10:00 PM	0	79	15	0	7	0	0	0	0	0	0	0	0	**101**
11:00 PM	1	28	13	0	3	1	0	0	0	0	0	0	0	**46**
Total	**29**	**2,603**	**766**	**0**	**302**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3,713**
Percent	**0.8%**	**70.1%**	**20.6%**	**0.0%**	**8.1%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
1:00 AM	0	9	2	0	2	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	7	4	0	2	1	0	0	0	0	0	0	0	**14**
5:00 AM	0	19	5	0	5	1	0	0	0	0	0	0	0	**30**
6:00 AM	1	52	19	0	8	2	0	0	0	0	0	0	0	**82**
7:00 AM	4	148	48	1	20	3	0	0	0	0	0	0	0	**224**
8:00 AM	4	202	47	0	10	5	0	0	0	0	0	0	0	**268**
9:00 AM	1	104	28	0	12	1	0	0	0	0	0	0	0	**146**
10:00 AM	3	101	24	0	11	1	0	0	0	0	0	0	0	**140**
11:00 AM	1	124	27	0	15	1	0	0	0	0	0	0	0	**168**
12:00 PM	3	156	33	0	12	0	0	0	0	0	0	0	0	**204**
1:00 PM	3	132	34	0	9	1	0	0	0	0	0	0	0	**179**
2:00 PM	6	161	31	1	14	3	0	0	0	0	0	0	0	**216**
3:00 PM	2	178	37	0	19	1	0	0	0	0	0	0	0	**237**
4:00 PM	2	174	43	0	13	0	0	0	0	0	0	0	0	**232**
5:00 PM	6	188	46	0	14	1	0	0	0	0	0	0	0	**255**
6:00 PM	5	186	47	0	15	2	0	0	0	0	0	0	0	**255**
7:00 PM	5	143	38	0	12	1	0	0	0	0	0	0	0	**199**
8:00 PM	4	124	22	0	10	2	0	0	0	0	0	0	0	**162**
9:00 PM	1	87	20	0	7	1	0	0	0	0	0	0	0	**116**
10:00 PM	0	52	7	0	3	1	0	0	0	0	0	0	0	**63**
11:00 PM	1	23	7	0	3	0	0	0	0	0	0	0	0	**34**
Total	**52**	**2,389**	**576**	**2**	**220**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,267**
Percent	**1.6%**	**73.1%**	**17.6%**	**0.1%**	**6.7%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: Bay Rd BTWN Dumbarton Ave & University Ave

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 06

	Speed Range (mph)																Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	54	203	892	2,885	4,451	2,188	406	47	13	4	0	0	0	0	0	0	0	11,143
Percent	0.5%	1.8%	8.0%	25.9%	39.9%	19.6%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	43	246	1,226	2,672	3,798	1,505	287	28	8	1	1	0	0	0	0	0	0	9,815
Percent	0.4%	2.5%	12.5%	27.2%	38.7%	15.3%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	97	449	2,118	5,557	8,249	3,693	693	75	21	5	1	0	0	0	0	0	0	20,958
Percent	0.5%	2.1%	10.1%	26.5%	39.4%	17.6%	3.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	26.7	mph	Mean (Average) Speed	26.5	mph
85th Percentile	31.5	mph	10 mph Pace	21.9 - 31.9	mph
95th Percentile	34.7	mph	Percent in Pace	69.7	%
Westbound			**Westbound**		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	25.5	mph
85th Percentile	30.6	mph	10 mph Pace	21.1 - 31.1	mph
95th Percentile	33.8	mph	Percent in Pace	67.5	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Tuesday, May 11, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	8	8	1	0	0	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	**9**
3:00 AM	0	0	1	0	4	4	0	1	0	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	0	0	1	3	2	6	0	1	0	0	0	0	0	0	0	0	**13**
5:00 AM	0	1	0	6	11	16	2	0	0	0	0	0	0	0	0	0	0	**36**
6:00 AM	1	1	6	15	31	20	4	0	1	0	0	0	0	0	0	0	0	**79**
7:00 AM	0	3	12	36	68	35	11	2	0	0	0	0	0	0	0	0	0	**167**
8:00 AM	1	2	25	55	104	68	7	2	1	0	0	0	0	0	0	0	0	**265**
9:00 AM	0	2	12	35	62	36	5	1	0	0	0	0	0	0	0	0	0	**153**
10:00 AM	0	4	9	37	72	27	5	1	0	0	0	0	0	0	0	0	0	**155**
11:00 AM	0	2	11	32	70	37	11	0	2	0	0	0	0	0	0	0	0	**165**
12:00 PM	1	4	17	62	100	60	7	0	0	0	0	0	0	0	0	0	0	**251**
1:00 PM	0	2	19	48	83	50	7	2	0	0	0	0	0	0	0	0	0	**211**
2:00 PM	0	4	16	60	97	50	10	0	1	0	0	0	0	0	0	0	0	**238**
3:00 PM	4	4	13	94	145	62	11	0	0	0	0	0	0	0	0	0	0	**333**
4:00 PM	0	5	28	67	118	66	17	3	0	0	0	0	0	0	0	0	0	**304**
5:00 PM	3	1	26	78	111	61	8	1	0	0	0	0	0	0	0	0	0	**289**
6:00 PM	1	5	17	78	107	58	6	3	0	1	0	0	0	0	0	0	0	**276**
7:00 PM	2	11	19	80	91	41	9	2	0	0	0	0	0	0	0	0	0	**255**
8:00 PM	1	9	18	75	95	29	4	1	0	0	0	0	0	0	0	0	0	**232**
9:00 PM	2	0	12	36	52	38	7	0	0	0	0	0	0	0	0	0	0	**147**
10:00 PM	0	1	6	19	40	20	3	0	0	0	0	0	0	0	0	0	0	**89**
11:00 PM	1	0	3	7	25	18	4	2	0	0	0	0	0	0	0	0	0	**60**
Total	**17**	**61**	**271**	**926**	**1,504**	**811**	**148**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,767**
Percent	**0.5%**	**1.6%**	**7.2%**	**24.6%**	**39.9%**	**21.5%**	**3.9%**	**0.6%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.8	mph
85th Percentile	31.8	mph	10 mph Pace	22.5 - 32.5	mph
95th Percentile	34.8	mph	Percent in Pace	70.5	%

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Tuesday, May 11, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	5	5	3	4	0	0	0	0	0	0	0	0	0	0	0	**18**
1:00 AM	0	1	2	0	5	4	0	0	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	**10**
3:00 AM	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	0	2	2	2	2	3	1	0	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	5	3	7	18	3	2	0	0	0	0	0	0	0	0	0	0	**38**
6:00 AM	1	4	12	22	28	16	4	1	0	0	0	0	0	0	0	0	0	**88**
7:00 AM	0	3	48	63	70	37	11	1	0	0	0	0	0	0	0	0	0	**233**
8:00 AM	3	7	36	81	98	34	4	1	0	0	0	0	0	0	0	0	0	**264**
9:00 AM	0	1	12	30	45	27	1	0	0	0	0	0	0	0	0	0	0	**116**
10:00 AM	1	9	13	29	52	25	6	0	0	0	1	0	0	0	0	0	0	**136**
11:00 AM	1	0	12	24	88	35	4	0	0	0	0	0	0	0	0	0	0	**164**
12:00 PM	2	4	23	48	87	32	5	1	0	0	0	0	0	0	0	0	0	**202**
1:00 PM	1	4	22	45	61	34	6	0	1	0	0	0	0	0	0	0	0	**174**
2:00 PM	2	6	28	60	81	28	3	1	0	0	0	0	0	0	0	0	0	**209**
3:00 PM	1	4	25	68	103	36	15	1	0	0	0	0	0	0	0	0	0	**253**
4:00 PM	2	5	35	59	93	31	2	1	0	0	0	0	0	0	0	0	0	**228**
5:00 PM	1	3	18	79	128	29	7	1	0	0	0	0	0	0	0	0	0	**266**
6:00 PM	1	2	45	91	90	32	7	1	0	0	0	0	0	0	0	0	0	**269**
7:00 PM	2	6	12	64	67	30	5	2	0	0	0	0	0	0	0	0	0	**188**
8:00 PM	0	5	31	40	65	13	4	0	1	0	0	0	0	0	0	0	0	**159**
9:00 PM	1	3	13	25	36	8	7	0	0	0	0	0	0	0	0	0	0	**93**
10:00 PM	0	1	7	11	25	14	2	0	0	0	0	0	0	0	0	0	0	**60**
11:00 PM	0	3	1	5	13	4	1	1	0	0	0	0	0	0	0	0	0	**28**
Total	**19**	**77**	**407**	**863**	**1,265**	**482**	**99**	**13**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3,228**
Percent	**0.6%**	**2.4%**	**12.6%**	**26.7%**	**39.2%**	**14.9%**	**3.1%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.1	mph	Mean (Average) Speed	25.6	mph
85th Percentile	30.6	mph	10 mph Pace	21.1 - 31.1	mph
95th Percentile	33.9	mph	Percent in Pace	67.87	%

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Wednesday, May 12, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	6	14	9	3	0	0	0	0	0	0	0	0	0	0	**32**
1:00 AM	0	0	0	3	8	9	1	0	0	0	0	0	0	0	0	0	0	**21**
2:00 AM	0	0	0	4	7	4	0	2	0	0	0	0	0	0	0	0	0	**17**
3:00 AM	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0	**13**
5:00 AM	0	1	1	6	10	8	4	0	0	0	0	0	0	0	0	0	0	**30**
6:00 AM	0	1	0	14	29	12	4	0	0	0	0	0	0	0	0	0	0	**60**
7:00 AM	1	5	12	53	74	26	5	0	0	0	0	0	0	0	0	0	0	**176**
8:00 AM	1	10	26	87	113	29	4	0	0	0	0	0	0	0	0	0	0	**270**
9:00 AM	0	11	24	63	43	9	1	0	0	0	0	0	0	0	0	0	0	**151**
10:00 AM	2	3	26	57	63	16	1	0	0	0	0	0	0	0	0	0	0	**168**
11:00 AM	2	8	21	78	57	20	1	0	0	0	0	0	0	0	0	0	0	**187**
12:00 PM	2	4	23	76	95	29	4	0	0	0	0	0	0	0	0	0	0	**233**
1:00 PM	0	5	17	79	92	34	2	0	0	0	0	0	0	0	0	0	0	**229**
2:00 PM	0	3	19	63	94	51	6	0	1	0	0	0	0	0	0	0	0	**237**
3:00 PM	0	7	14	78	143	58	9	0	2	0	0	0	0	0	0	0	0	**311**
4:00 PM	5	7	30	62	130	60	12	0	0	0	0	0	0	0	0	0	0	**306**
5:00 PM	1	0	16	55	112	82	18	4	0	0	0	0	0	0	0	0	0	**288**
6:00 PM	3	9	14	44	86	50	15	1	0	0	0	0	0	0	0	0	0	**222**
7:00 PM	1	7	27	73	85	44	8	0	0	1	0	0	0	0	0	0	0	**246**
8:00 PM	1	1	18	74	74	28	4	1	0	0	0	0	0	0	0	0	0	**201**
9:00 PM	0	3	12	39	61	21	13	5	0	0	0	0	0	0	0	0	0	**154**
10:00 PM	0	0	3	25	43	21	8	1	2	0	0	0	0	0	0	0	0	**103**
11:00 PM	0	0	8	9	14	7	1	1	0	0	0	0	0	0	0	0	0	**40**
Total	**19**	**85**	**311**	**1,051**	**1,454**	**632**	**127**	**15**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,700**
Percent	**0.5%**	**2.3%**	**8.4%**	**28.4%**	**39.3%**	**17.1%**	**3.4%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.3	mph	Mean (Average) Speed	26.1	mph
85th Percentile	31.1	mph	10 mph Pace	21.3 - 31.3	mph
95th Percentile	34.4	mph	Percent in Pace	69.8	%

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Wednesday, May 12, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	5	2	3	0	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	1	1	2	6	1	2	0	0	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	1	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	2	0	5	3	2	2	0	0	0	0	0	0	0	0	0	0	**14**
5:00 AM	0	2	3	6	7	8	2	0	0	0	0	0	0	0	0	0	0	**28**
6:00 AM	0	2	8	10	36	16	3	0	0	0	0	0	0	0	0	0	0	**75**
7:00 AM	0	9	50	46	84	30	4	0	0	0	0	0	0	0	0	0	0	**223**
8:00 AM	1	14	46	85	99	32	2	0	1	0	0	0	0	0	0	0	0	**280**
9:00 AM	0	2	26	75	68	15	3	0	0	0	0	0	0	0	0	0	0	**189**
10:00 AM	1	5	19	52	59	20	6	0	0	0	0	0	0	0	0	0	0	**162**
11:00 AM	0	5	22	68	68	17	3	1	0	0	0	0	0	0	0	0	0	**184**
12:00 PM	0	4	27	73	74	25	8	0	0	0	0	0	0	0	0	0	0	**211**
1:00 PM	2	7	33	56	62	22	2	0	0	0	0	0	0	0	0	0	0	**184**
2:00 PM	0	10	32	65	76	27	5	0	0	0	0	0	0	0	0	0	0	**215**
3:00 PM	0	2	21	65	83	31	7	2	0	0	0	0	0	0	0	0	0	**211**
4:00 PM	1	2	21	56	103	44	6	0	0	0	0	0	0	0	0	0	0	**233**
5:00 PM	0	3	15	54	115	52	8	1	1	0	0	0	0	0	0	0	0	**249**
6:00 PM	2	5	29	76	88	30	7	0	0	0	0	0	0	0	0	0	0	**237**
7:00 PM	2	4	18	56	70	37	9	0	1	0	0	0	0	0	0	0	0	**197**
8:00 PM	0	5	28	44	57	19	1	0	0	0	0	0	0	0	0	0	0	**154**
9:00 PM	0	3	13	28	49	29	8	2	0	0	0	0	0	0	0	0	0	**132**
10:00 PM	0	1	6	7	24	13	3	0	0	0	0	0	0	0	0	0	0	**54**
11:00 PM	0	1	4	9	9	7	2	0	0	0	0	0	0	0	0	0	0	**32**
Total	**9**	**90**	**423**	**947**	**1,247**	**482**	**95**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,302**
Percent	**0.3%**	**2.7%**	**12.8%**	**28.7%**	**37.8%**	**14.6%**	**2.9%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	25.7	mph	Mean (Average) Speed	25.4	mph
85th Percentile	30.5	mph	10 mph Pace	20.9 - 30.9	mph
95th Percentile	33.7	mph	Percent in Pace	67.38	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Thursday, May 13, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	4	6	7	1	0	0	0	0	0	0	0	0	0	0	**20**
1:00 AM	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	1	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	0	2	0	3	0	1	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	0	2	1	8	2	2	1	1	0	0	0	0	0	0	0	0	**17**
5:00 AM	0	0	1	7	11	16	2	0	0	0	0	0	0	0	0	0	0	**37**
6:00 AM	0	0	3	14	31	14	0	1	0	0	0	0	0	0	0	0	0	**63**
7:00 AM	2	7	29	61	54	18	1	0	0	0	0	0	0	0	0	0	0	**172**
8:00 AM	1	4	24	86	90	48	2	0	0	0	0	0	0	0	0	0	0	**255**
9:00 AM	2	3	9	32	74	29	4	2	0	0	0	0	0	0	0	0	0	**155**
10:00 AM	0	1	9	37	58	24	6	0	0	0	0	0	0	0	0	0	0	**135**
11:00 AM	1	6	19	42	53	25	11	0	0	1	0	0	0	0	0	0	0	**158**
12:00 PM	1	3	24	53	79	50	14	0	0	0	0	0	0	0	0	0	0	**224**
1:00 PM	0	2	19	39	86	51	8	0	0	0	0	0	0	0	0	0	0	**205**
2:00 PM	0	0	13	47	104	53	7	0	0	0	0	0	0	0	0	0	0	**224**
3:00 PM	1	5	23	79	142	80	6	1	0	0	0	0	0	0	0	0	0	**337**
4:00 PM	2	8	21	74	128	81	8	0	1	1	0	0	0	0	0	0	0	**324**
5:00 PM	2	5	23	67	122	56	14	1	0	0	0	0	0	0	0	0	0	**290**
6:00 PM	4	3	17	45	113	59	14	1	0	0	0	0	0	0	0	0	0	**256**
7:00 PM	2	0	27	73	105	41	11	0	0	0	0	0	0	0	0	0	0	**259**
8:00 PM	0	6	18	48	80	35	7	0	0	0	0	0	0	0	0	0	0	**194**
9:00 PM	0	3	12	62	80	19	3	1	0	0	0	0	0	0	0	0	0	**180**
10:00 PM	0	0	10	25	47	24	5	1	0	0	0	0	0	0	0	0	0	**112**
11:00 PM	0	0	2	9	13	8	3	1	0	0	0	0	0	0	0	0	0	**36**
Total	**18**	**57**	**310**	**908**	**1,493**	**745**	**131**	**10**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,676**
Percent	**0.5%**	**1.6%**	**8.4%**	**24.7%**	**40.6%**	**20.3%**	**3.6%**	**0.3%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.8	mph	Mean (Average) Speed	26.5	mph
85th Percentile	31.5	mph	10 mph Pace	21.9 - 31.9	mph
95th Percentile	34.6	mph	Percent in Pace	69.4	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Thursday, May 13, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	4	11	4	1	1	0	0	0	0	0	0	0	0	0	**23**
1:00 AM	0	0	0	4	6	5	0	0	0	0	0	0	0	0	0	0	0	**15**
2:00 AM	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	0	2	2	7	4	0	0	0	0	0	0	0	0	0	0	0	**15**
5:00 AM	0	1	4	4	8	8	1	0	0	0	0	0	0	0	0	0	0	**26**
6:00 AM	0	2	11	15	32	19	4	0	0	0	0	0	0	0	0	0	0	**83**
7:00 AM	2	14	31	68	69	27	5	0	0	0	0	0	0	0	0	0	0	**216**
8:00 AM	1	4	29	81	99	38	7	1	0	0	0	0	0	0	0	0	0	**260**
9:00 AM	1	3	24	33	32	37	3	0	0	0	0	0	0	0	0	0	0	**133**
10:00 AM	1	3	15	30	52	17	5	2	0	0	0	0	0	0	0	0	0	**125**
11:00 AM	0	3	14	35	66	33	6	0	0	0	0	0	0	0	0	0	0	**157**
12:00 PM	1	2	28	55	74	36	3	2	0	0	0	0	0	0	0	0	0	**201**
1:00 PM	3	9	19	50	66	27	5	1	2	1	0	0	0	0	0	0	0	**183**
2:00 PM	1	4	27	52	97	36	7	0	1	0	0	0	0	0	0	0	0	**225**
3:00 PM	0	3	31	77	87	44	5	0	0	0	0	0	0	0	0	0	0	**247**
4:00 PM	1	5	28	58	88	42	12	1	0	0	0	0	0	0	0	0	0	**235**
5:00 PM	1	6	21	60	113	41	8	0	0	0	0	0	0	0	0	0	0	**250**
6:00 PM	3	5	39	62	113	33	3	0	0	0	0	0	0	0	0	0	0	**258**
7:00 PM	0	6	19	63	86	31	4	0	0	0	0	0	0	0	0	0	0	**209**
8:00 PM	0	4	18	48	73	25	3	1	0	0	0	0	0	0	0	0	0	**172**
9:00 PM	0	3	16	30	63	9	3	0	0	0	0	0	0	0	0	0	0	**124**
10:00 PM	0	2	12	17	29	12	5	0	0	0	0	0	0	0	0	0	0	**77**
11:00 PM	0	0	6	9	11	11	3	0	0	0	0	0	0	0	0	0	0	**40**
Total	**15**	**79**	**396**	**862**	**1,286**	**541**	**93**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,285**
Percent	**0.5%**	**2.4%**	**12.1%**	**26.2%**	**39.1%**	**16.5%**	**2.8%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.1	mph	Mean (Average) Speed	25.7	mph
85th Percentile	30.8	mph	10 mph Pace	21.5 - 31.5	mph
95th Percentile	33.8	mph	Percent in Pace	67.91	%

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	4	9	8	2	0	0	0	0	0	0	0	0	0	0	**24**
1:00 AM	0	0	0	2	5	5	1	0	0	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	0	0	2	4	2	1	1	0	0	0	0	0	0	0	0	0	**10**
3:00 AM	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	0	1	1	5	3	3	0	1	0	0	0	0	0	0	0	0	**14**
5:00 AM	0	1	1	6	11	13	3	0	0	0	0	0	0	0	0	0	0	**35**
6:00 AM	0	1	3	14	30	15	3	0	0	0	0	0	0	0	0	0	0	**66**
7:00 AM	1	5	18	50	65	26	6	1	0	0	0	0	0	0	0	0	0	**172**
8:00 AM	1	5	25	76	102	48	4	1	0	0	0	0	0	0	0	0	0	**262**
9:00 AM	1	5	15	43	60	25	3	1	0	0	0	0	0	0	0	0	0	**153**
10:00 AM	1	3	15	44	64	22	4	0	0	0	0	0	0	0	0	0	0	**153**
11:00 AM	1	5	17	51	60	27	8	0	1	0	0	0	0	0	0	0	0	**170**
12:00 PM	1	4	21	64	91	46	8	0	0	0	0	0	0	0	0	0	0	**235**
1:00 PM	0	3	18	55	87	45	6	1	0	0	0	0	0	0	0	0	0	**215**
2:00 PM	0	2	16	57	98	51	8	0	1	0	0	0	0	0	0	0	0	**233**
3:00 PM	2	5	17	84	143	67	9	0	1	0	0	0	0	0	0	0	0	**328**
4:00 PM	2	7	26	68	125	69	12	1	0	0	0	0	0	0	0	0	0	**310**
5:00 PM	2	2	22	67	115	66	13	2	0	0	0	0	0	0	0	0	0	**289**
6:00 PM	3	6	16	56	102	56	12	2	0	0	0	0	0	0	0	0	0	**253**
7:00 PM	2	6	24	75	94	42	9	1	0	0	0	0	0	0	0	0	0	**253**
8:00 PM	1	5	18	66	83	31	5	1	0	0	0	0	0	0	0	0	0	**210**
9:00 PM	1	2	12	46	64	26	8	2	0	0	0	0	0	0	0	0	0	**161**
10:00 PM	0	0	6	23	43	22	5	1	1	0	0	0	0	0	0	0	0	**101**
11:00 PM	0	0	4	8	17	11	3	1	0	0	0	0	0	0	0	0	0	**44**
Total	**19**	**67**	**297**	**963**	**1,480**	**727**	**137**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,711**
Percent	**0.5%**	**1.8%**	**8.0%**	**25.9%**	**39.9%**	**19.6%**	**3.7%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	26.7	mph	Mean (Average) Speed	26.5	mph
85th Percentile	31.5	mph	10 mph Pace	21.9 - 31.9	mph
95th Percentile	34.7	mph	Percent in Pace	69.7	%

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 06

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	3	5	5	4	0	0	0	0	0	0	0	0	0	0	0	**17**
1:00 AM	0	1	1	2	6	3	1	0	0	0	0	0	0	0	0	0	0	**14**
2:00 AM	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	1	1	3	4	3	2	0	0	0	0	0	0	0	0	0	0	**14**
5:00 AM	0	3	3	6	11	6	2	0	0	0	0	0	0	0	0	0	0	**31**
6:00 AM	0	3	10	16	32	17	4	0	0	0	0	0	0	0	0	0	0	**82**
7:00 AM	1	9	43	59	74	31	7	0	0	0	0	0	0	0	0	0	0	**224**
8:00 AM	2	8	37	82	99	35	4	1	0	0	0	0	0	0	0	0	0	**268**
9:00 AM	0	2	21	46	48	26	2	0	0	0	0	0	0	0	0	0	0	**145**
10:00 AM	1	6	16	37	54	21	6	1	0	0	0	0	0	0	0	0	0	**142**
11:00 AM	0	3	16	42	74	28	4	0	0	0	0	0	0	0	0	0	0	**167**
12:00 PM	1	3	26	59	78	31	5	1	0	0	0	0	0	0	0	0	0	**204**
1:00 PM	2	7	25	50	63	28	4	0	1	0	0	0	0	0	0	0	0	**180**
2:00 PM	1	7	29	59	85	30	5	0	0	0	0	0	0	0	0	0	0	**216**
3:00 PM	0	3	26	70	91	37	9	1	0	0	0	0	0	0	0	0	0	**237**
4:00 PM	1	4	28	58	95	39	7	1	0	0	0	0	0	0	0	0	0	**233**
5:00 PM	1	4	18	64	119	41	8	1	0	0	0	0	0	0	0	0	0	**256**
6:00 PM	2	4	38	76	97	32	6	0	0	0	0	0	0	0	0	0	0	**255**
7:00 PM	1	5	16	61	74	33	6	1	0	0	0	0	0	0	0	0	0	**197**
8:00 PM	0	5	26	44	65	19	3	0	0	0	0	0	0	0	0	0	0	**162**
9:00 PM	0	3	14	28	49	15	6	1	0	0	0	0	0	0	0	0	0	**116**
10:00 PM	0	1	8	12	26	13	3	0	0	0	0	0	0	0	0	0	0	**63**
11:00 PM	0	1	4	8	11	7	2	0	0	0	0	0	0	0	0	0	0	**33**
Total	**13**	**83**	**409**	**892**	**1,265**	**502**	**96**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,269**
Percent	**0.4%**	**2.5%**	**12.5%**	**27.3%**	**38.7%**	**15.4%**	**2.9%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	25.5	mph
85th Percentile	30.6	mph	10 mph Pace	21.1 - 31.1	mph
95th Percentile	33.8	mph	Percent in Pace	67.5	%

Location: Bay Rd BTWN Dumbarton Ave & University Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 06

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	21	18	39	32	11	43	20	23	43	-	-	-	-	-	-	-	-	-	-	-	-	24	17	42
1:00 AM	9	12	21	21	13	34	9	15	24	-	-	-	-	-	-	-	-	-	-	-	-	13	13	26
2:00 AM	9	10	19	17	7	24	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	11	7	18
3:00 AM	10	8	18	5	7	12	6	7	13	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
4:00 AM	13	12	25	13	14	27	17	15	32	-	-	-	-	-	-	-	-	-	-	-	-	14	14	28
5:00 AM	36	38	74	30	28	58	37	26	63	-	-	-	-	-	-	-	-	-	-	-	-	34	31	65
6:00 AM	79	88	167	60	75	135	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	67	82	149
7:00 AM	167	233	400	176	223	399	172	216	388	-	-	-	-	-	-	-	-	-	-	-	-	172	224	396
8:00 AM	**265**	**264**	**529**	**270**	**280**	**550**	**255**	**260**	**515**	-	-	-	-	-	-	-	-	-	-	-	-	**263**	**268**	**531**
9:00 AM	153	116	269	151	189	340	155	133	288	-	-	-	-	-	-	-	-	-	-	-	-	153	146	299
10:00 AM	155	136	291	168	162	330	135	125	260	-	-	-	-	-	-	-	-	-	-	-	-	153	141	294
11:00 AM	165	164	329	187	184	371	158	157	315	-	-	-	-	-	-	-	-	-	-	-	-	170	168	338
12:00 PM	251	202	453	233	211	444	224	201	425	-	-	-	-	-	-	-	-	-	-	-	-	236	205	441
1:00 PM	211	174	385	229	184	413	205	183	388	-	-	-	-	-	-	-	-	-	-	-	-	215	180	395
2:00 PM	238	209	447	237	215	452	224	225	449	-	-	-	-	-	-	-	-	-	-	-	-	233	216	449
3:00 PM	**333**	253	**586**	**311**	211	522	**337**	247	**584**	-	-	-	-	-	-	-	-	-	-	-	-	**327**	237	**564**
4:00 PM	304	228	532	306	233	**539**	324	235	559	-	-	-	-	-	-	-	-	-	-	-	-	311	232	543
5:00 PM	289	266	555	288	**249**	537	290	250	540	-	-	-	-	-	-	-	-	-	-	-	-	289	**255**	544
6:00 PM	276	**269**	545	222	237	459	256	**258**	514	-	-	-	-	-	-	-	-	-	-	-	-	251	255	506
7:00 PM	255	188	443	246	197	443	259	209	468	-	-	-	-	-	-	-	-	-	-	-	-	253	198	451
8:00 PM	232	159	391	201	154	355	194	172	366	-	-	-	-	-	-	-	-	-	-	-	-	209	162	371
9:00 PM	147	93	240	154	132	286	180	124	304	-	-	-	-	-	-	-	-	-	-	-	-	160	116	277
10:00 PM	89	60	149	103	54	157	112	77	189	-	-	-	-	-	-	-	-	-	-	-	-	101	64	165
11:00 PM	60	28	88	40	32	72	36	40	76	-	-	-	-	-	-	-	-	-	-	-	-	45	33	79
Total	3,767	3,228	6,995	3,700	3,302	7,002	3,676	3,285	6,961	-	-	-	-	-	-	-	-	-	-	-	-	3,714	3,272	6,986
Percent	54%	46%	-	53%	47%	-	53%	47%	-	-	-	-	-	-	-	-	-	-	-	-	-	53%	47%	-
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	265	264	529	270	280	550	255	260	515	-	-	-	-	-	-	-	-	-	-	-	-	263	268	531
PM Peak	15:00	18:00	15:00	15:00	17:00	16:00	15:00	18:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	17:00	15:00
Vol.	333	269	586	311	249	539	337	258	584	-	-	-	-	-	-	-	-	-	-	-	-	327	255	564

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Vehicle Classification Report Summary

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 07

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	20	4,269	1,234	1	382	7	0	1	0	0	0	0	0	5,914
Percent	0.3%	72.2%	20.9%	0.0%	6.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	41	4,829	1,265	5	268	273	0	0	2	2	0	0	0	6,685
Percent	0.6%	72.2%	18.9%	0.1%	4.0%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	61	9,098	2,499	6	650	280	0	1	2	2	0	0	0	12,599
Percent	0.5%	72.2%	19.8%	0.0%	5.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Tuesday, May 11, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	8	6	0	1	0	0	0	0	0	0	0	0	**15**
6:00 AM	0	12	14	0	2	1	0	0	0	0	0	0	0	**29**
7:00 AM	1	37	16	0	6	0	0	0	0	0	0	0	0	**60**
8:00 AM	0	53	22	0	6	0	0	0	0	0	0	0	0	**81**
9:00 AM	0	49	12	0	6	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	47	8	0	5	0	0	0	0	0	0	0	0	**60**
11:00 AM	0	69	21	1	3	0	0	0	0	0	0	0	0	**94**
12:00 PM	0	71	21	0	8	1	0	0	0	0	0	0	0	**101**
1:00 PM	1	73	13	0	9	0	0	0	0	0	0	0	0	**96**
2:00 PM	0	110	40	0	10	0	0	0	0	0	0	0	0	**160**
3:00 PM	0	99	30	0	8	0	0	0	0	0	0	0	0	**137**
4:00 PM	2	111	46	0	13	0	0	0	0	0	0	0	0	**172**
5:00 PM	1	134	32	0	15	0	0	0	0	0	0	0	0	**182**
6:00 PM	0	112	25	0	9	0	0	0	0	0	0	0	0	**146**
7:00 PM	0	111	18	0	9	0	0	0	0	0	0	0	0	**138**
8:00 PM	0	98	25	0	5	0	0	0	0	0	0	0	0	**128**
9:00 PM	1	84	15	0	6	0	0	0	0	0	0	0	0	**106**
10:00 PM	0	62	17	0	1	0	0	0	0	0	0	0	0	**80**
11:00 PM	0	22	3	0	1	0	0	0	0	0	0	0	0	**26**
Total	**6**	**1,400**	**394**	**1**	**123**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,926**
Percent	**0.3%**	**72.7%**	**20.5%**	**0.1%**	**6.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Tuesday, May 11, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	12	1	0	0	3	0	0	0	0	0	0	0	**16**
5:00 AM	0	35	10	0	0	3	0	0	0	0	0	0	0	**48**
6:00 AM	0	79	32	0	3	7	0	0	0	0	0	0	0	**121**
7:00 AM	1	109	41	0	11	9	0	0	0	0	0	0	0	**171**
8:00 AM	0	105	32	0	11	7	0	0	0	0	0	0	0	**155**
9:00 AM	0	87	14	0	3	6	0	0	0	0	0	0	0	**110**
10:00 AM	2	75	20	0	7	3	0	0	0	0	0	0	0	**107**
11:00 AM	2	69	20	0	2	4	0	0	0	0	0	0	0	**97**
12:00 PM	0	81	20	0	2	7	0	0	0	0	0	0	0	**110**
1:00 PM	0	76	17	0	2	3	0	0	0	0	0	0	0	**98**
2:00 PM	0	99	28	0	7	8	0	0	0	0	0	0	0	**142**
3:00 PM	2	102	29	1	5	6	0	0	0	0	0	0	0	**145**
4:00 PM	0	107	27	0	9	3	0	0	0	0	0	0	0	**146**
5:00 PM	0	107	15	0	3	12	0	0	0	0	0	0	0	**137**
6:00 PM	0	102	21	0	12	1	0	0	0	0	0	0	0	**136**
7:00 PM	0	97	23	0	7	3	0	0	0	0	0	0	0	**130**
8:00 PM	0	100	22	0	5	6	0	0	0	0	0	0	0	**133**
9:00 PM	0	72	7	0	0	1	0	0	0	0	0	0	0	**80**
10:00 PM	1	48	8	0	1	1	0	0	0	0	0	0	0	**59**
11:00 PM	0	37	2	0	1	0	0	0	0	0	0	0	0	**40**
Total	**9**	**1,621**	**393**	**1**	**91**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,208**
Percent	**0.4%**	**73.4%**	**17.8%**	**0.0%**	**4.1%**	**4.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Wednesday, May 12, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	5	5	0	2	0	0	0	0	0	0	0	0	**12**
6:00 AM	0	21	16	0	2	0	0	0	0	0	0	0	0	**39**
7:00 AM	0	35	14	0	10	0	0	0	0	0	0	0	0	**59**
8:00 AM	0	66	29	0	8	0	0	0	0	0	0	0	0	**103**
9:00 AM	0	38	24	0	3	0	0	0	0	0	0	0	0	**65**
10:00 AM	0	62	15	0	5	0	0	0	0	0	0	0	0	**82**
11:00 AM	0	66	9	0	11	0	0	0	0	0	0	0	0	**86**
12:00 PM	0	88	29	0	8	0	0	0	0	0	0	0	0	**125**
1:00 PM	1	86	22	0	1	0	0	0	0	0	0	0	0	**110**
2:00 PM	0	110	33	0	7	1	0	0	0	0	0	0	0	**151**
3:00 PM	2	113	39	0	13	0	0	0	0	0	0	0	0	**167**
4:00 PM	0	125	27	0	11	0	0	0	0	0	0	0	0	**163**
5:00 PM	1	130	40	0	13	0	0	0	0	0	0	0	0	**184**
6:00 PM	0	120	28	0	9	0	0	0	0	0	0	0	0	**157**
7:00 PM	0	104	32	0	9	0	0	0	0	0	0	0	0	**145**
8:00 PM	1	96	23	0	4	0	0	0	0	0	0	0	0	**124**
9:00 PM	0	70	16	0	5	0	0	0	0	0	0	0	0	**91**
10:00 PM	0	58	17	0	1	0	0	0	0	0	0	0	0	**76**
11:00 PM	0	33	4	0	0	0	0	0	0	0	0	0	0	**37**
Total	**5**	**1,452**	**429**	**0**	**123**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,010**
Percent	**0.2%**	**72.2%**	**21.3%**	**0.0%**	**6.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Wednesday, May 12, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
1:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
3:00 AM	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	14	3	0	0	2	0	0	0	0	0	0	0	**19**
5:00 AM	0	41	7	0	0	5	0	0	0	0	0	0	0	**53**
6:00 AM	1	78	33	0	2	4	0	0	0	0	0	0	0	**118**
7:00 AM	0	116	50	0	9	9	0	0	0	0	0	0	0	**184**
8:00 AM	1	116	41	0	9	3	0	0	0	0	0	0	0	**170**
9:00 AM	1	98	21	0	7	5	0	0	0	0	0	0	0	**132**
10:00 AM	0	74	22	0	2	4	0	0	0	0	0	0	0	**102**
11:00 AM	1	95	30	0	6	6	0	0	0	0	0	0	0	**138**
12:00 PM	2	73	27	0	3	6	0	0	0	0	0	0	0	**111**
1:00 PM	1	96	28	1	6	6	0	0	0	0	0	0	0	**138**
2:00 PM	1	107	26	0	7	5	0	0	0	0	0	0	0	**146**
3:00 PM	2	102	16	0	10	5	0	0	0	0	0	0	0	**135**
4:00 PM	2	118	29	0	4	3	0	0	0	0	0	0	0	**156**
5:00 PM	0	93	19	0	8	6	0	0	0	0	0	0	0	**126**
6:00 PM	0	105	28	0	1	7	0	0	0	0	0	0	0	**141**
7:00 PM	1	86	19	0	3	4	0	0	0	0	0	0	0	**113**
8:00 PM	1	88	23	0	3	2	0	0	0	0	0	0	0	**117**
9:00 PM	0	74	17	0	3	0	0	0	0	0	0	0	0	**94**
10:00 PM	0	46	9	0	0	1	0	0	0	0	0	0	0	**56**
11:00 PM	0	14	6	0	0	1	0	0	0	0	0	0	0	**21**
Total	**15**	**1,675**	**466**	**1**	**84**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,325**
Percent	**0.6%**	**72.0%**	**20.0%**	**0.0%**	**3.6%**	**3.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Thursday, May 13, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	**18**
1:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	**15**
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
5:00 AM	0	4	5	0	2	0	0	0	0	0	0	0	0	**11**
6:00 AM	0	20	11	0	5	1	0	0	0	0	0	0	0	**37**
7:00 AM	1	37	18	0	4	0	0	0	0	0	0	0	0	**60**
8:00 AM	0	66	18	0	9	0	0	0	0	0	0	0	0	**93**
9:00 AM	0	52	17	0	4	0	0	0	0	0	0	0	0	**73**
10:00 AM	1	47	18	0	6	0	0	0	0	0	0	0	0	**72**
11:00 AM	1	61	19	0	5	0	0	0	0	0	0	0	0	**86**
12:00 PM	1	84	26	0	7	1	0	0	0	0	0	0	0	**119**
1:00 PM	0	93	18	0	8	0	0	0	0	0	0	0	0	**119**
2:00 PM	1	95	35	0	14	0	0	0	0	0	0	0	0	**145**
3:00 PM	1	101	35	0	15	0	0	1	0	0	0	0	0	**153**
4:00 PM	2	137	40	0	19	1	0	0	0	0	0	0	0	**199**
5:00 PM	0	114	30	0	13	0	0	0	0	0	0	0	0	**157**
6:00 PM	0	102	32	0	0	1	0	0	0	0	0	0	0	**135**
7:00 PM	1	102	23	0	6	0	0	0	0	0	0	0	0	**132**
8:00 PM	0	103	19	0	7	0	0	0	0	0	0	0	0	**129**
9:00 PM	0	71	21	0	7	0	0	0	0	0	0	0	0	**99**
10:00 PM	0	50	10	0	2	0	0	0	0	0	0	0	0	**62**
11:00 PM	0	37	8	0	1	0	0	0	0	0	0	0	0	**46**
Total	**9**	**1,417**	**411**	**0**	**136**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,978**
Percent	**0.5%**	**71.6%**	**20.8%**	**0.0%**	**6.9%**	**0.2%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

idax DATA SOLUTIONS

Thursday, May 13, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
2:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	1	4	1	0	2	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	15	4	0	0	2	0	0	0	0	0	0	0	**21**
5:00 AM	0	36	10	0	1	1	0	0	0	0	0	0	0	**48**
6:00 AM	0	76	20	0	9	10	0	0	0	0	0	0	0	**115**
7:00 AM	0	110	49	0	8	12	0	0	2	0	0	0	0	**181**
8:00 AM	1	89	36	0	9	8	0	0	0	1	0	0	0	**144**
9:00 AM	2	74	19	0	4	1	0	0	0	0	0	0	0	**100**
10:00 AM	1	62	18	1	2	6	0	0	0	0	0	0	0	**90**
11:00 AM	0	68	17	0	1	3	0	0	0	0	0	0	0	**89**
12:00 PM	0	88	18	1	2	4	0	0	0	0	0	0	0	**113**
1:00 PM	2	74	17	0	4	7	0	0	0	0	0	0	0	**104**
2:00 PM	0	96	29	0	12	3	0	0	0	0	0	0	0	**140**
3:00 PM	1	108	31	1	5	6	0	0	0	1	0	0	0	**153**
4:00 PM	0	123	24	0	4	8	0	0	0	0	0	0	0	**159**
5:00 PM	4	94	26	0	5	4	0	0	0	0	0	0	0	**133**
6:00 PM	0	77	23	0	8	2	0	0	0	0	0	0	0	**110**
7:00 PM	1	91	19	0	7	3	0	0	0	0	0	0	0	**121**
8:00 PM	0	95	20	0	5	8	0	0	0	0	0	0	0	**128**
9:00 PM	3	62	11	0	1	1	0	0	0	0	0	0	0	**78**
10:00 PM	1	56	7	0	3	5	0	0	0	0	0	0	0	**72**
11:00 PM	0	18	2	0	0	2	0	0	0	0	0	0	0	**22**
Total	**17**	**1,533**	**406**	**3**	**93**	**96**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2,152**
Percent	**0.8%**	**71.2%**	**18.9%**	**0.1%**	**4.3%**	**4.5%**	**0.0%**	**0.0%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
1:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	6	5	0	2	0	0	0	0	0	0	0	0	**13**
6:00 AM	0	18	14	0	3	1	0	0	0	0	0	0	0	**36**
7:00 AM	1	36	16	0	7	0	0	0	0	0	0	0	0	**60**
8:00 AM	0	62	23	0	8	0	0	0	0	0	0	0	0	**93**
9:00 AM	0	46	18	0	4	0	0	0	0	0	0	0	0	**68**
10:00 AM	0	52	14	0	5	0	0	0	0	0	0	0	0	**71**
11:00 AM	0	65	16	0	6	0	0	0	0	0	0	0	0	**87**
12:00 PM	0	81	25	0	8	1	0	0	0	0	0	0	0	**115**
1:00 PM	1	84	18	0	6	0	0	0	0	0	0	0	0	**109**
2:00 PM	0	105	36	0	10	0	0	0	0	0	0	0	0	**151**
3:00 PM	1	104	35	0	12	0	0	0	0	0	0	0	0	**152**
4:00 PM	1	124	38	0	14	0	0	0	0	0	0	0	0	**177**
5:00 PM	1	126	34	0	14	0	0	0	0	0	0	0	0	**175**
6:00 PM	0	111	28	0	6	0	0	0	0	0	0	0	0	**145**
7:00 PM	0	106	24	0	8	0	0	0	0	0	0	0	0	**138**
8:00 PM	0	99	22	0	5	0	0	0	0	0	0	0	0	**126**
9:00 PM	0	75	17	0	6	0	0	0	0	0	0	0	0	**98**
10:00 PM	0	57	15	0	1	0	0	0	0	0	0	0	0	**73**
11:00 PM	0	31	5	0	1	0	0	0	0	0	0	0	0	**37**
Total	**5**	**1,423**	**411**	**0**	**126**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,967**
Percent	**0.3%**	**72.3%**	**20.9%**	**0.0%**	**6.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
3:00 AM	1	6	1	0	1	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	14	3	0	0	2	0	0	0	0	0	0	0	**19**
5:00 AM	0	37	9	0	0	3	0	0	0	0	0	0	0	**49**
6:00 AM	0	78	28	0	5	7	0	0	0	0	0	0	0	**118**
7:00 AM	0	112	47	0	9	10	0	0	1	0	0	0	0	**179**
8:00 AM	1	103	36	0	10	6	0	0	0	0	0	0	0	**156**
9:00 AM	1	86	18	0	5	4	0	0	0	0	0	0	0	**114**
10:00 AM	1	70	20	0	4	4	0	0	0	0	0	0	0	**99**
11:00 AM	1	77	22	0	3	4	0	0	0	0	0	0	0	**107**
12:00 PM	1	81	22	0	2	6	0	0	0	0	0	0	0	**112**
1:00 PM	1	82	21	0	4	5	0	0	0	0	0	0	0	**113**
2:00 PM	0	101	28	0	9	5	0	0	0	0	0	0	0	**143**
3:00 PM	2	104	25	1	7	6	0	0	0	0	0	0	0	**145**
4:00 PM	1	116	27	0	6	5	0	0	0	0	0	0	0	**155**
5:00 PM	1	98	20	0	5	7	0	0	0	0	0	0	0	**131**
6:00 PM	0	95	24	0	7	3	0	0	0	0	0	0	0	**129**
7:00 PM	1	91	20	0	6	3	0	0	0	0	0	0	0	**121**
8:00 PM	0	94	22	0	4	5	0	0	0	0	0	0	0	**125**
9:00 PM	1	69	12	0	1	1	0	0	0	0	0	0	0	**84**
10:00 PM	1	50	8	0	1	2	0	0	0	0	0	0	0	**62**
11:00 PM	0	23	3	0	0	1	0	0	0	0	0	0	0	**27**
Total	**14**	**1,609**	**423**	**1**	**89**	**89**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2,226**
Percent	**0.6%**	**72.3%**	**19.0%**	**0.0%**	**4.0%**	**4.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
1:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	6	5	0	2	0	0	0	0	0	0	0	0	**13**
6:00 AM	0	18	14	0	3	1	0	0	0	0	0	0	0	**36**
7:00 AM	1	36	16	0	7	0	0	0	0	0	0	0	0	**60**
8:00 AM	0	62	23	0	8	0	0	0	0	0	0	0	0	**93**
9:00 AM	0	46	18	0	4	0	0	0	0	0	0	0	0	**68**
10:00 AM	0	52	14	0	5	0	0	0	0	0	0	0	0	**71**
11:00 AM	0	65	16	0	6	0	0	0	0	0	0	0	0	**87**
12:00 PM	0	81	25	0	8	1	0	0	0	0	0	0	0	**115**
1:00 PM	1	84	18	0	6	0	0	0	0	0	0	0	0	**109**
2:00 PM	0	105	36	0	10	0	0	0	0	0	0	0	0	**151**
3:00 PM	1	104	35	0	12	0	0	0	0	0	0	0	0	**152**
4:00 PM	1	124	38	0	14	0	0	0	0	0	0	0	0	**177**
5:00 PM	1	126	34	0	14	0	0	0	0	0	0	0	0	**175**
6:00 PM	0	111	28	0	6	0	0	0	0	0	0	0	0	**145**
7:00 PM	0	106	24	0	8	0	0	0	0	0	0	0	0	**138**
8:00 PM	0	99	22	0	5	0	0	0	0	0	0	0	0	**126**
9:00 PM	0	75	17	0	6	0	0	0	0	0	0	0	0	**98**
10:00 PM	0	57	15	0	1	0	0	0	0	0	0	0	0	**73**
11:00 PM	0	31	5	0	1	0	0	0	0	0	0	0	0	**37**
Total	**5**	**1,423**	**411**	**0**	**126**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,967**
Percent	**0.3%**	**72.3%**	**20.9%**	**0.0%**	**6.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
3:00 AM	1	6	1	0	1	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	14	3	0	0	2	0	0	0	0	0	0	0	**19**
5:00 AM	0	37	9	0	0	3	0	0	0	0	0	0	0	**49**
6:00 AM	0	78	28	0	5	7	0	0	0	0	0	0	0	**118**
7:00 AM	0	112	47	0	9	10	0	0	1	0	0	0	0	**179**
8:00 AM	1	103	36	0	10	6	0	0	0	0	0	0	0	**156**
9:00 AM	1	86	18	0	5	4	0	0	0	0	0	0	0	**114**
10:00 AM	1	70	20	0	4	4	0	0	0	0	0	0	0	**99**
11:00 AM	1	77	22	0	3	4	0	0	0	0	0	0	0	**107**
12:00 PM	1	81	22	0	2	6	0	0	0	0	0	0	0	**112**
1:00 PM	1	82	21	0	4	5	0	0	0	0	0	0	0	**113**
2:00 PM	0	101	28	0	9	5	0	0	0	0	0	0	0	**143**
3:00 PM	2	104	25	1	7	6	0	0	0	0	0	0	0	**145**
4:00 PM	1	116	27	0	6	5	0	0	0	0	0	0	0	**155**
5:00 PM	1	98	20	0	5	7	0	0	0	0	0	0	0	**131**
6:00 PM	0	95	24	0	7	3	0	0	0	0	0	0	0	**129**
7:00 PM	1	91	20	0	6	3	0	0	0	0	0	0	0	**121**
8:00 PM	0	94	22	0	4	5	0	0	0	0	0	0	0	**125**
9:00 PM	1	69	12	0	1	1	0	0	0	0	0	0	0	**84**
10:00 PM	1	50	8	0	1	2	0	0	0	0	0	0	0	**62**
11:00 PM	0	23	3	0	0	1	0	0	0	0	0	0	0	**27**
Total	**14**	**1,609**	**423**	**1**	**89**	**89**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2,226**
Percent	**0.6%**	**72.3%**	**19.0%**	**0.0%**	**4.0%**	**4.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 07

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	7	82	685	533	1,013	1,876	1,252	366	79	12	4	1	3	0	1	0	0	5,914
Percent	0.1%	1.4%	11.6%	9.0%	17.1%	31.7%	21.2%	6.2%	1.3%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	5	128	629	416	1,372	2,247	1,336	426	89	27	7	2	1	0	0	0	0	6,685
Percent	0.1%	1.9%	9.4%	6.2%	20.5%	33.6%	20.0%	6.4%	1.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	12	210	1,314	949	2,385	4,123	2,588	792	168	39	11	3	4	0	1	0	0	12,599
Percent	0.1%	1.7%	10.4%	7.5%	18.9%	32.7%	20.5%	6.3%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	30.7	mph
85th Percentile	37.7	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	41.3	mph	Percent in Pace	55.5	%
Southbound			**Southbound**		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	31.0	mph
85th Percentile	37.7	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	41.7	mph	Percent in Pace	59.2	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Tuesday, May 11, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	4	4	5	1	5	1	0	0	0	0	0	0	0	0	0	**21**
1:00 AM	0	1	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	0	1	1	2	6	3	2	0	0	0	0	0	0	0	0	0	**15**
6:00 AM	0	0	2	5	9	4	2	6	0	0	0	1	0	0	0	0	0	**29**
7:00 AM	0	2	5	4	2	20	16	10	1	0	0	0	0	0	0	0	0	**60**
8:00 AM	0	4	10	11	9	17	22	6	1	0	1	0	0	0	0	0	0	**81**
9:00 AM	0	1	7	1	6	21	17	4	8	1	0	0	1	0	0	0	0	**67**
10:00 AM	0	0	7	6	10	18	14	5	0	0	0	0	0	0	0	0	0	**60**
11:00 AM	0	2	11	9	17	33	13	7	2	0	0	0	0	0	0	0	0	**94**
12:00 PM	0	1	10	7	10	46	21	6	0	0	0	0	0	0	0	0	0	**101**
1:00 PM	0	1	12	10	16	18	33	6	0	0	0	0	0	0	0	0	0	**96**
2:00 PM	0	1	16	13	31	47	36	12	4	0	0	0	0	0	0	0	0	**160**
3:00 PM	0	2	14	11	17	45	38	8	0	2	0	0	0	0	0	0	0	**137**
4:00 PM	0	1	20	11	20	59	47	12	2	0	0	0	0	0	0	0	0	**172**
5:00 PM	0	1	25	6	42	54	42	10	2	0	0	0	0	0	0	0	0	**182**
6:00 PM	0	0	18	16	27	45	28	12	0	0	0	0	0	0	0	0	0	**146**
7:00 PM	1	2	17	13	28	42	24	10	1	0	0	0	0	0	0	0	0	**138**
8:00 PM	1	4	19	13	31	37	17	5	1	0	0	0	0	0	0	0	0	**128**
9:00 PM	0	2	11	6	27	38	18	4	0	0	0	0	0	0	0	0	0	**106**
10:00 PM	0	2	18	4	17	18	20	1	0	0	0	0	0	0	0	0	0	**80**
11:00 PM	0	0	4	2	8	4	6	2	0	0	0	0	0	0	0	0	0	**26**
Total	**2**	**28**	**234**	**157**	**337**	**581**	**427**	**132**	**22**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1,926**
Percent	**0.1%**	**1.5%**	**12.1%**	**8.2%**	**17.5%**	**30.2%**	**22.2%**	**6.9%**	**1.1%**	**0.2%**	**0.1%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.0	mph	Mean (Average) Speed	30.7	mph
85th Percentile	37.9	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	41.7	mph	Percent in Pace	54.9	%

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Tuesday, May 11, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	5	2	3	2	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	0	0	1	1	1	0	1	0	1	0	0	0	0	0	0	0	**5**
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	1	3	2	2	3	3	1	1	0	0	0	0	0	0	0	0	**16**
5:00 AM	0	2	7	3	11	14	6	3	1	1	0	0	0	0	0	0	0	**48**
6:00 AM	1	3	13	7	13	42	31	8	2	1	0	0	0	0	0	0	0	**121**
7:00 AM	0	5	19	7	23	42	51	19	4	1	0	0	0	0	0	0	0	**171**
8:00 AM	0	3	13	4	25	58	35	13	1	3	0	0	0	0	0	0	0	**155**
9:00 AM	0	0	14	1	21	39	25	9	0	0	1	0	0	0	0	0	0	**110**
10:00 AM	0	1	10	6	13	39	28	9	1	0	0	0	0	0	0	0	0	**107**
11:00 AM	0	5	12	3	14	34	19	7	3	0	0	0	0	0	0	0	0	**97**
12:00 PM	0	2	10	9	11	41	26	7	3	0	1	0	0	0	0	0	0	**110**
1:00 PM	0	1	11	8	16	34	21	5	2	0	0	0	0	0	0	0	0	**98**
2:00 PM	1	1	12	4	38	55	22	7	1	1	0	0	0	0	0	0	0	**142**
3:00 PM	0	2	12	10	20	50	43	4	3	1	0	0	0	0	0	0	0	**145**
4:00 PM	1	3	7	9	34	48	34	10	0	0	0	0	0	0	0	0	0	**146**
5:00 PM	0	2	18	10	17	49	27	13	1	0	0	0	0	0	0	0	0	**137**
6:00 PM	0	1	15	10	19	40	43	7	1	0	0	0	0	0	0	0	0	**136**
7:00 PM	0	1	7	12	49	37	13	9	2	0	0	0	0	0	0	0	0	**130**
8:00 PM	0	3	17	8	38	41	22	2	1	0	0	1	0	0	0	0	0	**133**
9:00 PM	0	0	9	5	17	32	11	4	1	1	0	0	0	0	0	0	0	**80**
10:00 PM	0	1	6	12	15	13	6	6	0	0	0	0	0	0	0	0	0	**59**
11:00 PM	0	0	1	1	12	16	7	0	1	1	0	0	1	0	0	0	0	**40**
Total	**3**	**37**	**217**	**139**	**415**	**734**	**475**	**144**	**29**	**11**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**2,208**
Percent	**0.1%**	**1.7%**	**9.8%**	**6.3%**	**18.8%**	**33.2%**	**21.5%**	**6.5%**	**1.3%**	**0.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.2	mph	Mean (Average) Speed	31.1	mph
85th Percentile	38.0	mph	10 mph Pace	27.2 - 37.2	mph
95th Percentile	41.7	mph	Percent in Pace	58.24	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Wednesday, May 12, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	**8**
1:00 AM	0	0	1	2	2	3	0	1	0	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	1	1	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	**12**
6:00 AM	0	0	4	2	7	12	9	4	0	1	0	0	0	0	0	0	0	**39**
7:00 AM	0	1	7	6	6	19	10	7	3	0	0	0	0	0	0	0	0	**59**
8:00 AM	0	1	11	11	19	35	21	5	0	0	0	0	0	0	0	0	0	**103**
9:00 AM	0	1	5	6	13	15	20	5	0	0	0	0	0	0	0	0	0	**65**
10:00 AM	0	0	10	5	9	33	16	7	2	0	0	0	0	0	0	0	0	**82**
11:00 AM	0	0	4	10	13	31	26	1	1	0	0	0	0	0	0	0	0	**86**
12:00 PM	0	3	12	11	24	42	26	6	1	0	0	0	0	0	0	0	0	**125**
1:00 PM	0	0	8	18	14	39	24	2	5	0	0	0	0	0	0	0	0	**110**
2:00 PM	0	3	15	12	21	48	37	13	2	0	0	0	0	0	0	0	0	**151**
3:00 PM	0	5	17	18	32	57	29	8	0	0	0	0	1	0	0	0	0	**167**
4:00 PM	0	1	23	18	18	49	39	11	4	0	0	0	0	0	0	0	0	**163**
5:00 PM	0	1	17	12	37	68	37	9	2	1	0	0	0	0	0	0	0	**184**
6:00 PM	0	0	21	20	19	57	31	7	2	0	0	0	0	0	0	0	0	**157**
7:00 PM	0	3	22	12	25	48	22	11	1	1	0	0	0	0	0	0	0	**145**
8:00 PM	0	6	14	13	37	34	17	3	0	0	0	0	0	0	0	0	0	**124**
9:00 PM	0	0	11	7	16	31	20	4	1	1	0	0	0	0	0	0	0	**91**
10:00 PM	0	2	8	13	17	22	10	2	1	1	0	0	0	0	0	0	0	**76**
11:00 PM	0	0	3	5	10	5	8	4	0	0	1	0	0	0	1	0	0	**37**
Total	**1**	**28**	**216**	**206**	**346**	**661**	**408**	**111**	**25**	**5**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**2,010**
Percent	**0.0%**	**1.4%**	**10.7%**	**10.2%**	**17.2%**	**32.9%**	**20.3%**	**5.5%**	**1.2%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.8	mph	Mean (Average) Speed	30.5	mph
85th Percentile	37.2	mph	10 mph Pace	27.5 - 37.5	mph
95th Percentile	41.0	mph	Percent in Pace	56.7	%

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Wednesday, May 12, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	5	7	2	0	0	1	0	0	0	0	0	0	0	**16**
1:00 AM	0	0	1	0	4	3	2	2	0	0	0	0	0	0	0	0	0	**12**
2:00 AM	0	1	2	2	2	5	0	4	1	1	0	0	0	0	0	0	0	**18**
3:00 AM	0	2	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	1	3	0	1	6	6	2	0	0	0	0	0	0	0	0	0	**19**
5:00 AM	0	2	5	3	12	17	11	3	0	0	0	0	0	0	0	0	0	**53**
6:00 AM	0	1	16	8	23	38	24	5	2	1	0	0	0	0	0	0	0	**118**
7:00 AM	0	5	24	16	33	57	38	10	1	0	0	0	0	0	0	0	0	**184**
8:00 AM	0	1	11	5	32	67	40	11	3	0	0	0	0	0	0	0	0	**170**
9:00 AM	0	0	15	6	21	48	36	6	0	0	0	0	0	0	0	0	0	**132**
10:00 AM	0	1	7	5	24	28	30	5	1	0	1	0	0	0	0	0	0	**102**
11:00 AM	1	2	14	7	36	45	25	6	2	0	0	0	0	0	0	0	0	**138**
12:00 PM	0	2	10	4	22	36	27	7	3	0	0	0	0	0	0	0	0	**111**
1:00 PM	0	2	14	7	30	39	31	8	6	0	0	1	0	0	0	0	0	**138**
2:00 PM	0	7	12	3	39	48	28	8	1	0	0	0	0	0	0	0	0	**146**
3:00 PM	0	2	10	15	24	50	25	7	2	0	0	0	0	0	0	0	0	**135**
4:00 PM	0	0	10	12	33	61	31	9	0	0	0	0	0	0	0	0	0	**156**
5:00 PM	0	5	9	10	28	38	23	10	1	2	0	0	0	0	0	0	0	**126**
6:00 PM	0	3	11	10	30	52	23	10	2	0	0	0	0	0	0	0	0	**141**
7:00 PM	0	3	10	7	22	45	17	8	1	0	0	0	0	0	0	0	0	**113**
8:00 PM	0	3	10	16	31	37	17	1	1	0	1	0	0	0	0	0	0	**117**
9:00 PM	0	1	4	14	22	35	12	5	0	1	0	0	0	0	0	0	0	**94**
10:00 PM	0	1	4	2	12	21	12	2	2	0	0	0	0	0	0	0	0	**56**
11:00 PM	0	0	5	2	6	4	2	1	0	1	0	0	0	0	0	0	0	**21**
Total	**1**	**45**	**208**	**156**	**495**	**789**	**462**	**130**	**29**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2,325**
Percent	**0.0%**	**1.9%**	**8.9%**	**6.7%**	**21.3%**	**33.9%**	**19.9%**	**5.6%**	**1.2%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	30.8	mph
85th Percentile	37.5	mph	10 mph Pace	28.0 - 38.0	mph
95th Percentile	41.2	mph	Percent in Pace	60.65	%

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Thursday, May 13, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	3	8	4	1	0	0	0	0	0	0	0	0	0	**18**
1:00 AM	0	0	3	0	4	3	4	1	0	0	0	0	0	0	0	0	0	**15**
2:00 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	3	0	1	2	2	0	0	0	0	0	0	0	0	0	0	**8**
5:00 AM	0	0	0	1	1	3	2	3	1	0	0	0	0	0	0	0	0	**11**
6:00 AM	0	2	2	2	7	9	12	2	1	0	0	0	0	0	0	0	0	**37**
7:00 AM	0	2	8	4	9	18	14	4	1	0	0	0	0	0	0	0	0	**60**
8:00 AM	1	0	11	7	26	28	14	5	1	0	0	0	0	0	0	0	0	**93**
9:00 AM	0	2	8	9	13	25	11	5	0	0	0	0	0	0	0	0	0	**73**
10:00 AM	0	2	7	7	8	23	17	5	2	0	1	0	0	0	0	0	0	**72**
11:00 AM	0	2	10	6	12	25	17	9	4	1	0	0	0	0	0	0	0	**86**
12:00 PM	0	0	13	10	10	45	28	10	3	0	0	0	0	0	0	0	0	**119**
1:00 PM	0	2	6	16	14	45	27	9	0	0	0	0	0	0	0	0	0	**119**
2:00 PM	0	0	11	13	25	56	27	11	2	0	0	0	0	0	0	0	0	**145**
3:00 PM	0	1	16	12	23	49	39	8	5	0	0	0	0	0	0	0	0	**153**
4:00 PM	0	1	23	18	25	65	56	8	2	1	0	0	0	0	0	0	0	**199**
5:00 PM	2	1	18	9	18	57	38	10	3	1	0	0	0	0	0	0	0	**157**
6:00 PM	1	0	15	11	23	33	36	12	3	1	0	0	0	0	0	0	0	**135**
7:00 PM	0	3	15	8	31	37	23	11	2	0	1	0	1	0	0	0	0	**132**
8:00 PM	0	2	20	15	35	42	14	1	0	0	0	0	0	0	0	0	0	**129**
9:00 PM	0	1	19	7	23	29	17	2	1	0	0	0	0	0	0	0	0	**99**
10:00 PM	0	1	14	6	12	16	9	3	1	0	0	0	0	0	0	0	0	**62**
11:00 PM	0	3	12	4	4	14	6	3	0	0	0	0	0	0	0	0	0	**46**
Total	**4**	**26**	**235**	**170**	**330**	**634**	**417**	**123**	**32**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**1,978**
Percent	**0.2%**	**1.3%**	**11.9%**	**8.6%**	**16.7%**	**32.1%**	**21.1%**	**6.2%**	**1.6%**	**0.2%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	30.7	mph
85th Percentile	37.8	mph	10 mph Pace	28.1 - 38.1	mph
95th Percentile	41.3	mph	Percent in Pace	55.8	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Thursday, May 13, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	2	4	0	1	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	0	1	2	1	0	1	1	0	0	0	0	0	0	0	0	0	**6**
2:00 AM	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	1	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	2	3	2	1	8	4	0	1	0	0	0	0	0	0	0	0	**21**
5:00 AM	0	0	1	3	13	15	7	8	1	0	0	0	0	0	0	0	0	**48**
6:00 AM	0	3	12	5	29	36	19	10	1	0	0	0	0	0	0	0	0	**115**
7:00 AM	0	5	29	7	37	62	28	11	1	0	1	0	0	0	0	0	0	**181**
8:00 AM	0	5	19	5	35	44	27	7	2	0	0	0	0	0	0	0	0	**144**
9:00 AM	1	0	13	3	13	38	21	10	0	1	0	0	0	0	0	0	0	**100**
10:00 AM	0	3	9	5	16	30	19	6	2	0	0	0	0	0	0	0	0	**90**
11:00 AM	0	1	9	5	17	25	20	8	3	1	0	0	0	0	0	0	0	**89**
12:00 PM	0	3	12	5	19	46	17	10	0	1	0	0	0	0	0	0	0	**113**
1:00 PM	0	1	13	10	19	31	21	8	1	0	0	0	0	0	0	0	0	**104**
2:00 PM	0	2	12	10	26	51	31	7	0	1	0	0	0	0	0	0	0	**140**
3:00 PM	0	3	12	10	34	49	32	11	2	0	0	0	0	0	0	0	0	**153**
4:00 PM	0	2	11	8	30	61	31	14	1	1	0	0	0	0	0	0	0	**159**
5:00 PM	0	1	5	8	34	54	14	11	3	3	0	0	0	0	0	0	0	**133**
6:00 PM	0	0	7	5	28	38	25	5	2	0	0	0	0	0	0	0	0	**110**
7:00 PM	0	0	12	2	32	42	23	5	4	1	0	0	0	0	0	0	0	**121**
8:00 PM	0	5	8	10	26	42	26	8	3	0	0	0	0	0	0	0	0	**128**
9:00 PM	0	6	5	2	20	26	15	2	1	0	1	0	0	0	0	0	0	**78**
10:00 PM	0	3	9	7	19	16	11	5	1	0	1	0	0	0	0	0	0	**72**
11:00 PM	0	0	2	4	6	5	2	3	0	0	0	0	0	0	0	0	0	**22**
Total	**1**	**46**	**204**	**121**	**462**	**724**	**399**	**152**	**31**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2,152**
Percent	**0.0%**	**2.1%**	**9.5%**	**5.6%**	**21.5%**	**33.6%**	**18.5%**	**7.1%**	**1.4%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.8	mph	Mean (Average) Speed	31	mph
85th Percentile	37.8	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	41.9	mph	Percent in Pace	59.39	%

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	2	2	3	4	3	1	0	0	0	0	0	0	0	0	0	**15**
1:00 AM	0	0	2	1	2	3	2	1	0	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	0	1	1	5	2	2	0	0	0	0	0	0	0	0	0	**11**
6:00 AM	0	1	3	3	8	8	8	4	0	0	0	0	0	0	0	0	0	**35**
7:00 AM	0	2	7	5	6	19	13	7	2	0	0	0	0	0	0	0	0	**61**
8:00 AM	0	2	11	10	18	27	19	5	1	0	0	0	0	0	0	0	0	**93**
9:00 AM	0	1	7	5	11	20	16	5	3	0	0	0	0	0	0	0	0	**68**
10:00 AM	0	1	8	6	9	25	16	6	1	0	0	0	0	0	0	0	0	**72**
11:00 AM	0	1	8	8	14	30	19	6	2	0	0	0	0	0	0	0	0	**88**
12:00 PM	0	1	12	9	15	44	25	7	1	0	0	0	0	0	0	0	0	**114**
1:00 PM	0	1	9	15	15	34	28	6	2	0	0	0	0	0	0	0	0	**110**
2:00 PM	0	1	14	13	26	50	33	12	3	0	0	0	0	0	0	0	0	**152**
3:00 PM	0	3	16	14	24	50	35	8	2	1	0	0	0	0	0	0	0	**153**
4:00 PM	0	1	22	16	21	58	47	10	3	0	0	0	0	0	0	0	0	**178**
5:00 PM	1	1	20	9	32	60	39	10	2	1	0	0	0	0	0	0	0	**175**
6:00 PM	0	0	18	16	23	45	32	10	2	0	0	0	0	0	0	0	0	**146**
7:00 PM	0	3	18	11	28	42	23	11	1	0	0	0	0	0	0	0	0	**137**
8:00 PM	0	4	18	14	34	38	16	3	0	0	0	0	0	0	0	0	0	**127**
9:00 PM	0	1	14	7	22	33	18	3	1	0	0	0	0	0	0	0	0	**99**
10:00 PM	0	2	13	8	15	19	13	2	1	0	0	0	0	0	0	0	0	**73**
11:00 PM	0	1	6	4	7	8	7	3	0	0	0	0	0	0	0	0	0	**36**
Total	**1**	**27**	**230**	**180**	**337**	**627**	**416**	**122**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,969**
Percent	**0.1%**	**1.4%**	**11.7%**	**9.1%**	**17.1%**	**31.8%**	**21.1%**	**6.2%**	**1.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	30.7	mph
85th Percentile	37.7	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	41.3	mph	Percent in Pace	55.5	%

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 07

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	3	4	3	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	1	1	1	2	0	2	1	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	1	3	1	1	6	4	1	1	0	0	0	0	0	0	0	0	**18**
5:00 AM	0	1	4	3	12	15	8	5	1	0	0	0	0	0	0	0	0	**49**
6:00 AM	0	2	14	7	22	39	25	8	2	1	0	0	0	0	0	0	0	**120**
7:00 AM	0	5	24	10	31	54	39	13	2	0	0	0	0	0	0	0	0	**178**
8:00 AM	0	3	14	5	31	56	34	10	2	1	0	0	0	0	0	0	0	**156**
9:00 AM	0	0	14	3	18	42	27	8	0	0	0	0	0	0	0	0	0	**112**
10:00 AM	0	2	9	5	18	32	26	7	1	0	0	0	0	0	0	0	0	**100**
11:00 AM	0	3	12	5	22	35	21	7	3	0	0	0	0	0	0	0	0	**108**
12:00 PM	0	2	11	6	17	41	23	8	2	0	0	0	0	0	0	0	0	**110**
1:00 PM	0	1	13	8	22	35	24	7	3	0	0	0	0	0	0	0	0	**113**
2:00 PM	0	3	12	6	34	51	27	7	1	1	0	0	0	0	0	0	0	**142**
3:00 PM	0	2	11	12	26	50	33	7	2	0	0	0	0	0	0	0	0	**143**
4:00 PM	0	2	9	10	32	57	32	11	0	0	0	0	0	0	0	0	0	**153**
5:00 PM	0	3	11	9	26	47	21	11	2	2	0	0	0	0	0	0	0	**132**
6:00 PM	0	1	11	8	26	43	30	7	2	0	0	0	0	0	0	0	0	**128**
7:00 PM	0	1	10	7	34	41	18	7	2	0	0	0	0	0	0	0	0	**120**
8:00 PM	0	4	12	11	32	40	22	4	2	0	0	0	0	0	0	0	0	**127**
9:00 PM	0	2	6	7	20	31	13	4	1	1	0	0	0	0	0	0	0	**85**
10:00 PM	0	2	6	7	15	17	10	4	1	0	0	0	0	0	0	0	0	**62**
11:00 PM	0	0	3	2	8	8	4	1	0	1	0	0	0	0	0	0	0	**27**
Total	**0**	**41**	**211**	**137**	**456**	**749**	**445**	**140**	**31**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,217**
Percent	**0.0%**	**1.8%**	**9.5%**	**6.2%**	**20.6%**	**33.8%**	**20.1%**	**6.3%**	**1.4%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	31.0	mph
85th Percentile	37.7	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	41.7	mph	Percent in Pace	59.2	%

Location: E Bayshore Rd BTWN Saratoga Ave & Euclid Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 07

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	21	12	33	8	16	24	18	11	29	-	-	-	-	-	-	-	-	-	-	-	-	16	13	29
1:00 AM	12	5	17	9	12	21	15	6	21	-	-	-	-	-	-	-	-	-	-	-	-	12	8	20
2:00 AM	4	2	6	7	18	25	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	6	9	14
3:00 AM	6	8	14	4	9	13	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	5	8	13
4:00 AM	5	16	21	6	19	25	8	21	29	-	-	-	-	-	-	-	-	-	-	-	-	6	19	25
5:00 AM	15	48	63	12	53	65	11	48	59	-	-	-	-	-	-	-	-	-	-	-	-	13	50	62
6:00 AM	29	121	150	39	118	157	37	115	152	-	-	-	-	-	-	-	-	-	-	-	-	35	118	153
7:00 AM	60	**171**	231	59	**184**	243	60	**181**	**241**	-	-	-	-	-	-	-	-	-	-	-	-	60	**179**	238
8:00 AM	81	155	**236**	**103**	170	**273**	**93**	144	237	-	-	-	-	-	-	-	-	-	-	-	-	**92**	156	**249**
9:00 AM	67	110	177	65	132	197	73	100	173	-	-	-	-	-	-	-	-	-	-	-	-	68	114	182
10:00 AM	60	107	167	82	102	184	72	90	162	-	-	-	-	-	-	-	-	-	-	-	-	71	100	171
11:00 AM	**94**	97	191	86	138	224	86	89	175	-	-	-	-	-	-	-	-	-	-	-	-	89	108	197
12:00 PM	101	110	211	125	111	236	119	113	232	-	-	-	-	-	-	-	-	-	-	-	-	115	111	226
1:00 PM	96	98	194	110	138	248	119	104	223	-	-	-	-	-	-	-	-	-	-	-	-	108	113	222
2:00 PM	160	142	302	151	146	297	145	140	285	-	-	-	-	-	-	-	-	-	-	-	-	152	143	295
3:00 PM	137	145	282	167	135	302	153	153	306	-	-	-	-	-	-	-	-	-	-	-	-	152	144	297
4:00 PM	172	**146**	318	163	**156**	**319**	**199**	**159**	**358**	-	-	-	-	-	-	-	-	-	-	-	-	**178**	**154**	**332**
5:00 PM	**182**	137	**319**	**184**	126	310	157	133	290	-	-	-	-	-	-	-	-	-	-	-	-	174	132	306
6:00 PM	146	136	282	157	141	298	135	110	245	-	-	-	-	-	-	-	-	-	-	-	-	146	129	275
7:00 PM	138	130	268	145	113	258	132	121	253	-	-	-	-	-	-	-	-	-	-	-	-	138	121	260
8:00 PM	128	133	261	124	117	241	129	128	257	-	-	-	-	-	-	-	-	-	-	-	-	127	126	253
9:00 PM	106	80	186	91	94	185	99	78	177	-	-	-	-	-	-	-	-	-	-	-	-	99	84	183
10:00 PM	80	59	139	76	56	132	62	72	134	-	-	-	-	-	-	-	-	-	-	-	-	73	62	135
11:00 PM	26	40	66	37	21	58	46	22	68	-	-	-	-	-	-	-	-	-	-	-	-	36	28	64
Total	1,926	2,208	4,134	2,010	2,325	4,335	1,978	2,152	4,130	-	-	-	-	-	-	-	-	-	-	-	-	1,971	2,228	4,200
Percent	47%	53%	-	46%	54%	-	48%	52%	-	-	-	-	-	-	-	-	-	-	-	-	-	47%	53%	-
AM Peak	11:00	07:00	08:00	08:00	07:00	08:00	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	94	171	236	103	184	273	93	181	241	-	-	-	-	-	-	-	-	-	-	-	-	92	179	249
PM Peak	17:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	16:00	16:00
Vol.	182	146	319	184	156	319	199	159	358	-	-	-	-	-	-	-	-	-	-	-	-	178	154	332

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 08

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	12	818	180	1	47	5	0	0	1	1	0	0	0	1,065
Percent	1.1%	76.8%	16.9%	0.1%	4.4%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Southbound	9	818	257	0	65	6	0	0	0	0	0	0	0	1,155
Percent	0.8%	70.8%	22.3%	0.0%	5.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	21	1,636	437	1	112	11	0	0	1	1	0	0	0	2,220
Percent	0.9%	73.7%	19.7%	0.0%	5.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

idax DATA SOLUTIONS

Tuesday, May 11, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
7:00 AM	0	12	7	0	2	0	0	0	0	0	0	0	0	**21**
8:00 AM	1	24	7	0	1	0	0	0	0	0	0	0	0	**33**
9:00 AM	0	11	2	0	3	0	0	0	0	0	0	0	0	**16**
10:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
11:00 AM	1	13	3	0	1	0	0	0	0	0	0	0	0	**18**
12:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
1:00 PM	0	18	4	0	2	0	0	0	0	0	0	0	0	**24**
2:00 PM	0	22	2	0	2	0	0	0	0	0	0	0	0	**26**
3:00 PM	0	18	4	0	1	0	0	0	0	0	0	0	0	**23**
4:00 PM	1	12	3	0	1	0	0	0	0	0	0	0	0	**17**
5:00 PM	0	18	5	0	2	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	20	8	0	1	1	0	0	0	0	0	0	0	**30**
7:00 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	**20**
8:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**
Total	**3**	**264**	**61**	**0**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**349**
Percent	**0.9%**	**75.6%**	**17.5%**	**0.0%**	**5.4%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Tuesday, May 11, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	7	5	0	2	0	0	0	0	0	0	0	0	**14**
7:00 AM	0	6	6	0	1	1	0	0	0	0	0	0	0	**14**
8:00 AM	0	19	6	0	3	1	0	0	0	0	0	0	0	**29**
9:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	8	4	0	1	0	0	0	0	0	0	0	0	**13**
12:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	19	3	0	1	0	0	0	0	0	0	0	0	**23**
2:00 PM	0	18	9	0	3	0	0	0	0	0	0	0	0	**30**
3:00 PM	0	31	9	0	2	0	0	0	0	0	0	0	0	**42**
4:00 PM	0	29	9	0	1	0	0	0	0	0	0	0	0	**39**
5:00 PM	0	25	8	0	2	0	0	0	0	0	0	0	0	**35**
6:00 PM	0	18	8	0	2	0	0	0	0	0	0	0	0	**28**
7:00 PM	0	15	5	0	1	0	0	0	0	0	0	0	0	**21**
8:00 PM	0	12	4	0	2	0	0	0	0	0	0	0	0	**18**
9:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
11:00 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	**10**
Total	**1**	**281**	**87**	**0**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**395**
Percent	**0.3%**	**71.1%**	**22.0%**	**0.0%**	**6.1%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Wednesday, May 12, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
6:00 AM	2	6	4	0	1	0	0	0	0	0	0	0	0	**13**
7:00 AM	0	18	7	0	2	0	0	0	0	0	0	0	0	**27**
8:00 AM	0	19	4	0	1	0	0	0	1	0	0	0	0	**25**
9:00 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
10:00 AM	0	7	1	0	3	0	0	0	0	0	0	0	0	**11**
11:00 AM	1	16	2	0	2	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	19	5	0	2	0	0	0	0	0	0	0	0	**26**
1:00 PM	0	16	4	0	0	1	0	0	0	0	0	0	0	**21**
2:00 PM	0	20	2	0	1	1	0	0	0	0	0	0	0	**24**
3:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
4:00 PM	0	17	0	0	3	0	0	0	0	0	0	0	0	**20**
5:00 PM	0	18	5	0	3	0	0	0	0	0	0	0	0	**26**
6:00 PM	1	18	2	0	0	0	0	0	0	0	0	0	0	**21**
7:00 PM	0	20	4	0	1	0	0	0	0	0	0	0	0	**25**
8:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**4**	**277**	**53**	**0**	**19**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**356**
Percent	**1.1%**	**77.8%**	**14.9%**	**0.0%**	**5.3%**	**0.6%**	**0.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Wednesday, May 12, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	1	8	4	0	2	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	8	4	0	0	1	0	0	0	0	0	0	0	**13**
8:00 AM	0	7	9	0	0	0	0	0	0	0	0	0	0	**16**
9:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
10:00 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	**18**
11:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**
1:00 PM	1	16	5	0	1	0	0	0	0	0	0	0	0	**23**
2:00 PM	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**
3:00 PM	2	18	7	0	0	0	0	0	0	0	0	0	0	**27**
4:00 PM	1	16	9	0	1	0	0	0	0	0	0	0	0	**27**
5:00 PM	0	20	11	0	1	1	0	0	0	0	0	0	0	**33**
6:00 PM	0	20	4	0	1	0	0	0	0	0	0	0	0	**25**
7:00 PM	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	19	6	0	0	0	0	0	0	0	0	0	0	**25**
9:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
Total	**5**	**260**	**82**	**0**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**364**
Percent	**1.4%**	**71.4%**	**22.5%**	**0.0%**	**4.1%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Thursday, May 13, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	1	5	1	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	8	7	0	0	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	20	8	0	0	0	0	0	0	0	0	0	0	**28**
8:00 AM	1	24	7	0	0	0	0	0	0	0	0	0	0	**32**
9:00 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	**23**
10:00 AM	1	10	5	0	1	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
12:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	12	3	0	1	1	0	0	0	1	0	0	0	**18**
2:00 PM	0	24	5	0	3	0	0	0	0	0	0	0	0	**32**
3:00 PM	0	13	4	0	1	0	0	0	0	0	0	0	0	**18**
4:00 PM	0	17	3	1	0	0	0	0	0	0	0	0	0	**21**
5:00 PM	1	14	9	0	1	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
7:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
8:00 PM	1	11	3	0	0	0	0	0	0	0	0	0	0	**15**
9:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**5**	**277**	**66**	**1**	**9**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**360**
Percent	**1.4%**	**76.9%**	**18.3%**	**0.3%**	**2.5%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Thursday, May 13, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**
6:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	17	4	0	3	0	0	0	0	0	0	0	0	**24**
8:00 AM	0	9	11	0	1	0	0	0	0	0	0	0	0	**21**
9:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**
11:00 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	13	4	0	3	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	11	7	0	5	0	0	0	0	0	0	0	0	**23**
2:00 PM	1	17	12	0	0	0	0	0	0	0	0	0	0	**30**
3:00 PM	1	29	4	0	2	0	0	0	0	0	0	0	0	**36**
4:00 PM	0	32	8	0	2	0	0	0	0	0	0	0	0	**42**
5:00 PM	0	22	8	0	2	0	0	0	0	0	0	0	0	**32**
6:00 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	**27**
7:00 PM	1	16	1	0	2	1	0	0	0	0	0	0	0	**21**
8:00 PM	0	16	7	0	1	0	0	0	0	0	0	0	0	**24**
9:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
10:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**3**	**277**	**88**	**0**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**396**
Percent	**0.8%**	**69.9%**	**22.2%**	**0.0%**	**6.6%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
6:00 AM	1	8	5	0	1	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	17	7	0	1	0	0	0	0	0	0	0	0	**25**
8:00 AM	1	22	6	0	1	0	0	0	0	0	0	0	0	**30**
9:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**
11:00 AM	1	14	3	0	1	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	17	3	0	1	0	0	0	0	0	0	0	0	**21**
1:00 PM	0	15	4	0	1	1	0	0	0	0	0	0	0	**21**
2:00 PM	0	22	3	0	2	0	0	0	0	0	0	0	0	**27**
3:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**
4:00 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**
5:00 PM	0	17	6	0	2	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**
7:00 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**
8:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**3**	**272**	**60**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**352**
Percent	**0.9%**	**77.3%**	**17.0%**	**0.0%**	**4.5%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	**13**
7:00 AM	0	10	5	0	1	1	0	0	0	0	0	0	0	**17**
8:00 AM	0	12	9	0	1	0	0	0	0	0	0	0	0	**22**
9:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
11:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
12:00 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	15	5	0	2	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	17	8	0	2	0	0	0	0	0	0	0	0	**27**
3:00 PM	1	26	7	0	1	0	0	0	0	0	0	0	0	**35**
4:00 PM	0	26	9	0	1	0	0	0	0	0	0	0	0	**36**
5:00 PM	0	22	9	0	2	0	0	0	0	0	0	0	0	**33**
6:00 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	**26**
7:00 PM	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
8:00 PM	0	16	6	0	1	0	0	0	0	0	0	0	0	**23**
9:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
Total	**1**	**273**	**86**	**0**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**381**
Percent	**0.3%**	**71.7%**	**22.6%**	**0.0%**	**5.2%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
6:00 AM	1	8	5	0	1	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	17	7	0	1	0	0	0	0	0	0	0	0	**25**
8:00 AM	1	22	6	0	1	0	0	0	0	0	0	0	0	**30**
9:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**
11:00 AM	1	14	3	0	1	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	17	3	0	1	0	0	0	0	0	0	0	0	**21**
1:00 PM	0	15	4	0	1	1	0	0	0	0	0	0	0	**21**
2:00 PM	0	22	3	0	2	0	0	0	0	0	0	0	0	**27**
3:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	**20**
4:00 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**
5:00 PM	0	17	6	0	2	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**
7:00 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**
8:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**3**	**272**	**60**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**352**
Percent	**0.9%**	**77.3%**	**17.0%**	**0.0%**	**4.5%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	8	3	0	2	0	0	0	0	0	0	0	0	**13**
7:00 AM	0	10	5	0	1	1	0	0	0	0	0	0	0	**17**
8:00 AM	0	12	9	0	1	0	0	0	0	0	0	0	0	**22**
9:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
11:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
12:00 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	15	5	0	2	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	17	8	0	2	0	0	0	0	0	0	0	0	**27**
3:00 PM	1	26	7	0	1	0	0	0	0	0	0	0	0	**35**
4:00 PM	0	26	9	0	1	0	0	0	0	0	0	0	0	**36**
5:00 PM	0	22	9	0	2	0	0	0	0	0	0	0	0	**33**
6:00 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	**26**
7:00 PM	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
8:00 PM	0	16	6	0	1	0	0	0	0	0	0	0	0	**23**
9:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
Total	**1**	**273**	**86**	**0**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**381**
Percent	**0.3%**	**71.7%**	**22.6%**	**0.0%**	**5.2%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 08

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	6	13	37	98	209	341	237	87	29	4	2	2	0	0	0	0	0	1,065
Percent	0.6%	1.2%	3.5%	9.2%	19.6%	32.0%	22.3%	8.2%	2.7%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	5	46	94	87	265	356	214	61	19	2	3	0	3	0	0	0	0	1,155
Percent	0.4%	4.0%	8.1%	7.5%	22.9%	30.8%	18.5%	5.3%	1.6%	0.2%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	100%
Total	11	59	131	185	474	697	451	148	48	6	5	2	3	0	0	0	0	2,220
Percent	0.5%	2.7%	5.9%	8.3%	21.4%	31.4%	20.3%	6.7%	2.2%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.2	mph
85th Percentile	38.9	mph	10 mph Pace	28.9 - 38.9	mph
95th Percentile	43.5	mph	Percent in Pace	56.4	%
Southbound			**Southbound**		
50th Percentile (Median)	31.1	mph	Mean (Average) Speed	30.4	mph
85th Percentile	37.6	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	41.7	mph	Percent in Pace	56.0	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Tuesday, May 11, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	0	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	0	1	3	6	3	1	0	0	0	0	0	0	0	0	0	**14**
7:00 AM	0	0	1	0	4	4	6	5	1	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	1	1	0	10	12	7	2	0	0	0	0	0	0	0	0	0	**33**
9:00 AM	0	0	0	3	4	5	2	1	1	0	0	0	0	0	0	0	0	**16**
10:00 AM	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	**10**
11:00 AM	0	1	1	3	2	9	2	0	0	0	0	0	0	0	0	0	0	**18**
12:00 PM	0	0	1	0	4	8	2	1	1	1	0	0	0	0	0	0	0	**18**
1:00 PM	0	0	2	5	4	6	4	1	0	0	1	1	0	0	0	0	0	**24**
2:00 PM	0	0	1	0	4	10	9	1	0	1	0	0	0	0	0	0	0	**26**
3:00 PM	0	1	2	1	3	6	7	1	2	0	0	0	0	0	0	0	0	**23**
4:00 PM	1	1	0	4	1	6	3	1	0	0	0	0	0	0	0	0	0	**17**
5:00 PM	0	0	1	3	11	5	4	1	0	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	0	0	4	4	9	8	3	2	0	0	0	0	0	0	0	0	**30**
7:00 PM	0	0	3	5	2	5	4	0	1	0	0	0	0	0	0	0	0	**20**
8:00 PM	0	0	1	2	3	4	2	1	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	0	2	1	3	1	1	2	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	0	0	1	4	3	0	1	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	**5**
Total	**1**	**4**	**18**	**38**	**73**	**106**	**70**	**26**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**349**
Percent	**0.3%**	**1.1%**	**5.2%**	**10.9%**	**20.9%**	**30.4%**	**20.1%**	**7.4%**	**2.6%**	**0.6%**	**0.3%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.9	mph	Mean (Average) Speed	31.7	mph
85th Percentile	38.4	mph	10 mph Pace	28.7 - 38.7	mph
95th Percentile	44.1	mph	Percent in Pace	53.0	%

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Tuesday, May 11, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	1	0	1	4	3	5	0	0	0	0	0	0	0	0	0	0	**14**
7:00 AM	0	0	2	1	5	4	2	0	0	0	0	0	0	0	0	0	0	**14**
8:00 AM	0	2	3	4	4	10	5	1	0	0	0	0	0	0	0	0	0	**29**
9:00 AM	0	1	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	0	0	0	3	4	2	1	1	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	0	0	2	2	4	3	1	1	0	0	0	0	0	0	0	0	**13**
12:00 PM	0	0	2	1	4	2	7	3	1	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	0	1	3	5	8	4	1	1	0	0	0	0	0	0	0	0	**23**
2:00 PM	0	1	3	4	7	11	2	0	2	0	0	0	0	0	0	0	0	**30**
3:00 PM	0	1	3	4	11	14	5	2	2	0	0	0	0	0	0	0	0	**42**
4:00 PM	0	0	4	5	12	11	5	2	0	0	0	0	0	0	0	0	0	**39**
5:00 PM	1	0	3	3	8	12	5	3	0	0	0	0	0	0	0	0	0	**35**
6:00 PM	0	0	2	3	7	9	5	2	0	0	0	0	0	0	0	0	0	**28**
7:00 PM	0	0	0	3	1	13	4	0	0	0	0	0	0	0	0	0	0	**21**
8:00 PM	0	0	2	2	6	5	2	0	1	0	0	0	0	0	0	0	0	**18**
9:00 PM	0	4	2	0	3	2	2	0	0	0	0	0	0	0	0	0	0	**13**
10:00 PM	0	0	0	1	4	2	2	0	1	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	0	0	2	2	4	1	1	0	0	0	0	0	0	0	0	0	**10**
Total	**1**	**10**	**30**	**40**	**97**	**124**	**64**	**19**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**395**
Percent	**0.3%**	**2.5%**	**7.6%**	**10.1%**	**24.6%**	**31.4%**	**16.2%**	**4.8%**	**2.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.8	mph	Mean (Average) Speed	30.2	mph
85th Percentile	37.5	mph	10 mph Pace	25.8 - 35.8	mph
95th Percentile	43.2	mph	Percent in Pace	56.71	%

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Wednesday, May 12, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	0	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	**6**
6:00 AM	0	1	1	1	4	3	2	1	0	0	0	0	0	0	0	0	0	**13**
7:00 AM	1	0	0	0	4	11	6	4	1	0	0	0	0	0	0	0	0	**27**
8:00 AM	0	0	0	1	6	12	5	1	0	0	0	0	0	0	0	0	0	**25**
9:00 AM	0	0	0	3	4	9	5	0	1	0	0	0	0	0	0	0	0	**22**
10:00 AM	0	0	0	0	4	1	3	2	0	1	0	0	0	0	0	0	0	**11**
11:00 AM	1	0	0	1	2	9	6	1	1	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	0	2	5	5	8	5	0	1	0	0	0	0	0	0	0	0	**26**
1:00 PM	1	0	0	1	3	6	7	3	0	0	0	0	0	0	0	0	0	**21**
2:00 PM	0	0	0	2	3	8	4	4	3	0	0	0	0	0	0	0	0	**24**
3:00 PM	0	0	1	0	2	4	5	2	2	0	0	1	0	0	0	0	0	**17**
4:00 PM	0	0	1	1	2	9	5	2	0	0	0	0	0	0	0	0	0	**20**
5:00 PM	0	0	2	3	5	10	5	1	0	0	0	0	0	0	0	0	0	**26**
6:00 PM	0	1	2	3	3	8	2	2	0	0	0	0	0	0	0	0	0	**21**
7:00 PM	0	0	0	3	7	8	6	1	0	0	0	0	0	0	0	0	0	**25**
8:00 PM	0	0	0	1	3	7	1	1	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	0	0	2	3	6	1	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	0	0	4	0	1	2	2	1	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
Total	**3**	**2**	**11**	**34**	**62**	**129**	**75**	**27**	**11**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**356**
Percent	**0.8%**	**0.6%**	**3.1%**	**9.6%**	**17.4%**	**36.2%**	**21.1%**	**7.6%**	**3.1%**	**0.3%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.3	mph
85th Percentile	38.8	mph	10 mph Pace	29.1 - 39.1	mph
95th Percentile	43.2	mph	Percent in Pace	59.8	%

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Wednesday, May 12, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	**8**
1:00 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	2	1	1	3	3	4	1	0	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	1	1	2	2	5	2	0	0	0	0	0	0	0	0	0	0	**13**
8:00 AM	0	0	3	1	2	5	3	1	1	0	0	0	0	0	0	0	0	**16**
9:00 AM	0	3	0	2	4	3	2	1	0	0	0	0	0	0	0	0	0	**15**
10:00 AM	0	1	0	1	5	6	3	1	0	0	1	0	0	0	0	0	0	**18**
11:00 AM	0	1	0	2	4	4	3	1	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	0	0	1	1	2	8	4	4	0	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	1	2	3	4	5	7	0	0	0	0	0	1	0	0	0	0	**23**
2:00 PM	0	0	1	2	6	8	4	1	0	0	0	0	0	0	0	0	0	**22**
3:00 PM	0	1	3	1	6	11	5	0	0	0	0	0	0	0	0	0	0	**27**
4:00 PM	1	1	0	1	9	9	6	0	0	0	0	0	0	0	0	0	0	**27**
5:00 PM	1	1	3	2	9	10	3	2	1	1	0	0	0	0	0	0	0	**33**
6:00 PM	0	1	3	3	3	10	2	2	0	1	0	0	0	0	0	0	0	**25**
7:00 PM	0	0	2	2	5	6	1	1	0	0	0	0	0	0	0	0	0	**17**
8:00 PM	0	0	4	5	6	8	2	0	0	0	0	0	0	0	0	0	0	**25**
9:00 PM	0	0	1	0	3	7	2	1	0	0	1	0	1	0	0	0	0	**16**
10:00 PM	0	1	2	0	0	3	3	0	1	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	0	2	0	2	2	2	0	0	0	1	0	0	0	0	0	0	**9**
Total	**2**	**15**	**32**	**31**	**78**	**120**	**60**	**16**	**3**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**364**
Percent	**0.5%**	**4.1%**	**8.8%**	**8.5%**	**21.4%**	**33.0%**	**16.5%**	**4.4%**	**0.8%**	**0.5%**	**0.8%**	**0.0%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.9	mph	Mean (Average) Speed	30.2	mph
85th Percentile	36.8	mph	10 mph Pace	27.0 - 37.0	mph
95th Percentile	41.2	mph	Percent in Pace	59.62	%

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Thursday, May 13, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	1	1	1	2	0	2	1	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	0	2	4	1	8	0	0	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	0	1	2	4	6	9	5	1	0	0	0	0	0	0	0	0	**28**
8:00 AM	0	1	0	0	9	12	10	0	0	0	0	0	0	0	0	0	0	**32**
9:00 AM	0	0	0	0	5	8	6	0	2	1	1	0	0	0	0	0	0	**23**
10:00 AM	0	1	0	3	2	3	4	2	2	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	1	1	3	1	5	2	3	0	0	0	0	0	0	0	0	0	**16**
12:00 PM	0	0	0	1	4	5	4	4	2	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	1	0	0	4	5	5	3	0	0	0	0	0	0	0	0	0	**18**
2:00 PM	0	0	0	0	6	13	9	4	0	0	0	0	0	0	0	0	0	**32**
3:00 PM	0	0	0	1	3	6	5	3	0	0	0	0	0	0	0	0	0	**18**
4:00 PM	0	0	1	2	2	8	5	3	0	0	0	0	0	0	0	0	0	**21**
5:00 PM	0	1	0	0	6	8	8	2	0	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	0	1	2	3	5	6	3	0	0	0	0	0	0	0	0	0	**20**
7:00 PM	0	0	2	4	3	4	3	1	2	0	0	0	0	0	0	0	0	**19**
8:00 PM	1	0	0	0	6	6	2	0	0	0	0	0	0	0	0	0	0	**15**
9:00 PM	1	1	1	2	5	4	2	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	**8**
11:00 PM	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**2**	**7**	**8**	**26**	**74**	**106**	**92**	**34**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**360**
Percent	**0.6%**	**1.9%**	**2.2%**	**7.2%**	**20.6%**	**29.4%**	**25.6%**	**9.4%**	**2.5%**	**0.3%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	33.0	mph	Mean (Average) Speed	32.6	mph
85th Percentile	39.5	mph	10 mph Pace	28.7 - 38.7	mph
95th Percentile	43.5	mph	Percent in Pace	56.9	%

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Thursday, May 13, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	0	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	1	2	0	2	12	4	3	0	0	0	0	0	0	0	0	0	**24**
8:00 AM	0	1	2	2	4	6	4	2	0	0	0	0	0	0	0	0	0	**21**
9:00 AM	0	1	2	1	4	2	2	0	2	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	3	0	0	6	4	6	1	0	0	0	0	0	0	0	0	0	**20**
11:00 AM	0	1	1	0	4	8	5	0	0	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	0	0	1	3	7	7	2	0	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	0	2	0	4	7	8	2	0	0	0	0	0	0	0	0	0	**23**
2:00 PM	0	2	1	0	4	10	8	4	1	0	0	0	0	0	0	0	0	**30**
3:00 PM	1	3	3	1	3	10	12	1	2	0	0	0	0	0	0	0	0	**36**
4:00 PM	0	3	4	2	11	12	6	4	0	0	0	0	0	0	0	0	0	**42**
5:00 PM	0	1	3	2	11	4	9	2	0	0	0	0	0	0	0	0	0	**32**
6:00 PM	0	0	2	2	6	6	8	3	0	0	0	0	0	0	0	0	0	**27**
7:00 PM	1	1	4	0	6	8	1	0	0	0	0	0	0	0	0	0	0	**21**
8:00 PM	0	2	2	2	9	4	4	0	0	0	0	0	1	0	0	0	0	**24**
9:00 PM	0	1	2	2	6	3	0	1	0	0	0	0	0	0	0	0	0	**15**
10:00 PM	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**2**	**21**	**32**	**16**	**90**	**112**	**90**	**26**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**396**
Percent	**0.5%**	**5.3%**	**8.1%**	**4.0%**	**22.7%**	**28.3%**	**22.7%**	**6.6%**	**1.5%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.5	mph	Mean (Average) Speed	30.7	mph
85th Percentile	38.1	mph	10 mph Pace	27.5 - 37.5	mph
95th Percentile	41.7	mph	Percent in Pace	57.07	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	0	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	**7**
6:00 AM	0	0	0	1	4	3	4	1	0	0	0	0	0	0	0	0	0	**13**
7:00 AM	0	0	1	1	4	7	7	5	1	0	0	0	0	0	0	0	0	**26**
8:00 AM	0	1	0	0	8	12	7	1	0	0	0	0	0	0	0	0	0	**29**
9:00 AM	0	0	0	2	4	7	4	0	1	0	0	0	0	0	0	0	0	**18**
10:00 AM	0	0	0	1	3	2	3	2	1	0	0	0	0	0	0	0	0	**12**
11:00 AM	0	1	1	2	2	8	3	1	0	0	0	0	0	0	0	0	0	**18**
12:00 PM	0	0	1	2	4	7	4	2	1	0	0	0	0	0	0	0	0	**21**
1:00 PM	0	0	1	2	4	6	5	2	0	0	0	0	0	0	0	0	0	**20**
2:00 PM	0	0	0	1	4	10	7	3	1	0	0	0	0	0	0	0	0	**26**
3:00 PM	0	0	1	1	3	5	6	2	1	0	0	0	0	0	0	0	0	**19**
4:00 PM	0	0	1	2	2	8	4	2	0	0	0	0	0	0	0	0	0	**19**
5:00 PM	0	0	1	2	7	8	6	1	0	0	0	0	0	0	0	0	0	**25**
6:00 PM	0	0	1	3	3	7	5	3	1	0	0	0	0	0	0	0	0	**23**
7:00 PM	0	0	2	4	4	6	4	1	1	0	0	0	0	0	0	0	0	**22**
8:00 PM	0	0	0	1	4	6	2	1	0	0	0	0	0	0	0	0	0	**14**
9:00 PM	0	0	1	2	4	4	1	1	0	0	0	0	0	0	0	0	0	**13**
10:00 PM	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	**8**
11:00 PM	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	**4**
Total	**0**	**2**	**12**	**33**	**69**	**114**	**76**	**29**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**343**
Percent	**0.0%**	**0.6%**	**3.5%**	**9.6%**	**20.1%**	**33.2%**	**22.2%**	**8.5%**	**2.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	32.2	mph
85th Percentile	38.9	mph	10 mph Pace	28.9 - 38.9	mph
95th Percentile	43.5	mph	Percent in Pace	56.4	%

Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 08

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	1	0	1	3	3	5	1	0	0	0	0	0	0	0	0	0	**14**
7:00 AM	0	1	2	1	3	7	3	1	0	0	0	0	0	0	0	0	0	**18**
8:00 AM	0	1	3	2	3	7	4	1	0	0	0	0	0	0	0	0	0	**21**
9:00 AM	0	2	1	1	4	2	2	1	1	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	1	0	0	5	5	4	1	0	0	0	0	0	0	0	0	0	**16**
11:00 AM	0	1	0	1	3	5	4	1	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	0	0	1	1	3	6	6	3	0	0	0	0	0	0	0	0	0	**20**
1:00 PM	0	0	2	2	4	7	6	1	0	0	0	0	0	0	0	0	0	**22**
2:00 PM	0	1	2	2	6	10	5	2	1	0	0	0	0	0	0	0	0	**29**
3:00 PM	0	2	3	2	7	12	7	1	1	0	0	0	0	0	0	0	0	**35**
4:00 PM	0	1	3	3	11	11	6	2	0	0	0	0	0	0	0	0	0	**37**
5:00 PM	1	1	3	2	9	9	6	2	0	0	0	0	0	0	0	0	0	**33**
6:00 PM	0	0	2	3	5	8	5	2	0	0	0	0	0	0	0	0	0	**25**
7:00 PM	0	0	2	2	4	9	2	0	0	0	0	0	0	0	0	0	0	**19**
8:00 PM	0	1	3	3	7	6	3	0	0	0	0	0	0	0	0	0	0	**23**
9:00 PM	0	2	2	1	4	4	1	1	0	0	0	0	0	0	0	0	0	**15**
10:00 PM	0	1	1	0	2	2	2	0	1	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	**8**
Total	**1**	**16**	**33**	**28**	**88**	**121**	**72**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**383**
Percent	**0.3%**	**4.2%**	**8.6%**	**7.3%**	**23.0%**	**31.6%**	**18.8%**	**5.2%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	31.1	mph	Mean (Average) Speed	30.4	mph
85th Percentile	37.6	mph	10 mph Pace	27.7 - 37.7	mph
95th Percentile	41.7	mph	Percent in Pace	56.0	%

Project Manager: (415) 310-6469
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Location: W Bayshore Rd BTWN Addison Ave & Manhattan Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 08

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	4	3	7	2	8	10	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
1:00 AM	0	2	2	1	4	5	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0	2	3
2:00 AM	1	2	3	2	1	3	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	1	1	2	4	2	6	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
4:00 AM	3	2	5	4	1	5	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
5:00 AM	8	4	12	6	2	8	8	3	11	-	-	-	-	-	-	-	-	-	-	-	-	7	3	10
6:00 AM	14	14	28	13	15	28	15	11	26	-	-	-	-	-	-	-	-	-	-	-	-	14	13	27
7:00 AM	21	14	35	**27**	13	40	28	**24**	52	-	-	-	-	-	-	-	-	-	-	-	-	25	17	42
8:00 AM	**33**	**29**	**62**	25	16	**41**	**32**	21	**53**	-	-	-	-	-	-	-	-	-	-	-	-	**30**	**22**	**52**
9:00 AM	16	11	27	22	15	37	23	14	37	-	-	-	-	-	-	-	-	-	-	-	-	20	13	34
10:00 AM	10	11	21	11	**18**	29	17	20	37	-	-	-	-	-	-	-	-	-	-	-	-	13	16	29
11:00 AM	18	13	31	21	15	36	16	19	35	-	-	-	-	-	-	-	-	-	-	-	-	18	16	34
12:00 PM	18	20	38	**26**	20	46	20	20	40	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
1:00 PM	24	23	47	21	23	44	18	23	41	-	-	-	-	-	-	-	-	-	-	-	-	21	23	44
2:00 PM	26	30	56	24	22	46	**32**	30	62	-	-	-	-	-	-	-	-	-	-	-	-	**27**	27	55
3:00 PM	23	**42**	**65**	17	27	44	18	36	54	-	-	-	-	-	-	-	-	-	-	-	-	19	35	54
4:00 PM	17	39	56	20	27	47	21	**42**	**63**	-	-	-	-	-	-	-	-	-	-	-	-	19	**36**	55
5:00 PM	25	35	60	**26**	**33**	**59**	25	32	57	-	-	-	-	-	-	-	-	-	-	-	-	25	33	**59**
6:00 PM	**30**	28	58	21	25	46	20	27	47	-	-	-	-	-	-	-	-	-	-	-	-	24	27	50
7:00 PM	20	21	41	25	17	42	19	21	40	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
8:00 PM	13	18	31	13	25	38	15	24	39	-	-	-	-	-	-	-	-	-	-	-	-	14	22	36
9:00 PM	10	13	23	12	16	28	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	13	15	27
10:00 PM	9	10	19	10	10	20	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	9	8	17
11:00 PM	5	10	15	3	9	12	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
Total	349	395	744	356	364	720	360	396	756	-	-	-	-	-	-	-	-	-	-	-	-	355	385	740
Percent	47%	53%	-	49%	51%	-	48%	52%	-	-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	-
AM Peak	08:00	08:00	08:00	07:00	10:00	08:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	33	29	62	27	18	41	32	24	53	-	-	-	-	-	-	-	-	-	-	-	-	30	22	52
PM Peak	18:00	15:00	15:00	12:00	17:00	17:00	14:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	14:00	16:00	17:00
Vol.	30	42	65	26	33	59	32	42	63	-	-	-	-	-	-	-	-	-	-	-	-	27	36	59

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
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Vehicle Classification Report Summary

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 09

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Northbound	34	2,548	609	0	196	19	0	0	1	0	0	0	0	3,407
Percent	1.0%	74.8%	17.9%	0.0%	5.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	20	1,725	370	6	201	16	0	1	0	1	0	0	0	2,340
Percent	0.9%	73.7%	15.8%	0.3%	8.6%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	54	4,273	979	6	397	35	0	1	1	1	0	0	0	5,747
Percent	0.9%	74.4%	17.0%	0.1%	6.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
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Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Tuesday, May 11, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
1:00 AM	0	8	2	0	0	1	0	0	0	0	0	0	0	**11**
2:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	**10**
6:00 AM	1	27	9	0	3	0	0	0	0	0	0	0	0	**40**
7:00 AM	0	41	17	0	6	1	0	0	0	0	0	0	0	**65**
8:00 AM	0	39	11	0	5	0	0	0	0	0	0	0	0	**55**
9:00 AM	0	28	11	0	1	0	0	0	0	0	0	0	0	**40**
10:00 AM	2	33	9	0	1	0	0	0	0	0	0	0	0	**45**
11:00 AM	4	31	10	0	1	0	0	0	0	0	0	0	0	**46**
12:00 PM	0	38	17	0	3	0	0	0	0	0	0	0	0	**58**
1:00 PM	2	42	14	0	2	1	0	0	0	0	0	0	0	**61**
2:00 PM	0	60	11	0	6	0	0	0	0	0	0	0	0	**77**
3:00 PM	0	74	18	0	4	0	0	0	0	0	0	0	0	**96**
4:00 PM	2	63	14	0	10	0	0	0	0	0	0	0	0	**89**
5:00 PM	1	74	14	0	3	0	0	0	0	0	0	0	0	**92**
6:00 PM	1	53	16	0	4	0	0	0	0	0	0	0	0	**74**
7:00 PM	3	55	10	0	3	0	0	0	0	0	0	0	0	**71**
8:00 PM	0	48	8	0	1	1	0	0	0	0	0	0	0	**58**
9:00 PM	1	36	13	0	5	0	0	0	0	0	0	0	0	**55**
10:00 PM	0	41	4	0	0	1	0	0	0	0	0	0	0	**46**
11:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
Total	**17**	**826**	**218**	**0**	**63**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,129**
Percent	**1.5%**	**73.2%**	**19.3%**	**0.0%**	**5.6%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Tuesday, May 11, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
6:00 AM	0	27	14	0	7	0	0	0	0	0	0	0	0	**48**
7:00 AM	0	47	12	0	10	0	0	0	0	0	0	0	0	**69**
8:00 AM	0	39	11	1	6	0	0	0	0	0	0	0	0	**57**
9:00 AM	2	30	6	0	6	3	0	0	0	0	0	0	0	**47**
10:00 AM	0	23	5	0	4	0	0	0	0	0	0	0	0	**32**
11:00 AM	0	23	10	0	5	1	0	0	0	0	0	0	0	**39**
12:00 PM	0	43	3	0	4	0	0	0	0	0	0	0	0	**50**
1:00 PM	1	24	8	1	2	1	0	0	0	0	0	0	0	**37**
2:00 PM	0	27	6	0	4	1	0	0	0	0	0	0	0	**38**
3:00 PM	0	38	5	0	3	0	0	0	0	0	0	0	0	**46**
4:00 PM	1	40	8	0	4	0	0	0	0	0	0	0	0	**53**
5:00 PM	0	32	6	0	4	0	0	0	0	0	0	0	0	**42**
6:00 PM	2	44	8	0	2	0	0	0	0	0	0	0	0	**56**
7:00 PM	0	34	4	1	4	0	0	0	0	0	0	0	0	**43**
8:00 PM	0	34	4	0	1	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	18	8	0	4	0	0	0	0	0	0	0	0	**30**
10:00 PM	0	25	2	0	1	0	0	0	0	0	0	0	0	**28**
11:00 PM	1	9	3	0	0	0	0	0	0	0	0	0	0	**13**
Total	**7**	**586**	**128**	**3**	**72**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**802**
Percent	**0.9%**	**73.1%**	**16.0%**	**0.4%**	**9.0%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Wednesday, May 12, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	25	5	0	2	0	0	0	0	0	0	0	0	**32**
7:00 AM	1	33	9	0	8	0	0	0	0	0	0	0	0	**51**
8:00 AM	1	32	7	0	2	1	0	0	0	0	0	0	0	**43**
9:00 AM	0	32	10	0	4	0	0	0	0	0	0	0	0	**46**
10:00 AM	0	35	8	0	2	0	0	0	0	0	0	0	0	**45**
11:00 AM	0	27	7	0	4	1	0	0	0	0	0	0	0	**39**
12:00 PM	2	51	10	0	5	1	0	0	0	0	0	0	0	**69**
1:00 PM	0	35	17	0	3	0	0	0	0	0	0	0	0	**55**
2:00 PM	0	71	9	0	2	0	0	0	0	0	0	0	0	**82**
3:00 PM	1	71	18	0	8	0	0	0	0	0	0	0	0	**98**
4:00 PM	0	76	23	0	8	1	0	0	0	0	0	0	0	**108**
5:00 PM	0	72	11	0	5	1	0	0	0	0	0	0	0	**89**
6:00 PM	1	65	7	0	2	0	0	0	0	0	0	0	0	**75**
7:00 PM	1	42	12	0	2	0	0	0	0	0	0	0	0	**57**
8:00 PM	0	59	15	0	2	0	0	0	0	0	0	0	0	**76**
9:00 PM	0	36	4	0	4	1	0	0	0	0	0	0	0	**45**
10:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	16	3	0	0	1	0	0	0	0	0	0	0	**20**
Total	**7**	**836**	**184**	**0**	**66**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,100**
Percent	**0.6%**	**76.0%**	**16.7%**	**0.0%**	**6.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Wednesday, May 12, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	10	2	0	2	0	0	0	0	0	0	0	0	**14**
6:00 AM	0	30	6	0	7	0	0	0	0	0	0	0	0	**43**
7:00 AM	2	42	18	0	7	1	0	0	0	1	0	0	0	**71**
8:00 AM	0	39	15	0	3	1	0	0	0	0	0	0	0	**58**
9:00 AM	0	19	5	0	2	0	0	0	0	0	0	0	0	**26**
10:00 AM	0	30	8	1	3	2	0	1	0	0	0	0	0	**45**
11:00 AM	0	24	2	0	4	0	0	0	0	0	0	0	0	**30**
12:00 PM	0	27	10	0	5	1	0	0	0	0	0	0	0	**43**
1:00 PM	0	26	9	0	3	0	0	0	0	0	0	0	0	**38**
2:00 PM	0	32	7	0	3	0	0	0	0	0	0	0	0	**42**
3:00 PM	1	30	4	0	3	0	0	0	0	0	0	0	0	**38**
4:00 PM	2	43	8	1	3	0	0	0	0	0	0	0	0	**57**
5:00 PM	0	38	4	0	5	0	0	0	0	0	0	0	0	**47**
6:00 PM	0	35	4	0	3	0	0	0	0	0	0	0	0	**42**
7:00 PM	1	34	8	0	5	0	0	0	0	0	0	0	0	**48**
8:00 PM	0	29	5	0	1	1	0	0	0	0	0	0	0	**36**
9:00 PM	0	19	4	0	2	0	0	0	0	0	0	0	0	**25**
10:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
Total	**8**	**543**	**120**	**2**	**61**	**6**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**742**
Percent	**1.1%**	**73.2%**	**16.2%**	**0.3%**	**8.2%**	**0.8%**	**0.0%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Thursday, May 13, 2021
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	2	5	0	1	0	0	0	0	0	0	0	0	**8**
5:00 AM	1	4	1	0	1	0	0	0	0	0	0	0	0	**7**
6:00 AM	1	23	5	0	1	0	0	0	0	0	0	0	0	**30**
7:00 AM	2	38	9	0	11	2	0	0	0	0	0	0	0	**62**
8:00 AM	0	49	19	0	7	1	0	0	0	0	0	0	0	**76**
9:00 AM	1	30	10	0	2	0	0	0	0	0	0	0	0	**43**
10:00 AM	1	37	20	0	3	0	0	0	0	0	0	0	0	**61**
11:00 AM	0	31	14	0	4	1	0	0	0	0	0	0	0	**50**
12:00 PM	2	59	8	0	5	1	0	0	0	0	0	0	0	**75**
1:00 PM	1	47	13	0	2	0	0	0	0	0	0	0	0	**63**
2:00 PM	0	53	14	0	2	1	0	0	0	0	0	0	0	**70**
3:00 PM	0	66	14	0	6	0	0	0	0	0	0	0	0	**86**
4:00 PM	1	84	11	0	6	0	0	0	0	0	0	0	0	**102**
5:00 PM	0	75	16	0	4	0	0	0	0	0	0	0	0	**95**
6:00 PM	0	58	16	0	2	0	0	0	0	0	0	0	0	**76**
7:00 PM	0	52	16	0	5	0	0	0	0	0	0	0	0	**73**
8:00 PM	0	59	4	0	3	0	0	0	1	0	0	0	0	**67**
9:00 PM	0	42	4	0	0	0	0	0	0	0	0	0	0	**46**
10:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	21	2	0	0	1	0	0	0	0	0	0	0	**24**
Total	**10**	**886**	**207**	**0**	**67**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,178**
Percent	**0.8%**	**75.2%**	**17.6%**	**0.0%**	**5.7%**	**0.6%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Thursday, May 13, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	9	6	0	1	0	0	0	0	0	0	0	0	**16**
6:00 AM	1	33	7	0	5	0	0	0	0	0	0	0	0	**46**
7:00 AM	0	51	13	0	8	1	0	0	0	0	0	0	0	**73**
8:00 AM	1	34	7	0	10	1	0	0	0	0	0	0	0	**53**
9:00 AM	0	27	5	0	4	0	0	0	0	0	0	0	0	**36**
10:00 AM	0	31	12	0	1	0	0	0	0	0	0	0	0	**44**
11:00 AM	0	33	8	0	6	0	0	0	0	0	0	0	0	**47**
12:00 PM	0	39	11	0	5	1	0	0	0	0	0	0	0	**56**
1:00 PM	0	30	7	0	7	0	0	0	0	0	0	0	0	**44**
2:00 PM	1	40	12	0	4	0	0	0	0	0	0	0	0	**57**
3:00 PM	0	30	4	0	2	0	0	0	0	0	0	0	0	**36**
4:00 PM	0	51	7	0	3	0	0	0	0	0	0	0	0	**61**
5:00 PM	0	27	8	0	2	0	0	0	0	0	0	0	0	**37**
6:00 PM	1	39	2	0	5	0	0	0	0	0	0	0	0	**47**
7:00 PM	0	30	4	0	4	1	0	0	0	0	0	0	0	**39**
8:00 PM	0	32	5	0	0	0	0	0	0	0	0	0	0	**37**
9:00 PM	1	22	0	1	1	0	0	0	0	0	0	0	0	**25**
10:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
Total	**5**	**596**	**122**	**1**	**68**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**796**
Percent	**0.6%**	**74.9%**	**15.3%**	**0.1%**	**8.5%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Total Study Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	1	25	6	0	2	0	0	0	0	0	0	0	0	**34**
7:00 AM	1	37	12	0	8	1	0	0	0	0	0	0	0	**59**
8:00 AM	0	40	12	0	5	1	0	0	0	0	0	0	0	**58**
9:00 AM	0	30	10	0	2	0	0	0	0	0	0	0	0	**42**
10:00 AM	1	35	12	0	2	0	0	0	0	0	0	0	0	**50**
11:00 AM	1	30	10	0	3	1	0	0	0	0	0	0	0	**45**
12:00 PM	1	49	12	0	4	1	0	0	0	0	0	0	0	**67**
1:00 PM	1	41	15	0	2	0	0	0	0	0	0	0	0	**59**
2:00 PM	0	61	11	0	3	0	0	0	0	0	0	0	0	**75**
3:00 PM	0	70	17	0	6	0	0	0	0	0	0	0	0	**93**
4:00 PM	1	74	16	0	8	0	0	0	0	0	0	0	0	**99**
5:00 PM	0	74	14	0	4	0	0	0	0	0	0	0	0	**92**
6:00 PM	1	59	13	0	3	0	0	0	0	0	0	0	0	**76**
7:00 PM	1	50	13	0	3	0	0	0	0	0	0	0	0	**67**
8:00 PM	0	55	9	0	2	0	0	0	0	0	0	0	0	**66**
9:00 PM	0	38	7	0	3	0	0	0	0	0	0	0	0	**48**
10:00 PM	0	35	4	0	1	0	0	0	0	0	0	0	0	**40**
11:00 PM	0	17	2	0	0	1	0	0	0	0	0	0	0	**20**
Total	**9**	**848**	**203**	**0**	**64**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,129**
Percent	**0.8%**	**75.1%**	**18.0%**	**0.0%**	**5.7%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	**15**
6:00 AM	0	30	9	0	6	0	0	0	0	0	0	0	0	**45**
7:00 AM	1	47	14	0	8	1	0	0	0	0	0	0	0	**71**
8:00 AM	0	37	11	0	6	1	0	0	0	0	0	0	0	**55**
9:00 AM	1	25	5	0	4	1	0	0	0	0	0	0	0	**36**
10:00 AM	0	28	8	0	3	1	0	0	0	0	0	0	0	**40**
11:00 AM	0	27	7	0	5	0	0	0	0	0	0	0	0	**39**
12:00 PM	0	36	8	0	5	1	0	0	0	0	0	0	0	**50**
1:00 PM	0	27	8	0	4	0	0	0	0	0	0	0	0	**39**
2:00 PM	0	33	8	0	4	0	0	0	0	0	0	0	0	**45**
3:00 PM	0	33	4	0	3	0	0	0	0	0	0	0	0	**40**
4:00 PM	1	45	8	0	3	0	0	0	0	0	0	0	0	**57**
5:00 PM	0	32	6	0	4	0	0	0	0	0	0	0	0	**42**
6:00 PM	1	39	5	0	3	0	0	0	0	0	0	0	0	**48**
7:00 PM	0	33	5	0	4	0	0	0	0	0	0	0	0	**42**
8:00 PM	0	32	5	0	1	0	0	0	0	0	0	0	0	**38**
9:00 PM	0	20	4	0	2	0	0	0	0	0	0	0	0	**26**
10:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
Total	**4**	**574**	**122**	**0**	**66**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**771**
Percent	**0.5%**	**74.4%**	**15.8%**	**0.0%**	**8.6%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

3-Day (Tuesday - Thursday) Average
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	1	25	6	0	2	0	0	0	0	0	0	0	0	**34**
7:00 AM	1	37	12	0	8	1	0	0	0	0	0	0	0	**59**
8:00 AM	0	40	12	0	5	1	0	0	0	0	0	0	0	**58**
9:00 AM	0	30	10	0	2	0	0	0	0	0	0	0	0	**42**
10:00 AM	1	35	12	0	2	0	0	0	0	0	0	0	0	**50**
11:00 AM	1	30	10	0	3	1	0	0	0	0	0	0	0	**45**
12:00 PM	1	49	12	0	4	1	0	0	0	0	0	0	0	**67**
1:00 PM	1	41	15	0	2	0	0	0	0	0	0	0	0	**59**
2:00 PM	0	61	11	0	3	0	0	0	0	0	0	0	0	**75**
3:00 PM	0	70	17	0	6	0	0	0	0	0	0	0	0	**93**
4:00 PM	1	74	16	0	8	0	0	0	0	0	0	0	0	**99**
5:00 PM	0	74	14	0	4	0	0	0	0	0	0	0	0	**92**
6:00 PM	1	59	13	0	3	0	0	0	0	0	0	0	0	**76**
7:00 PM	1	50	13	0	3	0	0	0	0	0	0	0	0	**67**
8:00 PM	0	55	9	0	2	0	0	0	0	0	0	0	0	**66**
9:00 PM	0	38	7	0	3	0	0	0	0	0	0	0	0	**48**
10:00 PM	0	35	4	0	1	0	0	0	0	0	0	0	0	**40**
11:00 PM	0	17	2	0	0	1	0	0	0	0	0	0	0	**20**
Total	**9**	**848**	**203**	**0**	**64**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,129**
Percent	**0.8%**	**75.1%**	**18.0%**	**0.0%**	**5.7%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	**15**
6:00 AM	0	30	9	0	6	0	0	0	0	0	0	0	0	**45**
7:00 AM	1	47	14	0	8	1	0	0	0	0	0	0	0	**71**
8:00 AM	0	37	11	0	6	1	0	0	0	0	0	0	0	**55**
9:00 AM	1	25	5	0	4	1	0	0	0	0	0	0	0	**36**
10:00 AM	0	28	8	0	3	1	0	0	0	0	0	0	0	**40**
11:00 AM	0	27	7	0	5	0	0	0	0	0	0	0	0	**39**
12:00 PM	0	36	8	0	5	1	0	0	0	0	0	0	0	**50**
1:00 PM	0	27	8	0	4	0	0	0	0	0	0	0	0	**39**
2:00 PM	0	33	8	0	4	0	0	0	0	0	0	0	0	**45**
3:00 PM	0	33	4	0	3	0	0	0	0	0	0	0	0	**40**
4:00 PM	1	45	8	0	3	0	0	0	0	0	0	0	0	**57**
5:00 PM	0	32	6	0	4	0	0	0	0	0	0	0	0	**42**
6:00 PM	1	39	5	0	3	0	0	0	0	0	0	0	0	**48**
7:00 PM	0	33	5	0	4	0	0	0	0	0	0	0	0	**42**
8:00 PM	0	32	5	0	1	0	0	0	0	0	0	0	0	**38**
9:00 PM	0	20	4	0	2	0	0	0	0	0	0	0	0	**26**
10:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
Total	**4**	**574**	**122**	**0**	**66**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**771**
Percent	**0.5%**	**74.4%**	**15.8%**	**0.0%**	**8.6%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave

Count Direction: Northbound / Southbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 09

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	28	47	90	180	532	918	869	492	170	53	18	6	2	1	0	1	0	3,407
Percent	0.8%	1.4%	2.6%	5.3%	15.6%	26.9%	25.5%	14.4%	5.0%	1.6%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	49	52	123	341	587	682	337	133	22	8	3	2	0	1	0	0	0	2,340
Percent	2.1%	2.2%	5.3%	14.6%	25.1%	29.1%	14.4%	5.7%	0.9%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	77	99	213	521	1,119	1,600	1,206	625	192	61	21	8	2	2	0	1	0	5,747
Percent	1.3%	1.7%	3.7%	9.1%	19.5%	27.8%	21.0%	10.9%	3.3%	1.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	34.6	mph	Mean (Average) Speed	34.3	mph
85th Percentile	41.8	mph	10 mph Pace	29.0 - 39.0	mph
95th Percentile	46.6	mph	Percent in Pace	52.8	%
Southbound			**Southbound**		
50th Percentile (Median)	30.1	mph	Mean (Average) Speed	29.6	mph
85th Percentile	36.7	mph	10 mph Pace	25.2 - 35.2	mph
95th Percentile	41.6	mph	Percent in Pace	54.2	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Tuesday, May 11, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	1	1	4	0	1	0	0	0	0	0	0	0	**8**
1:00 AM	0	0	1	0	3	1	1	3	0	1	1	0	0	0	0	0	0	**11**
2:00 AM	0	1	1	0	2	0	2	2	0	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	0	0	0	3	1	2	2	1	1	0	0	0	0	0	0	0	**10**
6:00 AM	1	1	1	2	6	11	8	4	1	3	0	1	0	1	0	0	0	**40**
7:00 AM	0	1	3	9	10	16	14	8	3	1	0	0	0	0	0	0	0	**65**
8:00 AM	0	0	2	5	12	18	10	5	1	1	1	0	0	0	0	0	0	**55**
9:00 AM	0	1	1	1	3	12	12	7	0	1	2	0	0	0	0	0	0	**40**
10:00 AM	1	1	1	1	12	11	9	8	1	0	0	0	0	0	0	0	0	**45**
11:00 AM	0	2	3	6	6	12	4	9	4	0	0	0	0	0	0	0	0	**46**
12:00 PM	0	0	0	5	7	21	15	7	2	0	1	0	0	0	0	0	0	**58**
1:00 PM	0	3	1	4	11	9	17	8	5	3	0	0	0	0	0	0	0	**61**
2:00 PM	1	0	4	5	8	21	17	13	6	2	0	0	0	0	0	0	0	**77**
3:00 PM	0	0	3	8	12	28	26	15	2	1	1	0	0	0	0	0	0	**96**
4:00 PM	1	0	3	4	12	24	29	14	2	0	0	0	0	0	0	0	0	**89**
5:00 PM	0	2	6	3	15	19	29	12	4	2	0	0	0	0	0	0	0	**92**
6:00 PM	0	2	2	1	8	22	18	14	5	1	1	0	0	0	0	0	0	**74**
7:00 PM	3	1	1	2	23	22	12	6	1	0	0	0	0	0	0	0	0	**71**
8:00 PM	1	0	2	4	10	20	13	4	3	1	0	0	0	0	0	0	0	**58**
9:00 PM	0	4	0	1	8	21	11	5	3	1	1	0	0	0	0	0	0	**55**
10:00 PM	0	2	0	4	6	8	14	10	2	0	0	0	0	0	0	0	0	**46**
11:00 PM	0	0	0	1	5	5	4	1	0	0	0	0	0	0	0	0	0	**16**
Total	**8**	**21**	**35**	**67**	**184**	**305**	**272**	**161**	**46**	**20**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**1,129**
Percent	**0.7%**	**1.9%**	**3.1%**	**5.9%**	**16.3%**	**27.0%**	**24.1%**	**14.3%**	**4.1%**	**1.8%**	**0.7%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.1	mph	Mean (Average) Speed	33.9	mph
85th Percentile	41.9	mph	10 mph Pace	29.0 - 39.0	mph
95th Percentile	46.5	mph	Percent in Pace	52.2	%

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Tuesday, May 11, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	3	0	1	0	1	0	0	0	0	0	0	0	**6**
1:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	1	0	0	2	9	3	2	0	0	0	0	0	0	0	0	0	**17**
6:00 AM	0	0	0	9	8	12	14	4	0	1	0	0	0	0	0	0	0	**48**
7:00 AM	2	1	0	6	16	22	13	8	0	0	1	0	0	0	0	0	0	**69**
8:00 AM	2	0	3	13	10	11	14	4	0	0	0	0	0	0	0	0	0	**57**
9:00 AM	3	0	5	8	5	16	8	1	0	0	0	1	0	0	0	0	0	**47**
10:00 AM	0	1	0	1	4	15	9	1	1	0	0	0	0	0	0	0	0	**32**
11:00 AM	1	1	1	7	14	7	7	1	0	0	0	0	0	0	0	0	0	**39**
12:00 PM	0	0	4	7	13	17	5	4	0	0	0	0	0	0	0	0	0	**50**
1:00 PM	2	0	2	8	7	13	2	1	1	1	0	0	0	0	0	0	0	**37**
2:00 PM	1	0	1	1	12	18	2	2	0	1	0	0	0	0	0	0	0	**38**
3:00 PM	1	0	2	11	11	13	7	1	0	0	0	0	0	0	0	0	0	**46**
4:00 PM	0	3	4	6	17	19	3	1	0	0	0	0	0	0	0	0	0	**53**
5:00 PM	1	0	3	5	9	18	4	1	1	0	0	0	0	0	0	0	0	**42**
6:00 PM	1	2	6	11	7	18	8	2	0	1	0	0	0	0	0	0	0	**56**
7:00 PM	5	0	7	13	10	8	0	0	0	0	0	0	0	0	0	0	0	**43**
8:00 PM	0	1	6	8	10	8	3	3	0	0	0	0	0	0	0	0	0	**39**
9:00 PM	1	1	1	3	12	8	3	1	0	0	0	0	0	0	0	0	0	**30**
10:00 PM	0	3	2	7	6	8	1	1	0	0	0	0	0	0	0	0	0	**28**
11:00 PM	0	0	0	3	1	8	1	0	0	0	0	0	0	0	0	0	0	**13**
Total	**20**	**14**	**47**	**129**	**179**	**252**	**111**	**40**	**3**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**802**
Percent	**2.5%**	**1.7%**	**5.9%**	**16.1%**	**22.3%**	**31.4%**	**13.8%**	**5.0%**	**0.4%**	**0.6%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.4	mph	Mean (Average) Speed	29.4	mph
85th Percentile	36.6	mph	10 mph Pace	25.4 - 35.4	mph
95th Percentile	40.9	mph	Percent in Pace	54.11	%

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Wednesday, May 12, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	4	4	0	0	1	0	0	1	0	0	0	0	**11**
1:00 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	0	0	0	6	1	1	1	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	0	1	1	8	12	6	4	0	0	0	0	0	0	0	0	0	**32**
7:00 AM	1	0	1	3	19	9	7	8	3	0	0	0	0	0	0	0	0	**51**
8:00 AM	0	0	2	2	11	9	12	4	1	1	0	0	0	0	0	1	0	**43**
9:00 AM	0	0	1	6	4	15	12	6	2	0	0	0	0	0	0	0	0	**46**
10:00 AM	0	1	2	3	5	20	9	4	0	0	0	1	0	0	0	0	0	**45**
11:00 AM	0	0	0	2	5	11	10	8	3	0	0	0	0	0	0	0	0	**39**
12:00 PM	0	3	0	1	7	23	18	13	3	1	0	0	0	0	0	0	0	**69**
1:00 PM	0	0	2	4	9	7	17	10	4	2	0	0	0	0	0	0	0	**55**
2:00 PM	2	0	3	6	14	25	21	6	3	0	2	0	0	0	0	0	0	**82**
3:00 PM	1	1	2	2	18	28	24	11	9	2	0	0	0	0	0	0	0	**98**
4:00 PM	2	1	1	5	8	29	38	16	6	2	0	0	0	0	0	0	0	**108**
5:00 PM	0	1	2	1	8	22	23	25	7	0	0	0	0	0	0	0	0	**89**
6:00 PM	0	2	4	1	15	18	17	10	6	1	0	1	0	0	0	0	0	**75**
7:00 PM	1	0	2	3	8	15	15	10	2	0	1	0	0	0	0	0	0	**57**
8:00 PM	0	2	2	7	15	23	18	8	1	0	0	0	0	0	0	0	0	**76**
9:00 PM	1	1	0	4	6	17	8	6	1	1	0	0	0	0	0	0	0	**45**
10:00 PM	0	1	2	2	3	12	10	5	1	0	1	0	0	0	0	0	0	**37**
11:00 PM	0	1	0	1	7	1	7	1	1	0	0	1	0	0	0	0	0	**20**
Total	**8**	**15**	**27**	**55**	**179**	**308**	**278**	**156**	**54**	**11**	**4**	**3**	**1**	**0**	**0**	**1**	**0**	**1,100**
Percent	**0.7%**	**1.4%**	**2.5%**	**5.0%**	**16.3%**	**28.0%**	**25.3%**	**14.2%**	**4.9%**	**1.0%**	**0.4%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.3	mph	Mean (Average) Speed	34.3	mph
85th Percentile	41.5	mph	10 mph Pace	28.4 - 38.4	mph
95th Percentile	45.7	mph	Percent in Pace	54.4	%

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Wednesday, May 12, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	2	0	2	0	1	1	0	0	0	0	0	0	0	0	0	**7**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	0	0	0	3	2	6	3	0	0	0	0	0	0	0	0	0	**14**
6:00 AM	0	1	2	6	9	7	12	5	1	0	0	0	0	0	0	0	0	**43**
7:00 AM	2	5	1	4	15	25	13	6	0	0	0	0	0	0	0	0	0	**71**
8:00 AM	2	0	1	16	16	14	3	4	2	0	0	0	0	0	0	0	0	**58**
9:00 AM	0	0	1	2	6	7	8	2	0	0	0	0	0	0	0	0	0	**26**
10:00 AM	1	2	7	5	9	11	7	2	1	0	0	0	0	0	0	0	0	**45**
11:00 AM	0	1	1	4	6	9	5	4	0	0	0	0	0	0	0	0	0	**30**
12:00 PM	1	2	2	8	8	16	3	3	0	0	0	0	0	0	0	0	0	**43**
1:00 PM	0	0	0	2	13	10	9	3	1	0	0	0	0	0	0	0	0	**38**
2:00 PM	0	0	1	8	8	12	11	1	1	0	0	0	0	0	0	0	0	**42**
3:00 PM	0	0	2	7	20	6	2	1	0	0	0	0	0	0	0	0	0	**38**
4:00 PM	2	3	1	5	16	19	7	4	0	0	0	0	0	0	0	0	0	**57**
5:00 PM	0	2	4	9	14	13	2	2	1	0	0	0	0	0	0	0	0	**47**
6:00 PM	0	1	1	5	8	16	8	1	2	0	0	0	0	0	0	0	0	**42**
7:00 PM	0	0	5	7	12	15	5	4	0	0	0	0	0	0	0	0	0	**48**
8:00 PM	1	4	1	10	8	9	1	1	1	0	0	0	0	0	0	0	0	**36**
9:00 PM	2	0	3	4	9	3	2	1	0	0	1	0	0	0	0	0	0	**25**
10:00 PM	0	0	1	2	4	5	2	0	0	0	1	0	0	0	0	0	0	**15**
11:00 PM	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	**6**
Total	**12**	**22**	**36**	**107**	**190**	**202**	**110**	**50**	**11**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**742**
Percent	**1.6%**	**3.0%**	**4.9%**	**14.4%**	**25.6%**	**27.2%**	**14.8%**	**6.7%**	**1.5%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.1	mph	Mean (Average) Speed	29.7	mph
85th Percentile	36.9	mph	10 mph Pace	26.3 - 36.3	mph
95th Percentile	41.9	mph	Percent in Pace	54.04	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Thursday, May 13, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	5	0	2	1	2	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	0	0	0	2	3	4	1	0	0	0	1	0	0	0	0	0	**11**
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	1	0	0	3	2	1	0	1	0	0	0	0	0	0	0	0	**8**
5:00 AM	0	0	1	0	1	2	2	0	1	0	0	0	0	0	0	0	0	**7**
6:00 AM	1	0	1	2	6	5	8	5	2	0	0	0	0	0	0	0	0	**30**
7:00 AM	4	0	6	8	8	10	11	11	1	2	1	0	0	0	0	0	0	**62**
8:00 AM	0	0	3	5	14	29	19	1	1	4	0	0	0	0	0	0	0	**76**
9:00 AM	0	1	0	2	5	10	15	4	5	1	0	0	0	0	0	0	0	**43**
10:00 AM	2	0	1	4	9	18	18	5	2	1	0	0	1	0	0	0	0	**61**
11:00 AM	1	0	1	3	8	9	16	6	3	2	0	1	0	0	0	0	0	**50**
12:00 PM	1	1	3	7	13	10	18	14	4	3	1	0	0	0	0	0	0	**75**
1:00 PM	0	1	3	2	6	13	20	8	9	1	0	0	0	0	0	0	0	**63**
2:00 PM	0	3	1	3	5	26	19	9	3	1	0	0	0	0	0	0	0	**70**
3:00 PM	0	0	1	4	5	24	26	22	3	0	1	0	0	0	0	0	0	**86**
4:00 PM	2	0	0	2	9	33	35	15	4	1	1	0	0	0	0	0	0	**102**
5:00 PM	0	0	1	3	9	22	24	21	13	2	0	0	0	0	0	0	0	**95**
6:00 PM	1	0	2	1	8	20	21	18	4	0	1	0	0	0	0	0	0	**76**
7:00 PM	0	2	2	2	19	20	15	9	4	0	0	0	0	0	0	0	0	**73**
8:00 PM	0	0	0	3	11	19	21	9	2	2	0	0	0	0	0	0	0	**67**
9:00 PM	0	1	0	2	8	14	8	6	4	2	1	0	0	0	0	0	0	**46**
10:00 PM	0	1	1	2	6	9	14	4	0	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	0	1	2	7	4	2	6	2	0	0	0	0	0	0	0	0	**24**
Total	**12**	**11**	**28**	**58**	**169**	**305**	**319**	**175**	**70**	**22**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**1,178**
Percent	**1.0%**	**0.9%**	**2.4%**	**4.9%**	**14.3%**	**25.9%**	**27.1%**	**14.9%**	**5.9%**	**1.9%**	**0.5%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.1	mph	Mean (Average) Speed	34.7	mph
85th Percentile	42.2	mph	10 mph Pace	29.8 - 39.8	mph
95th Percentile	47.3	mph	Percent in Pace	53.9	%

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Thursday, May 13, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	0	1	1	2	2	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	2	0	1	3	7	2	1	0	0	0	0	0	0	0	0	0	**16**
6:00 AM	1	0	0	3	15	7	13	5	1	0	0	0	0	1	0	0	0	**46**
7:00 AM	3	2	3	8	14	22	16	5	0	0	0	0	0	0	0	0	0	**73**
8:00 AM	0	0	5	14	23	7	4	0	0	0	0	0	0	0	0	0	0	**53**
9:00 AM	0	0	3	5	6	10	7	3	1	1	0	0	0	0	0	0	0	**36**
10:00 AM	2	1	3	2	15	14	5	2	0	0	0	0	0	0	0	0	0	**44**
11:00 AM	2	1	1	8	14	11	5	4	1	0	0	0	0	0	0	0	0	**47**
12:00 PM	3	2	2	7	21	13	6	1	0	0	0	1	0	0	0	0	0	**56**
1:00 PM	0	0	1	6	17	11	5	4	0	0	0	0	0	0	0	0	0	**44**
2:00 PM	1	1	5	9	7	24	8	2	0	0	0	0	0	0	0	0	0	**57**
3:00 PM	0	0	1	4	8	15	7	1	0	0	0	0	0	0	0	0	0	**36**
4:00 PM	1	2	4	3	19	20	9	2	1	0	0	0	0	0	0	0	0	**61**
5:00 PM	0	0	2	4	11	13	4	3	0	0	0	0	0	0	0	0	0	**37**
6:00 PM	3	0	4	8	9	13	7	2	1	0	0	0	0	0	0	0	0	**47**
7:00 PM	1	1	2	7	13	8	3	4	0	0	0	0	0	0	0	0	0	**39**
8:00 PM	0	1	1	4	10	15	3	1	1	1	0	0	0	0	0	0	0	**37**
9:00 PM	0	1	0	5	4	8	5	1	1	0	0	0	0	0	0	0	0	**25**
10:00 PM	0	1	0	4	4	1	3	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	1	1	1	0	2	2	0	0	0	0	0	0	0	0	0	0	**7**
Total	**17**	**16**	**40**	**105**	**218**	**228**	**116**	**43**	**8**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**796**
Percent	**2.1%**	**2.0%**	**5.0%**	**13.2%**	**27.4%**	**28.6%**	**14.6%**	**5.4%**	**1.0%**	**0.4%**	**0.0%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.0	mph	Mean (Average) Speed	29.7	mph
85th Percentile	36.7	mph	10 mph Pace	24.8 - 34.8	mph
95th Percentile	41.5	mph	Percent in Pace	56.03	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	2	2	2	1	1	0	0	0	0	0	0	0	**10**
1:00 AM	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	0	0	3	1	2	1	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	1	0	1	2	7	9	7	4	1	1	0	0	0	0	0	0	0	**33**
7:00 AM	2	0	3	7	12	12	11	9	2	1	0	0	0	0	0	0	0	**59**
8:00 AM	0	0	2	4	12	19	14	3	1	2	0	0	0	0	0	0	0	**57**
9:00 AM	0	1	1	3	4	12	13	6	2	1	1	0	0	0	0	0	0	**44**
10:00 AM	1	1	1	3	9	16	12	6	1	0	0	0	0	0	0	0	0	**50**
11:00 AM	0	1	1	4	6	11	10	8	3	1	0	0	0	0	0	0	0	**45**
12:00 PM	0	1	1	4	9	18	17	11	3	1	1	0	0	0	0	0	0	**66**
1:00 PM	0	1	2	3	9	10	18	9	6	2	0	0	0	0	0	0	0	**60**
2:00 PM	1	1	3	5	9	24	19	9	4	1	1	0	0	0	0	0	0	**77**
3:00 PM	0	0	2	5	12	27	25	16	5	1	1	0	0	0	0	0	0	**94**
4:00 PM	2	0	1	4	10	29	34	15	4	1	0	0	0	0	0	0	0	**100**
5:00 PM	0	1	3	2	11	21	25	19	8	1	0	0	0	0	0	0	0	**91**
6:00 PM	0	1	3	1	10	20	19	14	5	1	1	0	0	0	0	0	0	**75**
7:00 PM	1	1	2	2	17	19	14	8	2	0	0	0	0	0	0	0	0	**66**
8:00 PM	0	1	1	5	12	21	17	7	2	1	0	0	0	0	0	0	0	**67**
9:00 PM	0	2	0	2	7	17	9	6	3	1	1	0	0	0	0	0	0	**48**
10:00 PM	0	1	1	3	5	10	13	6	1	0	0	0	0	0	0	0	0	**40**
11:00 PM	0	0	0	1	6	3	4	3	1	0	0	0	0	0	0	0	0	**18**
Total	**8**	**13**	**28**	**61**	**178**	**307**	**289**	**164**	**56**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1,127**
Percent	**0.7%**	**1.2%**	**2.5%**	**5.4%**	**15.8%**	**27.2%**	**25.6%**	**14.6%**	**5.0%**	**1.5%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	34.6	mph	Mean (Average) Speed	34.3	mph
85th Percentile	41.8	mph	10 mph Pace	29.0 - 39.0	mph
95th Percentile	46.6	mph	Percent in Pace	52.8	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 09

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	1	0	0	3	6	4	2	0	0	0	0	0	0	0	0	0	**16**
6:00 AM	0	0	1	6	11	9	13	5	1	0	0	0	0	0	0	0	0	**46**
7:00 AM	2	3	1	6	15	23	14	6	0	0	0	0	0	0	0	0	0	**70**
8:00 AM	1	0	3	14	16	11	7	3	1	0	0	0	0	0	0	0	0	**56**
9:00 AM	1	0	3	5	6	11	8	2	0	0	0	0	0	0	0	0	0	**36**
10:00 AM	1	1	3	3	9	13	7	2	1	0	0	0	0	0	0	0	0	**40**
11:00 AM	1	1	1	6	11	9	6	3	0	0	0	0	0	0	0	0	0	**38**
12:00 PM	1	1	3	7	14	15	5	3	0	0	0	0	0	0	0	0	0	**49**
1:00 PM	1	0	1	5	12	11	5	3	1	0	0	0	0	0	0	0	0	**39**
2:00 PM	1	0	2	6	9	18	7	2	0	0	0	0	0	0	0	0	0	**45**
3:00 PM	0	0	2	7	13	11	5	1	0	0	0	0	0	0	0	0	0	**39**
4:00 PM	1	3	3	5	17	19	6	2	0	0	0	0	0	0	0	0	0	**56**
5:00 PM	0	1	3	6	11	15	3	2	1	0	0	0	0	0	0	0	0	**42**
6:00 PM	1	1	4	8	8	16	8	2	1	0	0	0	0	0	0	0	0	**49**
7:00 PM	2	0	5	9	12	10	3	3	0	0	0	0	0	0	0	0	0	**44**
8:00 PM	0	2	3	7	9	11	2	2	1	0	0	0	0	0	0	0	0	**37**
9:00 PM	1	1	1	4	8	6	3	1	0	0	0	0	0	0	0	0	0	**25**
10:00 PM	0	1	1	4	5	5	2	0	0	0	0	0	0	0	0	0	0	**18**
11:00 PM	0	0	0	2	1	4	1	1	0	0	0	0	0	0	0	0	0	**9**
Total	**14**	**16**	**41**	**111**	**194**	**227**	**112**	**46**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**769**
Percent	**1.8%**	**2.1%**	**5.3%**	**14.4%**	**25.2%**	**29.5%**	**14.6%**	**6.0%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	30.1	mph	Mean (Average) Speed	29.6	mph
85th Percentile	36.7	mph	10 mph Pace	25.2 - 35.2	mph
95th Percentile	41.6	mph	Percent in Pace	54.2	%

Location: W Bayshore Rd BTWN Cooley Ave & Woodland Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 09

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	8	6	14	11	7	18	10	3	13	-	-	-	-	-	-	-	-	-	-	-	-	10	5	15
1:00 AM	11	3	14	4	1	5	11	4	15	-	-	-	-	-	-	-	-	-	-	-	-	9	3	11
2:00 AM	8	1	9	2	1	3	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
3:00 AM	1	2	3	2	4	6	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	7	6	13	5	5	10	8	7	15	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
5:00 AM	10	17	27	9	14	23	7	16	23	-	-	-	-	-	-	-	-	-	-	-	-	9	16	24
6:00 AM	40	48	88	32	43	75	30	46	76	-	-	-	-	-	-	-	-	-	-	-	-	34	46	80
7:00 AM	**65**	**69**	**134**	**51**	**71**	**122**	62	**73**	**135**	-	-	-	-	-	-	-	-	-	-	-	-	**59**	**71**	**130**
8:00 AM	55	57	112	43	58	101	**76**	53	129	-	-	-	-	-	-	-	-	-	-	-	-	58	56	114
9:00 AM	40	47	87	46	26	72	43	36	79	-	-	-	-	-	-	-	-	-	-	-	-	43	36	79
10:00 AM	45	32	77	45	45	90	61	44	105	-	-	-	-	-	-	-	-	-	-	-	-	50	40	91
11:00 AM	46	39	85	39	30	69	50	47	97	-	-	-	-	-	-	-	-	-	-	-	-	45	39	84
12:00 PM	58	50	108	69	43	112	75	56	131	-	-	-	-	-	-	-	-	-	-	-	-	67	50	117
1:00 PM	61	37	98	55	38	93	63	44	107	-	-	-	-	-	-	-	-	-	-	-	-	60	40	99
2:00 PM	77	38	115	82	42	124	70	57	127	-	-	-	-	-	-	-	-	-	-	-	-	76	46	122
3:00 PM	**96**	46	**142**	98	38	136	86	36	122	-	-	-	-	-	-	-	-	-	-	-	-	93	40	133
4:00 PM	89	53	**142**	**108**	**57**	**165**	**102**	**61**	**163**	-	-	-	-	-	-	-	-	-	-	-	-	**100**	**57**	**157**
5:00 PM	92	42	134	89	47	136	95	37	132	-	-	-	-	-	-	-	-	-	-	-	-	92	42	134
6:00 PM	74	**56**	130	75	42	117	76	47	123	-	-	-	-	-	-	-	-	-	-	-	-	75	48	123
7:00 PM	71	43	114	57	48	105	73	39	112	-	-	-	-	-	-	-	-	-	-	-	-	67	43	110
8:00 PM	58	39	97	76	36	112	67	37	104	-	-	-	-	-	-	-	-	-	-	-	-	67	37	104
9:00 PM	55	30	85	45	25	70	46	25	71	-	-	-	-	-	-	-	-	-	-	-	-	49	27	75
10:00 PM	46	28	74	37	15	52	37	13	50	-	-	-	-	-	-	-	-	-	-	-	-	40	19	59
11:00 PM	16	13	29	20	6	26	24	7	31	-	-	-	-	-	-	-	-	-	-	-	-	20	9	29
Total	1,129	802	1,931	1,100	742	1,842	1,178	796	1,974	-	-	-	-	-	-	-	-	-	-	-	-	1,136	780	1,916
Percent	58%	42%	-	60%	40%	-	60%	40%	-	-	-	-	-	-	-	-	-	-	-	-	-	59%	41%	-
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	65	69	134	51	71	122	76	73	135	-	-	-	-	-	-	-	-	-	-	-	-	59	71	130
PM Peak	15:00	18:00	15:00	16:00	16:00	16:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	16:00	16:00
Vol.	96	56	142	108	57	165	102	61	163	-	-	-	-	-	-	-	-	-	-	-	-	100	57	157

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Vehicle Classification Report Summary

Location: Woodland Ave BTWN Cooley Ave & Newell Rd

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 10

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	123	2,651	707	0	233	24	0	1	0	0	0	0	0	3,739
Percent	3.3%	70.9%	18.9%	0.0%	6.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	149	3,254	908	2	318	108	0	4	1	2	0	0	1	4,747
Percent	3.1%	68.5%	19.1%	0.0%	6.7%	2.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	272	5,905	1,615	2	551	132	0	5	1	2	0	0	1	8,486
Percent	3.2%	69.6%	19.0%	0.0%	6.5%	1.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Tuesday, May 11, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	1	1	0	0	0	0	0	0	0	**11**
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
6:00 AM	1	17	10	0	4	0	0	0	0	0	0	0	0	**32**
7:00 AM	4	68	24	0	12	1	0	1	0	0	0	0	0	**110**
8:00 AM	3	81	26	0	8	1	0	0	0	0	0	0	0	**119**
9:00 AM	4	33	17	0	6	0	0	0	0	0	0	0	0	**60**
10:00 AM	2	34	10	0	4	0	0	0	0	0	0	0	0	**50**
11:00 AM	3	44	9	0	4	0	0	0	0	0	0	0	0	**60**
12:00 PM	2	41	17	0	7	0	0	0	0	0	0	0	0	**67**
1:00 PM	2	54	14	0	2	0	0	0	0	0	0	0	0	**72**
2:00 PM	5	67	11	0	4	0	0	0	0	0	0	0	0	**87**
3:00 PM	5	54	13	0	5	2	0	0	0	0	0	0	0	**79**
4:00 PM	2	64	15	0	7	0	0	0	0	0	0	0	0	**88**
5:00 PM	1	61	9	0	2	2	0	0	0	0	0	0	0	**75**
6:00 PM	4	65	12	0	3	0	0	0	0	0	0	0	0	**84**
7:00 PM	5	57	15	0	2	0	0	0	0	0	0	0	0	**79**
8:00 PM	1	43	9	0	5	0	0	0	0	0	0	0	0	**58**
9:00 PM	1	34	6	0	2	0	0	0	0	0	0	0	0	**43**
10:00 PM	0	22	1	0	1	0	0	0	0	0	0	0	0	**24**
11:00 PM	0	13	7	0	2	0	0	0	0	0	0	0	0	**22**
Total	**45**	**874**	**236**	**0**	**82**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,245**
Percent	**3.6%**	**70.2%**	**19.0%**	**0.0%**	**6.6%**	**0.6%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Tuesday, May 11, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	6	1	0	1	0	0	0	0	0	0	0	0	**9**
1:00 AM	1	10	1	0	1	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	1	1	4	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	20	5	0	1	3	0	0	0	0	0	0	0	**29**
6:00 AM	0	16	7	0	5	2	0	0	0	0	0	0	0	**30**
7:00 AM	1	39	21	0	5	5	0	0	0	0	0	0	0	**71**
8:00 AM	1	70	26	0	6	6	0	0	0	0	0	0	0	**109**
9:00 AM	1	44	18	0	6	0	0	0	0	0	0	0	0	**69**
10:00 AM	1	37	10	0	6	2	0	0	0	0	0	0	0	**56**
11:00 AM	4	53	17	0	8	1	0	0	0	0	0	0	0	**83**
12:00 PM	1	66	19	0	8	3	0	0	0	0	0	0	0	**97**
1:00 PM	2	60	18	0	10	1	0	0	0	0	0	0	0	**91**
2:00 PM	0	92	21	0	8	3	0	0	0	0	0	0	0	**124**
3:00 PM	6	82	24	0	8	3	0	0	0	0	0	0	0	**123**
4:00 PM	4	84	26	0	14	2	0	0	0	0	0	0	0	**130**
5:00 PM	7	89	22	0	8	2	0	0	0	1	0	0	0	**129**
6:00 PM	6	58	9	0	3	3	0	0	0	0	0	0	0	**79**
7:00 PM	5	65	14	0	3	0	0	0	0	0	0	0	0	**87**
8:00 PM	3	49	15	0	3	0	0	1	0	0	0	0	0	**71**
9:00 PM	2	30	9	0	3	2	0	0	0	0	0	0	0	**46**
10:00 PM	3	28	6	0	1	0	0	0	0	0	0	0	0	**38**
11:00 PM	0	10	6	0	1	2	0	0	0	0	0	0	0	**19**
Total	**50**	**1,016**	**301**	**0**	**110**	**40**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1,519**
Percent	**3.3%**	**66.9%**	**19.8%**	**0.0%**	**7.2%**	**2.6%**	**0.0%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Wednesday, May 12, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
5:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	**7**
6:00 AM	1	20	8	0	3	0	0	0	0	0	0	0	0	**32**
7:00 AM	3	61	37	0	9	0	0	0	0	0	0	0	0	**110**
8:00 AM	1	59	18	0	7	1	0	0	0	0	0	0	0	**86**
9:00 AM	3	58	18	0	4	2	0	0	0	0	0	0	0	**85**
10:00 AM	2	41	6	0	3	1	0	0	0	0	0	0	0	**53**
11:00 AM	4	51	15	0	6	1	0	0	0	0	0	0	0	**77**
12:00 PM	2	52	14	0	5	1	0	0	0	0	0	0	0	**74**
1:00 PM	1	64	13	0	4	0	0	0	0	0	0	0	0	**82**
2:00 PM	2	45	11	0	7	0	0	0	0	0	0	0	0	**65**
3:00 PM	3	57	15	0	6	0	0	0	0	0	0	0	0	**81**
4:00 PM	6	56	21	0	7	2	0	0	0	0	0	0	0	**92**
5:00 PM	5	63	14	0	1	2	0	0	0	0	0	0	0	**85**
6:00 PM	2	63	12	0	0	0	0	0	0	0	0	0	0	**77**
7:00 PM	0	47	14	0	4	0	0	0	0	0	0	0	0	**65**
8:00 PM	0	36	15	0	1	0	0	0	0	0	0	0	0	**52**
9:00 PM	0	37	11	0	4	0	0	0	0	0	0	0	0	**52**
10:00 PM	0	23	5	0	1	0	0	0	0	0	0	0	0	**29**
11:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
Total	**35**	**887**	**254**	**0**	**73**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,260**
Percent	**2.8%**	**70.4%**	**20.2%**	**0.0%**	**5.8%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Wednesday, May 12, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**
1:00 AM	1	9	0	0	0	1	0	0	0	0	0	0	0	**11**
2:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	**5**
4:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	15	8	0	1	0	0	0	0	0	0	0	0	**24**
6:00 AM	0	29	8	1	4	1	0	0	0	0	0	0	0	**43**
7:00 AM	2	51	15	0	3	2	0	0	0	0	0	0	0	**73**
8:00 AM	2	67	21	0	8	4	0	0	0	0	0	0	0	**102**
9:00 AM	0	68	23	0	7	1	0	0	0	0	0	0	0	**99**
10:00 AM	2	49	8	0	10	0	0	0	0	0	0	0	0	**69**
11:00 AM	4	53	19	0	3	2	0	0	1	0	0	0	0	**82**
12:00 PM	3	82	18	0	11	5	0	0	0	0	0	0	0	**119**
1:00 PM	5	71	22	0	6	3	0	0	0	1	0	0	0	**108**
2:00 PM	1	70	25	0	4	1	0	0	0	0	0	0	0	**101**
3:00 PM	2	97	35	0	13	2	0	0	0	0	0	0	0	**149**
4:00 PM	4	88	35	0	3	2	0	0	0	0	0	0	0	**132**
5:00 PM	7	91	22	0	12	2	0	0	0	0	0	0	0	**134**
6:00 PM	4	74	14	0	5	0	0	0	0	0	0	0	0	**97**
7:00 PM	4	47	12	0	2	0	0	0	0	0	0	0	0	**65**
8:00 PM	2	50	12	0	3	3	0	1	0	0	0	0	0	**71**
9:00 PM	2	46	6	0	3	1	0	0	0	0	0	0	0	**58**
10:00 PM	2	39	13	0	4	0	0	0	0	0	0	0	0	**58**
11:00 PM	1	12	5	0	0	1	0	0	0	0	0	0	0	**19**
Total	**48**	**1,129**	**328**	**1**	**102**	**33**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1,644**
Percent	**2.9%**	**68.7%**	**20.0%**	**0.1%**	**6.2%**	**2.0%**	**0.0%**	**0.1%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Thursday, May 13, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	1	4	1	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	8	4	0	3	0	0	0	0	0	0	0	0	**15**
6:00 AM	2	17	7	0	1	0	0	0	0	0	0	0	0	**27**
7:00 AM	1	67	29	0	12	2	0	0	0	0	0	0	0	**111**
8:00 AM	3	66	15	0	5	0	0	0	0	0	0	0	0	**89**
9:00 AM	3	45	15	0	7	0	0	0	0	0	0	0	0	**70**
10:00 AM	2	42	9	0	3	0	0	0	0	0	0	0	0	**56**
11:00 AM	4	52	14	0	3	0	0	0	0	0	0	0	0	**73**
12:00 PM	5	52	12	0	3	0	0	0	0	0	0	0	0	**72**
1:00 PM	3	49	5	0	1	0	0	0	0	0	0	0	0	**58**
2:00 PM	2	52	12	0	5	0	0	0	0	0	0	0	0	**71**
3:00 PM	3	65	13	0	8	0	0	0	0	0	0	0	0	**89**
4:00 PM	4	60	20	0	8	0	0	0	0	0	0	0	0	**92**
5:00 PM	2	66	13	0	8	1	0	0	0	0	0	0	0	**90**
6:00 PM	3	65	14	0	4	0	0	0	0	0	0	0	0	**86**
7:00 PM	3	45	11	0	1	2	0	0	0	0	0	0	0	**62**
8:00 PM	2	38	8	0	3	1	0	0	0	0	0	0	0	**52**
9:00 PM	0	31	4	0	2	0	0	0	0	0	0	0	0	**37**
10:00 PM	0	30	7	0	0	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
Total	**43**	**890**	**217**	**0**	**78**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,234**
Percent	**3.5%**	**72.1%**	**17.6%**	**0.0%**	**6.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Thursday, May 13, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	3	10	1	0	0	0	0	0	0	0	0	0	0	**14**
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	2	4	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	1	6	2	0	0	0	0	0	0	0	0	0	0	**9**
5:00 AM	0	20	6	0	0	1	0	0	0	0	0	0	0	**27**
6:00 AM	0	20	7	0	2	1	0	0	0	0	0	0	0	**30**
7:00 AM	1	53	19	0	9	4	0	0	0	0	0	0	1	**87**
8:00 AM	1	56	18	0	5	3	0	0	0	0	0	0	0	**83**
9:00 AM	3	45	10	0	8	1	0	0	0	0	0	0	0	**67**
10:00 AM	2	51	18	0	5	0	0	0	0	0	0	0	0	**76**
11:00 AM	3	56	12	0	9	3	0	0	0	0	0	0	0	**83**
12:00 PM	3	60	17	1	8	0	0	1	0	0	0	0	0	**90**
1:00 PM	4	84	15	0	8	1	0	0	0	0	0	0	0	**112**
2:00 PM	1	85	18	0	13	2	0	0	0	0	0	0	0	**119**
3:00 PM	4	102	28	0	10	1	0	0	0	0	0	0	0	**145**
4:00 PM	5	92	35	0	6	3	0	0	0	0	0	0	0	**141**
5:00 PM	2	86	20	0	10	2	0	0	0	0	0	0	0	**120**
6:00 PM	8	69	16	0	3	1	0	0	0	0	0	0	0	**97**
7:00 PM	3	54	23	0	2	2	0	1	0	0	0	0	0	**85**
8:00 PM	4	45	4	0	3	5	0	0	0	0	0	0	0	**61**
9:00 PM	0	54	3	0	3	2	0	0	0	0	0	0	0	**62**
10:00 PM	1	34	2	0	2	3	0	0	0	0	0	0	0	**42**
11:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
Total	**51**	**1,109**	**279**	**1**	**106**	**35**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1,584**
Percent	**3.2%**	**70.0%**	**17.6%**	**0.1%**	**6.7%**	**2.2%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
6:00 AM	1	18	8	0	3	0	0	0	0	0	0	0	0	**30**
7:00 AM	3	65	30	0	11	1	0	0	0	0	0	0	0	**110**
8:00 AM	2	69	20	0	7	1	0	0	0	0	0	0	0	**99**
9:00 AM	3	45	17	0	6	1	0	0	0	0	0	0	0	**72**
10:00 AM	2	39	8	0	3	0	0	0	0	0	0	0	0	**52**
11:00 AM	4	49	13	0	4	0	0	0	0	0	0	0	0	**70**
12:00 PM	3	48	14	0	5	0	0	0	0	0	0	0	0	**70**
1:00 PM	2	56	11	0	2	0	0	0	0	0	0	0	0	**71**
2:00 PM	3	55	11	0	5	0	0	0	0	0	0	0	0	**74**
3:00 PM	4	59	14	0	6	1	0	0	0	0	0	0	0	**84**
4:00 PM	4	60	19	0	7	1	0	0	0	0	0	0	0	**91**
5:00 PM	3	63	12	0	4	2	0	0	0	0	0	0	0	**84**
6:00 PM	3	64	13	0	2	0	0	0	0	0	0	0	0	**82**
7:00 PM	3	50	13	0	2	1	0	0	0	0	0	0	0	**69**
8:00 PM	1	39	11	0	3	0	0	0	0	0	0	0	0	**54**
9:00 PM	0	34	7	0	3	0	0	0	0	0	0	0	0	**44**
10:00 PM	0	25	4	0	1	0	0	0	0	0	0	0	0	**30**
11:00 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
Total	**41**	**883**	**236**	**0**	**77**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,245**
Percent	**3.3%**	**70.9%**	**19.0%**	**0.0%**	**6.2%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	2	10	1	0	0	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	1	3	2	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	18	6	0	1	1	0	0	0	0	0	0	0	**26**
6:00 AM	0	22	7	0	4	1	0	0	0	0	0	0	0	**34**
7:00 AM	1	48	18	0	6	4	0	0	0	0	0	0	0	**77**
8:00 AM	1	64	22	0	6	4	0	0	0	0	0	0	0	**97**
9:00 AM	1	52	17	0	7	1	0	0	0	0	0	0	0	**78**
10:00 AM	2	46	12	0	7	1	0	0	0	0	0	0	0	**68**
11:00 AM	4	54	16	0	7	2	0	0	0	0	0	0	0	**83**
12:00 PM	2	69	18	0	9	3	0	0	0	0	0	0	0	**101**
1:00 PM	4	72	18	0	8	2	0	0	0	0	0	0	0	**104**
2:00 PM	1	82	21	0	8	2	0	0	0	0	0	0	0	**114**
3:00 PM	4	94	29	0	10	2	0	0	0	0	0	0	0	**139**
4:00 PM	4	88	32	0	8	2	0	0	0	0	0	0	0	**134**
5:00 PM	5	89	21	0	10	2	0	0	0	0	0	0	0	**127**
6:00 PM	6	67	13	0	4	1	0	0	0	0	0	0	0	**91**
7:00 PM	4	55	16	0	2	1	0	0	0	0	0	0	0	**78**
8:00 PM	3	48	10	0	3	3	0	1	0	0	0	0	0	**68**
9:00 PM	1	43	6	0	3	2	0	0	0	0	0	0	0	**55**
10:00 PM	2	34	7	0	2	1	0	0	0	0	0	0	0	**46**
11:00 PM	0	10	5	0	0	1	0	0	0	0	0	0	0	**16**
Total	**48**	**1,086**	**301**	**0**	**105**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,577**
Percent	**3.0%**	**68.9%**	**19.1%**	**0.0%**	**6.7%**	**2.3%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

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3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
6:00 AM	1	18	8	0	3	0	0	0	0	0	0	0	0	**30**
7:00 AM	3	65	30	0	11	1	0	0	0	0	0	0	0	**110**
8:00 AM	2	69	20	0	7	1	0	0	0	0	0	0	0	**99**
9:00 AM	3	45	17	0	6	1	0	0	0	0	0	0	0	**72**
10:00 AM	2	39	8	0	3	0	0	0	0	0	0	0	0	**52**
11:00 AM	4	49	13	0	4	0	0	0	0	0	0	0	0	**70**
12:00 PM	3	48	14	0	5	0	0	0	0	0	0	0	0	**70**
1:00 PM	2	56	11	0	2	0	0	0	0	0	0	0	0	**71**
2:00 PM	3	55	11	0	5	0	0	0	0	0	0	0	0	**74**
3:00 PM	4	59	14	0	6	1	0	0	0	0	0	0	0	**84**
4:00 PM	4	60	19	0	7	1	0	0	0	0	0	0	0	**91**
5:00 PM	3	63	12	0	4	2	0	0	0	0	0	0	0	**84**
6:00 PM	3	64	13	0	2	0	0	0	0	0	0	0	0	**82**
7:00 PM	3	50	13	0	2	1	0	0	0	0	0	0	0	**69**
8:00 PM	1	39	11	0	3	0	0	0	0	0	0	0	0	**54**
9:00 PM	0	34	7	0	3	0	0	0	0	0	0	0	0	**44**
10:00 PM	0	25	4	0	1	0	0	0	0	0	0	0	0	**30**
11:00 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
Total	**41**	**883**	**236**	**0**	**77**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,245**
Percent	**3.3%**	**70.9%**	**19.0%**	**0.0%**	**6.2%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	2	10	1	0	0	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	1	3	2	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	18	6	0	1	1	0	0	0	0	0	0	0	**26**
6:00 AM	0	22	7	0	4	1	0	0	0	0	0	0	0	**34**
7:00 AM	1	48	18	0	6	4	0	0	0	0	0	0	0	**77**
8:00 AM	1	64	22	0	6	4	0	0	0	0	0	0	0	**97**
9:00 AM	1	52	17	0	7	1	0	0	0	0	0	0	0	**78**
10:00 AM	2	46	12	0	7	1	0	0	0	0	0	0	0	**68**
11:00 AM	4	54	16	0	7	2	0	0	0	0	0	0	0	**83**
12:00 PM	2	69	18	0	9	3	0	0	0	0	0	0	0	**101**
1:00 PM	4	72	18	0	8	2	0	0	0	0	0	0	0	**104**
2:00 PM	1	82	21	0	8	2	0	0	0	0	0	0	0	**114**
3:00 PM	4	94	29	0	10	2	0	0	0	0	0	0	0	**139**
4:00 PM	4	88	32	0	8	2	0	0	0	0	0	0	0	**134**
5:00 PM	5	89	21	0	10	2	0	0	0	0	0	0	0	**127**
6:00 PM	6	67	13	0	4	1	0	0	0	0	0	0	0	**91**
7:00 PM	4	55	16	0	2	1	0	0	0	0	0	0	0	**78**
8:00 PM	3	48	10	0	3	3	0	1	0	0	0	0	0	**68**
9:00 PM	1	43	6	0	3	2	0	0	0	0	0	0	0	**55**
10:00 PM	2	34	7	0	2	1	0	0	0	0	0	0	0	**46**
11:00 PM	0	10	5	0	0	1	0	0	0	0	0	0	0	**16**
Total	**48**	**1,086**	**301**	**0**	**105**	**36**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,577**
Percent	**3.0%**	**68.9%**	**19.1%**	**0.0%**	**6.7%**	**2.3%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: Woodland Ave BTWN Cooley Ave & Newell Rd

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 10

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	125	206	1,052	1,768	518	61	5	1	3	0	0	0	0	0	0	0	0	3,739
Percent	3.3%	5.5%	28.1%	47.3%	13.9%	1.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	188	355	1,302	2,076	724	90	11	1	0	0	0	0	0	0	0	0	0	4,747
Percent	4.0%	7.5%	27.4%	43.7%	15.3%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	313	561	2,354	3,844	1,242	151	16	2	3	0	0	0	0	0	0	0	0	8,486
Percent	3.7%	6.6%	27.7%	45.3%	14.6%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	21.1	mph	Mean (Average) Speed	20.9	mph
85th Percentile	25.2	mph	10 mph Pace	16.6 - 26.6	mph
95th Percentile	27.6	mph	Percent in Pace	78.5	%
Westbound			**Westbound**		
50th Percentile (Median)	21.3	mph	Mean (Average) Speed	20.8	mph
85th Percentile	25.5	mph	10 mph Pace	16.2 - 26.2	mph
95th Percentile	28.2	mph	Percent in Pace	72.6	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Tuesday, May 11, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	4	1	4	2	0	0	0	0	0	0	0	0	0	0	0	**12**
6:00 AM	0	4	8	14	4	2	0	0	0	0	0	0	0	0	0	0	0	**32**
7:00 AM	2	12	37	40	18	1	0	0	0	0	0	0	0	0	0	0	0	**110**
8:00 AM	4	5	36	58	14	2	0	0	0	0	0	0	0	0	0	0	0	**119**
9:00 AM	2	4	12	30	11	1	0	0	0	0	0	0	0	0	0	0	0	**60**
10:00 AM	0	2	8	33	6	1	0	0	0	0	0	0	0	0	0	0	0	**50**
11:00 AM	4	1	19	25	11	0	0	0	0	0	0	0	0	0	0	0	0	**60**
12:00 PM	3	4	23	26	8	3	0	0	0	0	0	0	0	0	0	0	0	**67**
1:00 PM	1	5	22	27	14	2	1	0	0	0	0	0	0	0	0	0	0	**72**
2:00 PM	3	3	31	37	12	1	0	0	0	0	0	0	0	0	0	0	0	**87**
3:00 PM	0	7	20	39	13	0	0	0	0	0	0	0	0	0	0	0	0	**79**
4:00 PM	4	5	29	37	13	0	0	0	0	0	0	0	0	0	0	0	0	**88**
5:00 PM	6	3	31	31	3	1	0	0	0	0	0	0	0	0	0	0	0	**75**
6:00 PM	5	4	24	35	14	2	0	0	0	0	0	0	0	0	0	0	0	**84**
7:00 PM	1	7	18	42	7	4	0	0	0	0	0	0	0	0	0	0	0	**79**
8:00 PM	1	5	16	26	10	0	0	0	0	0	0	0	0	0	0	0	0	**58**
9:00 PM	0	2	12	24	3	0	1	1	0	0	0	0	0	0	0	0	0	**43**
10:00 PM	0	1	6	14	3	0	0	0	0	0	0	0	0	0	0	0	0	**24**
11:00 PM	0	1	9	8	3	1	0	0	0	0	0	0	0	0	0	0	0	**22**
Total	**38**	**79**	**374**	**553**	**174**	**24**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,245**
Percent	**3.1%**	**6.3%**	**30.0%**	**44.4%**	**14.0%**	**1.9%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.0	mph	Mean (Average) Speed	20.8	mph
85th Percentile	25.2	mph	10 mph Pace	15.9 - 25.9	mph
95th Percentile	28.0	mph	Percent in Pace	77.0	%

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Tuesday, May 11, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	1	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	1	2	4	12	9	1	0	0	0	0	0	0	0	0	0	0	0	**29**
6:00 AM	1	0	8	15	5	1	0	0	0	0	0	0	0	0	0	0	0	**30**
7:00 AM	0	4	11	41	14	1	0	0	0	0	0	0	0	0	0	0	0	**71**
8:00 AM	4	13	28	36	23	5	0	0	0	0	0	0	0	0	0	0	0	**109**
9:00 AM	1	6	16	32	12	2	0	0	0	0	0	0	0	0	0	0	0	**69**
10:00 AM	1	1	18	20	15	1	0	0	0	0	0	0	0	0	0	0	0	**56**
11:00 AM	3	3	16	47	14	0	0	0	0	0	0	0	0	0	0	0	0	**83**
12:00 PM	2	9	25	48	13	0	0	0	0	0	0	0	0	0	0	0	0	**97**
1:00 PM	5	0	21	46	15	4	0	0	0	0	0	0	0	0	0	0	0	**91**
2:00 PM	0	5	28	73	15	2	1	0	0	0	0	0	0	0	0	0	0	**124**
3:00 PM	5	10	23	64	18	3	0	0	0	0	0	0	0	0	0	0	0	**123**
4:00 PM	2	10	43	58	16	1	0	0	0	0	0	0	0	0	0	0	0	**130**
5:00 PM	5	16	28	57	22	1	0	0	0	0	0	0	0	0	0	0	0	**129**
6:00 PM	6	13	22	28	8	1	1	0	0	0	0	0	0	0	0	0	0	**79**
7:00 PM	8	9	38	24	8	0	0	0	0	0	0	0	0	0	0	0	0	**87**
8:00 PM	0	6	22	35	8	0	0	0	0	0	0	0	0	0	0	0	0	**71**
9:00 PM	3	1	19	17	4	1	1	0	0	0	0	0	0	0	0	0	0	**46**
10:00 PM	4	4	11	16	3	0	0	0	0	0	0	0	0	0	0	0	0	**38**
11:00 PM	0	2	4	9	2	1	1	0	0	0	0	0	0	0	0	0	0	**19**
Total	**53**	**117**	**402**	**692**	**226**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,519**
Percent	**3.5%**	**7.7%**	**26.5%**	**45.6%**	**14.9%**	**1.6%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.3	mph	Mean (Average) Speed	20.9	mph
85th Percentile	25.4	mph	10 mph Pace	16.9 - 26.9	mph
95th Percentile	28.1	mph	Percent in Pace	74.13	%

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Wednesday, May 12, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	1	1	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	**8**
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	**12**
5:00 AM	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 AM	3	2	3	14	10	0	0	0	0	0	0	0	0	0	0	0	0	**32**
7:00 AM	2	3	30	52	22	1	0	0	0	0	0	0	0	0	0	0	0	**110**
8:00 AM	2	8	24	36	15	1	0	0	0	0	0	0	0	0	0	0	0	**86**
9:00 AM	6	4	25	36	12	2	0	0	0	0	0	0	0	0	0	0	0	**85**
10:00 AM	3	2	10	28	10	0	0	0	0	0	0	0	0	0	0	0	0	**53**
11:00 AM	4	10	17	35	9	2	0	0	0	0	0	0	0	0	0	0	0	**77**
12:00 PM	5	2	15	41	10	1	0	0	0	0	0	0	0	0	0	0	0	**74**
1:00 PM	3	2	11	52	14	0	0	0	0	0	0	0	0	0	0	0	0	**82**
2:00 PM	0	2	22	34	6	1	0	0	0	0	0	0	0	0	0	0	0	**65**
3:00 PM	3	4	19	44	11	0	0	0	0	0	0	0	0	0	0	0	0	**81**
4:00 PM	3	10	26	37	15	1	0	0	0	0	0	0	0	0	0	0	0	**92**
5:00 PM	2	5	28	40	8	2	0	0	0	0	0	0	0	0	0	0	0	**85**
6:00 PM	0	3	16	45	9	1	0	0	3	0	0	0	0	0	0	0	0	**77**
7:00 PM	1	2	29	32	1	0	0	0	0	0	0	0	0	0	0	0	0	**65**
8:00 PM	1	2	21	25	3	0	0	0	0	0	0	0	0	0	0	0	0	**52**
9:00 PM	0	3	14	32	3	0	0	0	0	0	0	0	0	0	0	0	0	**52**
10:00 PM	0	1	8	18	2	0	0	0	0	0	0	0	0	0	0	0	0	**29**
11:00 PM	0	0	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	**21**
Total	**42**	**67**	**340**	**624**	**170**	**13**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,260**
Percent	**3.3%**	**5.3%**	**27.0%**	**49.5%**	**13.5%**	**1.0%**	**0.1%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.3	mph	Mean (Average) Speed	20.9	mph
85th Percentile	24.9	mph	10 mph Pace	16.6 - 26.6	mph
95th Percentile	27.4	mph	Percent in Pace	80.3	%

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Wednesday, May 12, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	3	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	**11**
2:00 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
3:00 AM	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	1	1	2	13	4	3	0	0	0	0	0	0	0	0	0	0	0	**24**
6:00 AM	5	2	14	15	5	2	0	0	0	0	0	0	0	0	0	0	0	**43**
7:00 AM	0	6	19	35	12	1	0	0	0	0	0	0	0	0	0	0	0	**73**
8:00 AM	3	6	30	43	18	2	0	0	0	0	0	0	0	0	0	0	0	**102**
9:00 AM	0	6	33	42	13	5	0	0	0	0	0	0	0	0	0	0	0	**99**
10:00 AM	2	2	18	20	23	4	0	0	0	0	0	0	0	0	0	0	0	**69**
11:00 AM	6	3	20	37	15	1	0	0	0	0	0	0	0	0	0	0	0	**82**
12:00 PM	5	16	34	45	15	4	0	0	0	0	0	0	0	0	0	0	0	**119**
1:00 PM	4	5	21	56	20	1	1	0	0	0	0	0	0	0	0	0	0	**108**
2:00 PM	2	5	11	58	24	0	0	1	0	0	0	0	0	0	0	0	0	**101**
3:00 PM	2	6	53	69	16	3	0	0	0	0	0	0	0	0	0	0	0	**149**
4:00 PM	7	9	38	53	24	1	0	0	0	0	0	0	0	0	0	0	0	**132**
5:00 PM	5	12	35	53	28	1	0	0	0	0	0	0	0	0	0	0	0	**134**
6:00 PM	5	6	30	45	10	1	0	0	0	0	0	0	0	0	0	0	0	**97**
7:00 PM	6	9	22	20	7	1	0	0	0	0	0	0	0	0	0	0	0	**65**
8:00 PM	7	6	30	23	4	1	0	0	0	0	0	0	0	0	0	0	0	**71**
9:00 PM	4	8	23	16	7	0	0	0	0	0	0	0	0	0	0	0	0	**58**
10:00 PM	2	17	18	17	3	1	0	0	0	0	0	0	0	0	0	0	0	**58**
11:00 PM	0	2	10	5	1	0	1	0	0	0	0	0	0	0	0	0	0	**19**
Total	**68**	**133**	**473**	**681**	**254**	**32**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,644**
Percent	**4.1%**	**8.1%**	**28.8%**	**41.4%**	**15.5%**	**1.9%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.1	mph	Mean (Average) Speed	20.7	mph
85th Percentile	25.4	mph	10 mph Pace	16.3 - 26.3	mph
95th Percentile	28.1	mph	Percent in Pace	71.47	%

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Thursday, May 13, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	7	4	1	0	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	1	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	0	1	10	2	1	1	0	0	0	0	0	0	0	0	0	0	**15**
6:00 AM	0	2	4	15	3	3	0	0	0	0	0	0	0	0	0	0	0	**27**
7:00 AM	2	9	25	58	12	4	1	0	0	0	0	0	0	0	0	0	0	**111**
8:00 AM	8	3	16	50	12	0	0	0	0	0	0	0	0	0	0	0	0	**89**
9:00 AM	5	4	16	33	9	3	0	0	0	0	0	0	0	0	0	0	0	**70**
10:00 AM	1	3	12	33	7	0	0	0	0	0	0	0	0	0	0	0	0	**56**
11:00 AM	3	6	24	33	7	0	0	0	0	0	0	0	0	0	0	0	0	**73**
12:00 PM	7	2	16	32	14	1	0	0	0	0	0	0	0	0	0	0	0	**72**
1:00 PM	1	4	7	35	11	0	0	0	0	0	0	0	0	0	0	0	0	**58**
2:00 PM	1	1	19	31	18	1	0	0	0	0	0	0	0	0	0	0	0	**71**
3:00 PM	2	1	29	44	10	3	0	0	0	0	0	0	0	0	0	0	0	**89**
4:00 PM	1	7	22	49	12	1	0	0	0	0	0	0	0	0	0	0	0	**92**
5:00 PM	4	2	31	40	12	1	0	0	0	0	0	0	0	0	0	0	0	**90**
6:00 PM	0	3	42	32	9	0	0	0	0	0	0	0	0	0	0	0	0	**86**
7:00 PM	5	5	23	25	3	1	0	0	0	0	0	0	0	0	0	0	0	**62**
8:00 PM	1	5	16	21	6	3	0	0	0	0	0	0	0	0	0	0	0	**52**
9:00 PM	1	1	14	15	6	0	0	0	0	0	0	0	0	0	0	0	0	**37**
10:00 PM	2	1	16	12	5	1	0	0	0	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	1	3	4	6	0	0	0	0	0	0	0	0	0	0	0	0	**14**
Total	**45**	**60**	**338**	**591**	**174**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,234**
Percent	**3.6%**	**4.9%**	**27.4%**	**47.9%**	**14.1%**	**1.9%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.3	mph	Mean (Average) Speed	21.0	mph
85th Percentile	25.2	mph	10 mph Pace	16.0 - 26.0	mph
95th Percentile	27.6	mph	Percent in Pace	78.9	%

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Thursday, May 13, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	2	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	2	0	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	**14**
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 AM	1	0	6	7	9	4	0	0	0	0	0	0	0	0	0	0	0	**27**
6:00 AM	1	1	7	9	11	1	0	0	0	0	0	0	0	0	0	0	0	**30**
7:00 AM	0	2	30	39	13	3	0	0	0	0	0	0	0	0	0	0	0	**87**
8:00 AM	2	8	8	40	22	3	0	0	0	0	0	0	0	0	0	0	0	**83**
9:00 AM	2	7	18	26	10	3	1	0	0	0	0	0	0	0	0	0	0	**67**
10:00 AM	1	2	19	30	21	3	0	0	0	0	0	0	0	0	0	0	0	**76**
11:00 AM	4	4	24	39	9	2	1	0	0	0	0	0	0	0	0	0	0	**83**
12:00 PM	8	7	25	39	11	0	0	0	0	0	0	0	0	0	0	0	0	**90**
1:00 PM	6	2	24	60	18	2	0	0	0	0	0	0	0	0	0	0	0	**112**
2:00 PM	3	5	25	63	21	1	1	0	0	0	0	0	0	0	0	0	0	**119**
3:00 PM	3	9	41	65	23	2	2	0	0	0	0	0	0	0	0	0	0	**145**
4:00 PM	4	8	36	69	23	1	0	0	0	0	0	0	0	0	0	0	0	**141**
5:00 PM	2	7	41	56	11	3	0	0	0	0	0	0	0	0	0	0	0	**120**
6:00 PM	6	12	28	42	7	2	0	0	0	0	0	0	0	0	0	0	0	**97**
7:00 PM	5	8	24	38	10	0	0	0	0	0	0	0	0	0	0	0	0	**85**
8:00 PM	8	9	20	20	4	0	0	0	0	0	0	0	0	0	0	0	0	**61**
9:00 PM	2	4	19	28	7	2	0	0	0	0	0	0	0	0	0	0	0	**62**
10:00 PM	1	5	12	15	8	1	0	0	0	0	0	0	0	0	0	0	0	**42**
11:00 PM	3	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**12**
Total	**67**	**105**	**427**	**703**	**244**	**33**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,584**
Percent	**4.2%**	**6.6%**	**27.0%**	**44.4%**	**15.4%**	**2.1%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	21.4	mph	Mean (Average) Speed	20.8	mph
85th Percentile	25.5	mph	10 mph Pace	16.1 - 26.1	mph
95th Percentile	28.6	mph	Percent in Pace	72.85	%

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	**10**
6:00 AM	1	3	5	14	6	2	0	0	0	0	0	0	0	0	0	0	0	**31**
7:00 AM	2	8	31	50	17	2	0	0	0	0	0	0	0	0	0	0	0	**110**
8:00 AM	5	5	25	48	14	1	0	0	0	0	0	0	0	0	0	0	0	**98**
9:00 AM	4	4	18	33	11	2	0	0	0	0	0	0	0	0	0	0	0	**72**
10:00 AM	1	2	10	31	8	0	0	0	0	0	0	0	0	0	0	0	0	**52**
11:00 AM	4	6	20	31	9	1	0	0	0	0	0	0	0	0	0	0	0	**71**
12:00 PM	5	3	18	33	11	2	0	0	0	0	0	0	0	0	0	0	0	**72**
1:00 PM	2	4	13	38	13	1	0	0	0	0	0	0	0	0	0	0	0	**71**
2:00 PM	1	2	24	34	12	1	0	0	0	0	0	0	0	0	0	0	0	**74**
3:00 PM	2	4	23	42	11	1	0	0	0	0	0	0	0	0	0	0	0	**83**
4:00 PM	3	7	26	41	13	1	0	0	0	0	0	0	0	0	0	0	0	**91**
5:00 PM	4	3	30	37	8	1	0	0	0	0	0	0	0	0	0	0	0	**83**
6:00 PM	2	3	27	37	11	1	0	0	1	0	0	0	0	0	0	0	0	**82**
7:00 PM	2	5	23	33	4	2	0	0	0	0	0	0	0	0	0	0	0	**69**
8:00 PM	1	4	18	24	6	1	0	0	0	0	0	0	0	0	0	0	0	**54**
9:00 PM	0	2	13	24	4	0	0	0	0	0	0	0	0	0	0	0	0	**43**
10:00 PM	1	1	10	15	3	0	0	0	0	0	0	0	0	0	0	0	0	**30**
11:00 PM	0	1	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	**19**
Total	**41**	**68**	**351**	**588**	**174**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,243**
Percent	**3.3%**	**5.5%**	**28.2%**	**47.3%**	**14.0%**	**1.6%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.1	mph	Mean (Average) Speed	20.9	mph
85th Percentile	25.2	mph	10 mph Pace	16.6 - 26.6	mph
95th Percentile	27.6	mph	Percent in Pace	78.5	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 10

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	2	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	1	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	**13**
2:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**8**
5:00 AM	1	1	4	11	7	3	0	0	0	0	0	0	0	0	0	0	0	**27**
6:00 AM	2	1	10	13	7	1	0	0	0	0	0	0	0	0	0	0	0	**34**
7:00 AM	0	4	20	38	13	2	0	0	0	0	0	0	0	0	0	0	0	**77**
8:00 AM	3	9	22	40	21	3	0	0	0	0	0	0	0	0	0	0	0	**98**
9:00 AM	1	6	22	33	12	3	0	0	0	0	0	0	0	0	0	0	0	**77**
10:00 AM	1	2	18	23	20	3	0	0	0	0	0	0	0	0	0	0	0	**67**
11:00 AM	4	3	20	41	13	1	0	0	0	0	0	0	0	0	0	0	0	**82**
12:00 PM	5	11	28	44	13	1	0	0	0	0	0	0	0	0	0	0	0	**102**
1:00 PM	5	2	22	54	18	2	0	0	0	0	0	0	0	0	0	0	0	**103**
2:00 PM	2	5	21	65	20	1	1	0	0	0	0	0	0	0	0	0	0	**115**
3:00 PM	3	8	39	66	19	3	1	0	0	0	0	0	0	0	0	0	0	**139**
4:00 PM	4	9	39	60	21	1	0	0	0	0	0	0	0	0	0	0	0	**134**
5:00 PM	4	12	35	55	20	2	0	0	0	0	0	0	0	0	0	0	0	**128**
6:00 PM	6	10	27	38	8	1	0	0	0	0	0	0	0	0	0	0	0	**90**
7:00 PM	6	9	28	27	8	0	0	0	0	0	0	0	0	0	0	0	0	**78**
8:00 PM	5	7	24	26	5	0	0	0	0	0	0	0	0	0	0	0	0	**67**
9:00 PM	3	4	20	20	6	1	0	0	0	0	0	0	0	0	0	0	0	**54**
10:00 PM	2	9	14	16	5	1	0	0	0	0	0	0	0	0	0	0	0	**47**
11:00 PM	1	2	7	5	1	0	1	0	0	0	0	0	0	0	0	0	0	**17**
Total	**61**	**119**	**434**	**690**	**242**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,578**
Percent	**3.9%**	**7.5%**	**27.5%**	**43.7%**	**15.3%**	**1.8%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	21.3	mph	Mean (Average) Speed	20.8	mph
85th Percentile	25.5	mph	10 mph Pace	16.2 - 26.2	mph
95th Percentile	28.2	mph	Percent in Pace	72.6	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Woodland Ave BTWN Cooley Ave & Newell Rd
Date Range: 5/11/2021 - 5/17/2021
Site Code: 10

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	9	20	12	13	25	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	12	12	23
1:00 AM	4	13	17	8	11	19	5	14	19	-	-	-	-	-	-	-	-	-	-	-	-	6	13	18
2:00 AM	3	3	6	1	6	7	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
3:00 AM	4	6	10	2	5	7	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	4	6	9
4:00 AM	2	7	9	12	6	18	7	9	16	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
5:00 AM	12	29	41	7	24	31	15	27	42	-	-	-	-	-	-	-	-	-	-	-	-	11	27	38
6:00 AM	32	30	62	32	43	75	27	30	57	-	-	-	-	-	-	-	-	-	-	-	-	30	34	65
7:00 AM	110	71	181	**110**	73	183	**111**	**87**	**198**	-	-	-	-	-	-	-	-	-	-	-	-	**110**	77	187
8:00 AM	**119**	**109**	**228**	86	**102**	**188**	89	83	172	-	-	-	-	-	-	-	-	-	-	-	-	98	**98**	**196**
9:00 AM	60	69	129	85	99	184	70	67	137	-	-	-	-	-	-	-	-	-	-	-	-	72	78	150
10:00 AM	50	56	106	53	69	122	56	76	132	-	-	-	-	-	-	-	-	-	-	-	-	53	67	120
11:00 AM	60	83	143	77	82	159	73	83	156	-	-	-	-	-	-	-	-	-	-	-	-	70	83	153
12:00 PM	67	97	164	74	119	193	72	90	162	-	-	-	-	-	-	-	-	-	-	-	-	71	102	173
1:00 PM	72	91	163	82	108	190	58	112	170	-	-	-	-	-	-	-	-	-	-	-	-	71	104	174
2:00 PM	87	124	211	65	101	166	71	119	190	-	-	-	-	-	-	-	-	-	-	-	-	74	115	189
3:00 PM	79	123	202	81	**149**	**230**	89	**145**	**234**	-	-	-	-	-	-	-	-	-	-	-	-	83	**139**	222
4:00 PM	**88**	**130**	**218**	**92**	132	224	**92**	141	233	-	-	-	-	-	-	-	-	-	-	-	-	**91**	134	**225**
5:00 PM	75	129	204	85	134	219	90	120	210	-	-	-	-	-	-	-	-	-	-	-	-	83	128	211
6:00 PM	84	79	163	77	97	174	86	97	183	-	-	-	-	-	-	-	-	-	-	-	-	82	91	173
7:00 PM	79	87	166	65	65	130	62	85	147	-	-	-	-	-	-	-	-	-	-	-	-	69	79	148
8:00 PM	58	71	129	52	71	123	52	61	113	-	-	-	-	-	-	-	-	-	-	-	-	54	68	122
9:00 PM	43	46	89	52	58	110	37	62	99	-	-	-	-	-	-	-	-	-	-	-	-	44	55	99
10:00 PM	24	38	62	29	58	87	37	42	79	-	-	-	-	-	-	-	-	-	-	-	-	30	46	76
11:00 PM	22	19	41	21	19	40	14	12	26	-	-	-	-	-	-	-	-	-	-	-	-	19	17	36
Total	1,245	1,519	2,764	1,260	1,644	2,904	1,234	1,584	2,818	-	-	-	-	-	-	-	-	-	-	-	-	1,246	1,582	2,829
Percent	45%	55%	-	43%	57%	-	44%	56%	-	-	-	-	-	-	-	-	-	-	-	-	-	44%	56%	-
AM Peak	08:00	08:00	08:00	07:00	08:00	08:00	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	119	109	228	110	102	188	111	87	198	-	-	-	-	-	-	-	-	-	-	-	-	110	98	196
PM Peak	16:00	16:00	16:00	16:00	15:00	15:00	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	88	130	218	92	149	230	92	145	234	-	-	-	-	-	-	-	-	-	-	-	-	91	139	225

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
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Vehicle Classification Report Summary

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 11

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	24	676	139	0	22	6	0	0	0	0	0	0	0	867
Percent	2.8%	78.0%	16.0%	0.0%	2.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	30	849	162	3	123	8	0	0	0	0	0	0	0	1,175
Percent	2.6%	72.3%	13.8%	0.3%	10.5%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	54	1,525	301	3	145	14	0	0	0	0	0	0	0	2,042
Percent	2.6%	74.7%	14.7%	0.1%	7.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
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Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Tuesday, May 11, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
7:00 AM	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
9:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
10:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
11:00 AM	1	18	0	0	1	0	0	0	0	0	0	0	0	**20**
12:00 PM	0	7	5	0	1	0	0	0	0	0	0	0	0	**13**
1:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
3:00 PM	1	18	1	0	0	0	0	0	0	0	0	0	0	**20**
4:00 PM	1	17	1	0	2	0	0	0	0	0	0	0	0	**21**
5:00 PM	0	32	4	0	0	1	0	0	0	0	0	0	0	**37**
6:00 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
7:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
8:00 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:00 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
Total	**3**	**245**	**42**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**301**
Percent	**1.0%**	**81.4%**	**14.0%**	**0.0%**	**3.3%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Tuesday, May 11, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
6:00 AM	0	2	2	0	5	0	0	0	0	0	0	0	0	**9**
7:00 AM	0	14	5	0	3	0	0	0	0	0	0	0	0	**22**
8:00 AM	0	14	2	0	3	0	0	0	0	0	0	0	0	**19**
9:00 AM	0	14	6	0	4	0	0	0	0	0	0	0	0	**24**
10:00 AM	0	4	3	0	4	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	13	4	0	2	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	19	7	1	4	0	0	0	0	0	0	0	0	**31**
1:00 PM	2	6	4	0	1	1	0	0	0	0	0	0	0	**14**
2:00 PM	0	21	1	0	1	0	0	0	0	0	0	0	0	**23**
3:00 PM	1	19	2	0	4	0	0	0	0	0	0	0	0	**26**
4:00 PM	4	25	3	0	2	0	0	0	0	0	0	0	0	**34**
5:00 PM	2	24	6	0	3	0	0	0	0	0	0	0	0	**35**
6:00 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**
7:00 PM	0	20	2	0	3	1	0	0	0	0	0	0	0	**26**
8:00 PM	0	26	0	0	1	0	0	0	0	0	0	0	0	**27**
9:00 PM	0	9	3	0	2	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	12	1	0	2	0	0	0	0	0	0	0	0	**15**
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
Total	**9**	**275**	**54**	**1**	**48**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**389**
Percent	**2.3%**	**70.7%**	**13.9%**	**0.3%**	**12.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Wednesday, May 12, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
8:00 AM	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**
9:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	1	10	1	0	0	0	0	0	0	0	0	0	0	**12**
12:00 PM	1	12	1	0	1	0	0	0	0	0	0	0	0	**15**
1:00 PM	1	18	5	0	0	0	0	0	0	0	0	0	0	**24**
2:00 PM	0	6	1	0	2	0	0	0	0	0	0	0	0	**9**
3:00 PM	1	18	7	0	0	0	0	0	0	0	0	0	0	**26**
4:00 PM	0	19	6	0	1	0	0	0	0	0	0	0	0	**26**
5:00 PM	3	24	5	0	0	0	0	0	0	0	0	0	0	**32**
6:00 PM	3	17	2	0	0	1	0	0	0	0	0	0	0	**23**
7:00 PM	1	20	4	0	0	1	0	0	0	0	0	0	0	**26**
8:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:00 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
10:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
Total	**11**	**225**	**53**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**297**
Percent	**3.7%**	**75.8%**	**17.8%**	**0.0%**	**1.7%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Wednesday, May 12, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
6:00 AM	0	10	1	0	4	0	0	0	0	0	0	0	0	**15**
7:00 AM	0	12	2	0	2	1	0	0	0	0	0	0	0	**17**
8:00 AM	0	12	8	0	3	1	0	0	0	0	0	0	0	**24**
9:00 AM	0	10	4	0	2	1	0	0	0	0	0	0	0	**17**
10:00 AM	0	10	1	0	2	0	0	0	0	0	0	0	0	**13**
11:00 AM	1	18	1	0	0	0	0	0	0	0	0	0	0	**20**
12:00 PM	1	21	2	0	3	0	0	0	0	0	0	0	0	**27**
1:00 PM	2	26	6	0	1	0	0	0	0	0	0	0	0	**35**
2:00 PM	3	6	3	0	2	0	0	0	0	0	0	0	0	**14**
3:00 PM	2	24	3	0	1	0	0	0	0	0	0	0	0	**30**
4:00 PM	0	26	9	0	0	0	0	0	0	0	0	0	0	**35**
5:00 PM	1	25	3	0	3	0	0	0	0	0	0	0	0	**32**
6:00 PM	1	17	2	0	2	1	0	0	0	0	0	0	0	**23**
7:00 PM	0	16	5	0	3	0	0	0	0	0	0	0	0	**24**
8:00 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	**13**
9:00 PM	1	14	2	1	1	0	0	0	0	0	0	0	0	**19**
10:00 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
Total	**12**	**286**	**60**	**1**	**34**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**397**
Percent	**3.0%**	**72.0%**	**15.1%**	**0.3%**	**8.6%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Thursday, May 13, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	1	16	6	0	0	0	0	0	0	0	0	0	0	**23**
8:00 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
10:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	1	12	6	0	2	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
1:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	**9**
2:00 PM	2	12	5	0	0	0	0	0	0	0	0	0	0	**19**
3:00 PM	0	16	1	0	1	1	0	0	0	0	0	0	0	**19**
4:00 PM	2	13	3	0	1	0	0	0	0	0	0	0	0	**19**
5:00 PM	1	13	4	0	1	1	0	0	0	0	0	0	0	**20**
6:00 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**
7:00 PM	1	12	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	2	11	1	0	0	0	0	0	0	0	0	0	0	**14**
9:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**10**	**206**	**44**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**269**
Percent	**3.7%**	**76.6%**	**16.4%**	**0.0%**	**2.6%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Thursday, May 13, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	**5**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	**7**
7:00 AM	1	17	4	0	5	0	0	0	0	0	0	0	0	**27**
8:00 AM	0	9	6	0	6	1	0	0	0	0	0	0	0	**22**
9:00 AM	0	15	1	0	3	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	13	4	0	2	0	0	0	0	0	0	0	0	**19**
11:00 AM	0	13	3	0	3	0	0	0	0	0	0	0	0	**19**
12:00 PM	1	14	5	1	2	0	0	0	0	0	0	0	0	**23**
1:00 PM	1	16	5	0	2	0	0	0	0	0	0	0	0	**24**
2:00 PM	1	18	2	0	3	0	0	0	0	0	0	0	0	**24**
3:00 PM	1	19	3	0	1	0	0	0	0	0	0	0	0	**24**
4:00 PM	0	25	9	0	2	0	0	0	0	0	0	0	0	**36**
5:00 PM	1	19	1	0	2	0	0	0	0	0	0	0	0	**23**
6:00 PM	1	27	2	0	3	0	0	0	0	0	0	0	0	**33**
7:00 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**
8:00 PM	1	20	0	0	1	0	0	0	0	0	0	0	0	**22**
9:00 PM	1	14	1	0	1	0	0	0	0	0	0	0	0	**17**
10:00 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**9**	**288**	**48**	**1**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**389**
Percent	**2.3%**	**74.0%**	**12.3%**	**0.3%**	**10.5%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
10:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	1	13	2	0	1	0	0	0	0	0	0	0	0	**17**
12:00 PM	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**
1:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
2:00 PM	1	8	2	0	1	0	0	0	0	0	0	0	0	**12**
3:00 PM	1	17	3	0	0	0	0	0	0	0	0	0	0	**21**
4:00 PM	1	16	3	0	1	0	0	0	0	0	0	0	0	**21**
5:00 PM	1	23	4	0	0	1	0	0	0	0	0	0	0	**29**
6:00 PM	1	17	2	0	0	0	0	0	0	0	0	0	0	**20**
7:00 PM	1	18	2	0	0	0	0	0	0	0	0	0	0	**21**
8:00 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	**15**
9:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
Total	**8**	**224**	**45**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**283**
Percent	**2.8%**	**79.2%**	**15.9%**	**0.0%**	**1.8%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	6	1	0	4	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	14	4	0	3	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	12	5	0	4	1	0	0	0	0	0	0	0	**22**
9:00 AM	0	13	4	0	3	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	9	3	0	3	0	0	0	0	0	0	0	0	**15**
11:00 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	**20**
12:00 PM	1	18	5	1	3	0	0	0	0	0	0	0	0	**28**
1:00 PM	2	16	5	0	1	0	0	0	0	0	0	0	0	**24**
2:00 PM	1	15	2	0	2	0	0	0	0	0	0	0	0	**20**
3:00 PM	1	21	3	0	2	0	0	0	0	0	0	0	0	**27**
4:00 PM	1	25	7	0	1	0	0	0	0	0	0	0	0	**34**
5:00 PM	1	23	3	0	3	0	0	0	0	0	0	0	0	**30**
6:00 PM	1	20	2	0	2	0	0	0	0	0	0	0	0	**25**
7:00 PM	0	18	3	0	2	0	0	0	0	0	0	0	0	**23**
8:00 PM	0	19	0	0	1	0	0	0	0	0	0	0	0	**20**
9:00 PM	1	12	2	0	1	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	11	1	0	2	0	0	0	0	0	0	0	0	**14**
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
Total	**9**	**285**	**56**	**1**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**392**
Percent	**2.3%**	**72.7%**	**14.3%**	**0.3%**	**10.2%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	11	5	0	1	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
10:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	1	13	2	0	1	0	0	0	0	0	0	0	0	**17**
12:00 PM	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**
1:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
2:00 PM	1	8	2	0	1	0	0	0	0	0	0	0	0	**12**
3:00 PM	1	17	3	0	0	0	0	0	0	0	0	0	0	**21**
4:00 PM	1	16	3	0	1	0	0	0	0	0	0	0	0	**21**
5:00 PM	1	23	4	0	0	1	0	0	0	0	0	0	0	**29**
6:00 PM	1	17	2	0	0	0	0	0	0	0	0	0	0	**20**
7:00 PM	1	18	2	0	0	0	0	0	0	0	0	0	0	**21**
8:00 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	**15**
9:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
Total	**8**	**224**	**45**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**283**
Percent	**2.8%**	**79.2%**	**15.9%**	**0.0%**	**1.8%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	6	1	0	4	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	14	4	0	3	0	0	0	0	0	0	0	0	**21**
8:00 AM	0	12	5	0	4	1	0	0	0	0	0	0	0	**22**
9:00 AM	0	13	4	0	3	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	9	3	0	3	0	0	0	0	0	0	0	0	**15**
11:00 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	**20**
12:00 PM	1	18	5	1	3	0	0	0	0	0	0	0	0	**28**
1:00 PM	2	16	5	0	1	0	0	0	0	0	0	0	0	**24**
2:00 PM	1	15	2	0	2	0	0	0	0	0	0	0	0	**20**
3:00 PM	1	21	3	0	2	0	0	0	0	0	0	0	0	**27**
4:00 PM	1	25	7	0	1	0	0	0	0	0	0	0	0	**34**
5:00 PM	1	23	3	0	3	0	0	0	0	0	0	0	0	**30**
6:00 PM	1	20	2	0	2	0	0	0	0	0	0	0	0	**25**
7:00 PM	0	18	3	0	2	0	0	0	0	0	0	0	0	**23**
8:00 PM	0	19	0	0	1	0	0	0	0	0	0	0	0	**20**
9:00 PM	1	12	2	0	1	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	11	1	0	2	0	0	0	0	0	0	0	0	**14**
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
Total	**9**	**285**	**56**	**1**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**392**
Percent	**2.3%**	**72.7%**	**14.3%**	**0.3%**	**10.2%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 11

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	42	74	140	262	259	65	21	2	2	0	0	0	0	0	0	0	0	867
Percent	4.8%	8.5%	16.1%	30.2%	29.9%	7.5%	2.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	33	65	210	428	326	94	18	1	0	0	0	0	0	0	0	0	0	1,175
Percent	2.8%	5.5%	17.9%	36.4%	27.7%	8.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	75	139	350	690	585	159	39	3	2	0	0	0	0	0	0	0	0	2,042
Percent	3.7%	6.8%	17.1%	33.8%	28.6%	7.8%	1.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	23.6	mph	Mean (Average) Speed	22.8	mph
85th Percentile	28.9	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	32.9	mph	Percent in Pace	60.1	%
Westbound			**Westbound**		
50th Percentile (Median)	23.4	mph	Mean (Average) Speed	23.1	mph
85th Percentile	28.5	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	32.3	mph	Percent in Pace	68.0	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Tuesday, May 11, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	1	3	8	1	0	0	0	0	0	0	0	0	0	0	0	**13**
7:00 AM	1	0	3	4	5	4	0	0	0	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	0	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	**15**
9:00 AM	0	0	1	4	6	1	1	0	0	0	0	0	0	0	0	0	0	**13**
10:00 AM	1	1	2	3	7	0	0	0	0	0	0	0	0	0	0	0	0	**14**
11:00 AM	0	1	3	6	9	1	0	0	0	0	0	0	0	0	0	0	0	**20**
12:00 PM	0	1	2	2	3	4	1	0	0	0	0	0	0	0	0	0	0	**13**
1:00 PM	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 PM	0	1	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	**9**
3:00 PM	1	5	2	7	5	0	0	0	0	0	0	0	0	0	0	0	0	**20**
4:00 PM	3	3	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	**21**
5:00 PM	3	4	10	15	4	1	0	0	0	0	0	0	0	0	0	0	0	**37**
6:00 PM	1	7	5	4	4	0	1	0	0	0	0	0	0	0	0	0	0	**22**
7:00 PM	0	3	7	4	5	2	1	0	0	0	0	0	0	0	0	0	0	**22**
8:00 PM	2	3	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	**19**
9:00 PM	1	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	**8**
10:00 PM	1	1	4	2	2	2	1	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	**7**
Total	**16**	**32**	**58**	**79**	**82**	**27**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**301**
Percent	**5.3%**	**10.6%**	**19.3%**	**26.2%**	**27.2%**	**9.0%**	**2.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.2	mph	Mean (Average) Speed	22.3	mph
85th Percentile	28.9	mph	10 mph Pace	19.6 - 29.6	mph
95th Percentile	32.7	mph	Percent in Pace	54.5	%

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Tuesday, May 11, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	1	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	**10**
6:00 AM	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	1	1	3	6	9	1	1	0	0	0	0	0	0	0	0	0	0	**22**
8:00 AM	0	1	3	6	6	3	0	0	0	0	0	0	0	0	0	0	0	**19**
9:00 AM	1	1	4	12	5	1	0	0	0	0	0	0	0	0	0	0	0	**24**
10:00 AM	1	0	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	1	3	7	7	1	0	0	0	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	0	5	13	10	3	0	0	0	0	0	0	0	0	0	0	0	**31**
1:00 PM	0	1	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	**14**
2:00 PM	0	0	2	11	4	5	1	0	0	0	0	0	0	0	0	0	0	**23**
3:00 PM	0	1	1	11	11	2	0	0	0	0	0	0	0	0	0	0	0	**26**
4:00 PM	3	1	7	13	6	4	0	0	0	0	0	0	0	0	0	0	0	**34**
5:00 PM	4	1	3	15	9	2	1	0	0	0	0	0	0	0	0	0	0	**35**
6:00 PM	0	1	5	4	6	3	0	0	0	0	0	0	0	0	0	0	0	**19**
7:00 PM	2	2	5	9	7	1	0	0	0	0	0	0	0	0	0	0	0	**26**
8:00 PM	0	2	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	**27**
9:00 PM	0	1	3	4	5	0	1	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	2	1	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	**15**
11:00 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**14**	**17**	**66**	**153**	**102**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**389**
Percent	**3.6%**	**4.4%**	**17.0%**	**39.3%**	**26.2%**	**8.5%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.3	mph	Mean (Average) Speed	23.1	mph
85th Percentile	28.5	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	32.5	mph	Percent in Pace	69.67	%

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Wednesday, May 12, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	0	3	5	1	2	0	0	0	0	0	0	0	0	0	0	11
7:00 AM	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	10
9:00 AM	0	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00 AM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	1	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	12
12:00 PM	1	1	3	4	6	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00 PM	1	1	3	11	6	1	1	0	0	0	0	0	0	0	0	0	0	24
2:00 PM	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	9
3:00 PM	0	3	2	10	8	3	0	0	0	0	0	0	0	0	0	0	0	26
4:00 PM	0	1	4	7	8	5	1	0	0	0	0	0	0	0	0	0	0	26
5:00 PM	2	3	3	12	9	2	1	0	0	0	0	0	0	0	0	0	0	32
6:00 PM	4	2	8	4	4	1	0	0	0	0	0	0	0	0	0	0	0	23
7:00 PM	3	3	2	9	7	0	2	0	0	0	0	0	0	0	0	0	0	26
8:00 PM	1	1	4	4	1	0	0	0	1	0	0	0	0	0	0	0	0	12
9:00 PM	1	2	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	2	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	**13**	**21**	**45**	**96**	**89**	**24**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**297**
Percent	**4.4%**	**7.1%**	**15.2%**	**32.3%**	**30.0%**	**8.1%**	**2.7%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.6	mph	Mean (Average) Speed	23.2	mph
85th Percentile	28.9	mph	10 mph Pace	19.1 - 29.1	mph
95th Percentile	33.1	mph	Percent in Pace	62.6	%

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Wednesday, May 12, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	**6**
1:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 AM	0	0	2	8	3	0	2	0	0	0	0	0	0	0	0	0	0	**15**
7:00 AM	1	1	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	4	4	11	5	0	0	0	0	0	0	0	0	0	0	0	0	**24**
9:00 AM	0	1	9	3	1	3	0	0	0	0	0	0	0	0	0	0	0	**17**
10:00 AM	0	1	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	**13**
11:00 AM	1	1	4	9	5	0	0	0	0	0	0	0	0	0	0	0	0	**20**
12:00 PM	0	2	7	9	8	1	0	0	0	0	0	0	0	0	0	0	0	**27**
1:00 PM	1	5	4	8	7	7	3	0	0	0	0	0	0	0	0	0	0	**35**
2:00 PM	3	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	**14**
3:00 PM	2	4	4	7	10	2	1	0	0	0	0	0	0	0	0	0	0	**30**
4:00 PM	0	1	5	19	10	0	0	0	0	0	0	0	0	0	0	0	0	**35**
5:00 PM	0	2	7	14	7	2	0	0	0	0	0	0	0	0	0	0	0	**32**
6:00 PM	2	0	3	11	5	2	0	0	0	0	0	0	0	0	0	0	0	**23**
7:00 PM	0	1	8	4	9	1	1	0	0	0	0	0	0	0	0	0	0	**24**
8:00 PM	2	0	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	2	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	**19**
10:00 PM	0	0	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	**6**
Total	**12**	**26**	**78**	**142**	**105**	**27**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**397**
Percent	**3.0%**	**6.5%**	**19.6%**	**35.8%**	**26.4%**	**6.8%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.2	mph	Mean (Average) Speed	22.7	mph
85th Percentile	28.3	mph	10 mph Pace	18.3 - 28.3	mph
95th Percentile	32.1	mph	Percent in Pace	66.5	%

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Thursday, May 13, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	0	1	1	9	10	1	1	0	0	0	0	0	0	0	0	0	0	**23**
8:00 AM	0	3	4	4	5	3	1	0	0	0	0	0	0	0	0	0	0	**20**
9:00 AM	0	0	3	8	3	1	1	0	0	0	0	0	0	0	0	0	0	**16**
10:00 AM	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	0	2	0	8	9	0	1	1	0	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	**6**
1:00 PM	0	1	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	1	2	3	5	7	1	0	0	0	0	0	0	0	0	0	0	0	**19**
3:00 PM	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	**19**
4:00 PM	0	2	5	3	7	1	1	0	0	0	0	0	0	0	0	0	0	**19**
5:00 PM	3	1	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	**20**
6:00 PM	5	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**16**
7:00 PM	1	1	1	5	4	0	0	1	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	1	1	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	**14**
9:00 PM	0	2	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	**14**
10:00 PM	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**3**
Total	**13**	**21**	**37**	**87**	**88**	**14**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**269**
Percent	**4.8%**	**7.8%**	**13.8%**	**32.3%**	**32.7%**	**5.2%**	**2.6%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.8	mph	Mean (Average) Speed	23.0	mph
85th Percentile	28.9	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	32.6	mph	Percent in Pace	65.1	%

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Thursday, May 13, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	1	5	11	5	5	0	0	0	0	0	0	0	0	0	0	0	**27**
8:00 AM	0	1	5	7	5	4	0	0	0	0	0	0	0	0	0	0	0	**22**
9:00 AM	0	0	1	7	7	4	0	0	0	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	2	6	4	4	2	1	0	0	0	0	0	0	0	0	0	0	**19**
11:00 AM	0	0	1	11	6	1	0	0	0	0	0	0	0	0	0	0	0	**19**
12:00 PM	0	1	2	13	5	1	1	0	0	0	0	0	0	0	0	0	0	**23**
1:00 PM	1	1	8	1	7	5	1	0	0	0	0	0	0	0	0	0	0	**24**
2:00 PM	2	2	1	8	11	0	0	0	0	0	0	0	0	0	0	0	0	**24**
3:00 PM	0	3	3	8	6	2	2	0	0	0	0	0	0	0	0	0	0	**24**
4:00 PM	0	1	4	16	11	3	1	0	0	0	0	0	0	0	0	0	0	**36**
5:00 PM	1	0	2	8	11	1	0	0	0	0	0	0	0	0	0	0	0	**23**
6:00 PM	1	2	8	8	11	3	0	0	0	0	0	0	0	0	0	0	0	**33**
7:00 PM	0	1	3	9	6	0	0	0	0	0	0	0	0	0	0	0	0	**19**
8:00 PM	0	1	4	7	9	1	0	0	0	0	0	0	0	0	0	0	0	**22**
9:00 PM	0	2	3	6	5	0	0	1	0	0	0	0	0	0	0	0	0	**17**
10:00 PM	1	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**3**
Total	**7**	**22**	**66**	**133**	**119**	**34**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**389**
Percent	**1.8%**	**5.7%**	**17.0%**	**34.2%**	**30.6%**	**8.7%**	**1.8%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	23.8	mph	Mean (Average) Speed	23.5	mph
85th Percentile	29.0	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	32.2	mph	Percent in Pace	68.89	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	0	1	3	6	1	1	0	0	0	0	0	0	0	0	0	0	**12**
7:00 AM	0	0	1	5	7	3	0	0	0	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	1	2	4	5	3	0	0	0	0	0	0	0	0	0	0	0	**15**
9:00 AM	0	0	2	6	4	1	1	0	0	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	1	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	0	1	2	6	7	1	0	0	0	0	0	0	0	0	0	0	0	**17**
12:00 PM	0	1	2	2	4	2	1	0	0	0	0	0	0	0	0	0	0	**12**
1:00 PM	0	1	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	**13**
2:00 PM	0	1	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	**12**
3:00 PM	1	3	1	9	7	1	0	0	0	0	0	0	0	0	0	0	0	**22**
4:00 PM	1	2	5	5	6	2	1	0	0	0	0	0	0	0	0	0	0	**22**
5:00 PM	3	3	6	11	5	1	0	0	0	0	0	0	0	0	0	0	0	**29**
6:00 PM	3	4	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	**20**
7:00 PM	1	2	3	6	5	1	1	0	0	0	0	0	0	0	0	0	0	**19**
8:00 PM	1	2	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	**14**
9:00 PM	1	1	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	1	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	**5**
Total	**11**	**25**	**46**	**87**	**85**	**21**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**282**
Percent	**3.9%**	**8.9%**	**16.3%**	**30.9%**	**30.1%**	**7.4%**	**2.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	23.6	mph	Mean (Average) Speed	22.8	mph
85th Percentile	28.9	mph	10 mph Pace	20.0 - 30.0	mph
95th Percentile	32.9	mph	Percent in Pace	60.1	%

Project Manager: (415) 310-6469
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Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 to 5/13/2021
Site Code: 11

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	2	4	3	0	1	0	0	0	0	0	0	0	0	0	0	**10**
7:00 AM	1	1	3	8	7	2	0	0	0	0	0	0	0	0	0	0	0	**22**
8:00 AM	0	2	4	8	5	2	0	0	0	0	0	0	0	0	0	0	0	**21**
9:00 AM	0	1	5	7	4	3	0	0	0	0	0	0	0	0	0	0	0	**20**
10:00 AM	0	1	3	5	3	2	0	0	0	0	0	0	0	0	0	0	0	**14**
11:00 AM	0	1	3	9	6	1	0	0	0	0	0	0	0	0	0	0	0	**20**
12:00 PM	0	1	5	12	8	2	0	0	0	0	0	0	0	0	0	0	0	**28**
1:00 PM	1	2	5	5	6	4	1	0	0	0	0	0	0	0	0	0	0	**24**
2:00 PM	2	1	1	8	7	2	0	0	0	0	0	0	0	0	0	0	0	**21**
3:00 PM	1	3	3	9	9	2	1	0	0	0	0	0	0	0	0	0	0	**28**
4:00 PM	1	1	5	16	9	2	0	0	0	0	0	0	0	0	0	0	0	**34**
5:00 PM	2	1	4	12	9	2	0	0	0	0	0	0	0	0	0	0	0	**30**
6:00 PM	1	1	5	8	7	3	0	0	0	0	0	0	0	0	0	0	0	**25**
7:00 PM	1	1	5	7	7	1	0	0	0	0	0	0	0	0	0	0	0	**22**
8:00 PM	1	1	6	7	5	1	0	0	0	0	0	0	0	0	0	0	0	**21**
9:00 PM	0	2	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	1	0	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	**12**
11:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total	**12**	**21**	**70**	**142**	**106**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**386**
Percent	**3.1%**	**5.4%**	**18.1%**	**36.8%**	**27.5%**	**8.3%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	23.4	mph	Mean (Average) Speed	23.1	mph
85th Percentile	28.5	mph	10 mph Pace	18.7 - 28.7	mph
95th Percentile	32.3	mph	Percent in Pace	68.0	%

Location: Woodland Ave BTWN Newell Rd & W Bayshore Rd
Date Range: 5/11/2021 - 5/17/2021
Site Code: 11

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	1	5	3	6	9	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
1:00 AM	1	0	1	4	2	6	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	1	0	1	1	2	3	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	2	3	5	1	3	4	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
4:00 AM	2	3	5	1	1	2	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
5:00 AM	1	10	11	2	6	8	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	2	8	10
6:00 AM	13	9	22	11	15	26	9	7	16	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
7:00 AM	17	22	**39**	**12**	17	29	**23**	**27**	**50**	-	-	-	-	-	-	-	-	-	-	-	-	17	**22**	**39**
8:00 AM	15	19	34	10	**24**	**34**	20	22	42	-	-	-	-	-	-	-	-	-	-	-	-	15	22	37
9:00 AM	13	**24**	37	11	17	28	16	19	35	-	-	-	-	-	-	-	-	-	-	-	-	13	20	33
10:00 AM	14	11	25	6	13	19	8	19	27	-	-	-	-	-	-	-	-	-	-	-	-	9	14	24
11:00 AM	**20**	19	**39**	**12**	20	32	21	19	40	-	-	-	-	-	-	-	-	-	-	-	-	**18**	19	37
12:00 PM	13	31	44	15	27	42	6	23	29	-	-	-	-	-	-	-	-	-	-	-	-	11	27	38
1:00 PM	7	14	21	24	**35**	59	9	24	33	-	-	-	-	-	-	-	-	-	-	-	-	13	24	38
2:00 PM	9	23	32	9	14	23	19	24	43	-	-	-	-	-	-	-	-	-	-	-	-	12	20	33
3:00 PM	20	26	46	26	30	56	19	24	43	-	-	-	-	-	-	-	-	-	-	-	-	22	27	48
4:00 PM	21	34	55	26	**35**	61	19	**36**	**55**	-	-	-	-	-	-	-	-	-	-	-	-	22	**35**	57
5:00 PM	**37**	**35**	**72**	**32**	32	**64**	**20**	23	43	-	-	-	-	-	-	-	-	-	-	-	-	**30**	30	**60**
6:00 PM	22	19	41	23	23	46	16	33	49	-	-	-	-	-	-	-	-	-	-	-	-	20	25	45
7:00 PM	22	26	48	26	24	50	13	19	32	-	-	-	-	-	-	-	-	-	-	-	-	20	23	43
8:00 PM	19	27	46	12	13	25	14	22	36	-	-	-	-	-	-	-	-	-	-	-	-	15	21	36
9:00 PM	8	14	22	15	19	34	14	17	31	-	-	-	-	-	-	-	-	-	-	-	-	12	17	29
10:00 PM	13	15	28	9	13	22	6	11	17	-	-	-	-	-	-	-	-	-	-	-	-	9	13	22
11:00 PM	7	4	11	6	6	12	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	5	4	10
Total	301	389	690	297	397	694	269	389	658	-	-	-	-	-	-	-	-	-	-	-	-	289	392	681
Percent	44%	56%	-	43%	57%	-	41%	59%	-	-	-	-	-	-	-	-	-	-	-	-	-	42%	58%	-
AM Peak	11:00	09:00	07:00	07:00	08:00	08:00	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	20	24	39	12	24	34	23	27	50	-	-	-	-	-	-	-	-	-	-	-	-	18	22	39
PM Peak	17:00	17:00	17:00	17:00	13:00	17:00	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	17:00
Vol.	37	35	72	32	35	64	20	36	55	-	-	-	-	-	-	-	-	-	-	-	-	30	35	60

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Classification Report Summary

Location: Runnymede St BTWN Cooley Ave & Clarke Ave

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 12

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	36	3,738	605	1	171	10	0	1	1	0	0	0	0	4,563
Percent	0.8%	81.9%	13.3%	0.0%	3.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	59	2,909	1,165	3	370	8	0	2	1	0	0	0	2	4,519
Percent	1.3%	64.4%	25.8%	0.1%	8.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	95	6,647	1,770	4	541	18	0	3	2	0	0	0	2	9,082
Percent	1.0%	73.2%	19.5%	0.0%	6.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Project Manager: (415) 310-6469
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Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Tuesday, May 11, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
6:00 AM	1	23	2	0	3	0	0	0	0	0	0	0	0	**29**
7:00 AM	0	68	11	0	5	0	0	0	0	0	0	0	0	**84**
8:00 AM	1	80	9	0	5	0	0	0	0	0	0	0	0	**95**
9:00 AM	1	41	9	0	2	0	0	0	0	0	0	0	0	**53**
10:00 AM	0	53	9	0	3	0	0	0	0	0	0	0	0	**65**
11:00 AM	0	74	6	0	2	0	0	0	0	0	0	0	0	**82**
12:00 PM	1	56	6	0	5	0	0	0	0	0	0	0	0	**68**
1:00 PM	3	67	9	0	3	1	0	0	0	0	0	0	0	**83**
2:00 PM	2	73	13	0	5	0	0	0	0	0	0	0	0	**93**
3:00 PM	2	106	20	0	6	0	0	0	0	0	0	0	0	**134**
4:00 PM	0	96	23	0	2	0	0	0	0	0	0	0	0	**121**
5:00 PM	2	119	25	0	3	0	0	0	0	0	0	0	0	**149**
6:00 PM	0	110	8	0	1	0	0	0	0	0	0	0	0	**119**
7:00 PM	0	75	12	0	0	1	0	0	0	0	0	0	0	**88**
8:00 PM	1	59	8	0	1	1	0	0	0	0	0	0	0	**70**
9:00 PM	0	59	8	0	1	0	0	0	0	0	0	0	0	**68**
10:00 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**
11:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
Total	**14**	**1,243**	**185**	**0**	**47**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,492**
Percent	**0.9%**	**83.3%**	**12.4%**	**0.0%**	**3.2%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Tuesday, May 11, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	20	5	0	5	0	0	0	0	0	0	0	0	**30**
6:00 AM	1	37	16	0	6	0	0	0	0	0	0	0	0	**60**
7:00 AM	1	74	27	0	7	0	0	0	0	0	0	0	0	**109**
8:00 AM	1	80	30	1	9	0	0	0	0	0	0	0	1	**122**
9:00 AM	1	39	16	0	5	0	0	0	0	0	0	0	0	**61**
10:00 AM	0	29	16	0	13	1	0	1	0	0	0	0	0	**60**
11:00 AM	0	72	37	0	12	0	0	0	0	0	0	0	0	**121**
12:00 PM	0	59	18	0	7	2	0	0	0	0	0	0	0	**86**
1:00 PM	2	36	17	0	7	0	0	0	0	0	0	0	0	**62**
2:00 PM	2	63	21	0	7	0	0	0	0	0	0	0	0	**93**
3:00 PM	2	65	27	0	7	0	0	0	0	0	0	0	0	**101**
4:00 PM	2	66	28	0	9	0	0	0	0	0	0	0	0	**105**
5:00 PM	4	56	23	0	7	1	0	0	0	0	0	0	0	**91**
6:00 PM	2	64	24	0	7	1	0	0	0	0	0	0	0	**98**
7:00 PM	1	77	24	0	7	0	0	0	0	0	0	0	0	**109**
8:00 PM	1	46	16	0	4	0	0	0	0	0	0	0	0	**67**
9:00 PM	0	30	14	0	6	0	0	0	0	0	0	0	0	**50**
10:00 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	**34**
11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
Total	**20**	**965**	**374**	**1**	**125**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1,492**
Percent	**1.3%**	**64.7%**	**25.1%**	**0.1%**	**8.4%**	**0.3%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Wednesday, May 12, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	1	5	0	0	0	1	0	0	0	0	0	0	0	**7**
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	20	4	0	4	0	0	0	0	0	0	0	0	**28**
7:00 AM	2	74	12	0	9	0	0	0	0	0	0	0	0	**97**
8:00 AM	0	73	6	0	6	0	0	0	0	0	0	0	0	**85**
9:00 AM	0	55	11	0	1	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	63	12	0	4	0	0	0	0	0	0	0	0	**79**
11:00 AM	0	68	12	0	2	3	0	0	0	0	0	0	0	**85**
12:00 PM	0	66	10	0	5	2	0	0	0	0	0	0	0	**83**
1:00 PM	0	70	9	0	3	0	0	0	0	0	0	0	0	**82**
2:00 PM	2	85	14	0	8	0	0	0	0	0	0	0	0	**109**
3:00 PM	1	103	22	0	6	0	0	0	0	0	0	0	0	**132**
4:00 PM	1	107	23	0	4	0	0	0	0	0	0	0	0	**135**
5:00 PM	0	114	21	1	2	0	0	0	0	0	0	0	0	**138**
6:00 PM	2	92	18	0	3	0	0	0	0	0	0	0	0	**115**
7:00 PM	0	69	9	0	1	0	0	0	0	0	0	0	0	**79**
8:00 PM	1	60	10	0	1	0	0	0	0	0	0	0	0	**72**
9:00 PM	0	54	2	0	0	0	0	0	0	0	0	0	0	**56**
10:00 PM	1	40	2	0	0	0	0	0	0	0	0	0	0	**43**
11:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
Total	**11**	**1,271**	**201**	**1**	**59**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,549**
Percent	**0.7%**	**82.1%**	**13.0%**	**0.1%**	**3.8%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Wednesday, May 12, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	13	6	0	4	0	0	0	0	0	0	0	0	**23**
6:00 AM	1	35	16	0	7	0	0	0	0	0	0	0	0	**59**
7:00 AM	0	63	26	1	10	0	0	0	0	0	0	0	0	**100**
8:00 AM	1	73	25	0	8	1	0	0	0	0	0	0	0	**108**
9:00 AM	0	41	24	0	2	0	0	0	0	0	0	0	0	**67**
10:00 AM	1	40	23	0	12	0	0	0	0	0	0	0	0	**76**
11:00 AM	2	80	28	0	9	0	0	0	0	0	0	0	0	**119**
12:00 PM	2	50	19	0	9	0	0	1	0	0	0	0	0	**81**
1:00 PM	1	50	32	0	3	0	0	0	0	0	0	0	0	**86**
2:00 PM	2	54	19	0	7	0	0	0	0	0	0	0	1	**83**
3:00 PM	1	66	40	0	9	0	0	0	0	0	0	0	0	**116**
4:00 PM	4	83	25	0	8	0	0	0	0	0	0	0	0	**120**
5:00 PM	2	54	18	0	10	0	0	0	0	0	0	0	0	**84**
6:00 PM	0	61	22	0	3	0	0	0	0	0	0	0	0	**86**
7:00 PM	0	61	22	0	4	1	0	0	0	0	0	0	0	**88**
8:00 PM	1	37	20	0	2	1	0	0	0	0	0	0	0	**61**
9:00 PM	0	46	10	0	0	0	0	0	0	0	0	0	0	**56**
10:00 PM	0	19	8	0	3	0	0	0	0	0	0	0	0	**30**
11:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	**22**
Total	**18**	**965**	**399**	**1**	**113**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1,501**
Percent	**1.2%**	**64.3%**	**26.6%**	**0.1%**	**7.5%**	**0.2%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Thursday, May 13, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	22	1	0	2	0	0	0	0	0	0	0	0	**25**
7:00 AM	1	67	14	0	4	0	0	0	0	0	0	0	0	**86**
8:00 AM	1	70	10	0	3	0	0	0	0	0	0	0	0	**84**
9:00 AM	0	40	10	0	5	0	0	0	0	0	0	0	0	**55**
10:00 AM	0	46	14	0	3	0	0	0	0	0	0	0	0	**63**
11:00 AM	0	73	16	0	3	0	0	0	0	0	0	0	0	**92**
12:00 PM	1	59	12	0	5	0	0	0	0	0	0	0	0	**77**
1:00 PM	3	65	9	0	6	0	0	0	0	0	0	0	0	**83**
2:00 PM	0	100	13	0	10	0	0	0	0	0	0	0	0	**123**
3:00 PM	0	114	12	0	5	0	0	1	1	0	0	0	0	**133**
4:00 PM	3	88	25	0	7	0	0	0	0	0	0	0	0	**123**
5:00 PM	1	129	24	0	3	0	0	0	0	0	0	0	0	**157**
6:00 PM	1	73	20	0	3	0	0	0	0	0	0	0	0	**97**
7:00 PM	0	92	12	0	2	0	0	0	0	0	0	0	0	**106**
8:00 PM	0	55	7	0	1	0	0	0	0	0	0	0	0	**63**
9:00 PM	0	59	11	0	3	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**
11:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
Total	**11**	**1,224**	**219**	**0**	**65**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1,522**
Percent	**0.7%**	**80.4%**	**14.4%**	**0.0%**	**4.3%**	**0.1%**	**0.0%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Thursday, May 13, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
1:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	7	2	0	2	0	0	0	0	0	0	0	0	**11**
5:00 AM	0	17	7	0	6	0	0	0	0	0	0	0	0	**30**
6:00 AM	0	30	14	1	6	0	0	0	0	0	0	0	0	**51**
7:00 AM	0	72	26	0	8	0	0	0	0	0	0	0	0	**106**
8:00 AM	3	75	35	0	7	0	0	0	0	0	0	0	0	**120**
9:00 AM	1	40	19	0	6	0	0	0	0	0	0	0	0	**66**
10:00 AM	0	45	12	0	15	0	0	0	0	0	0	0	0	**72**
11:00 AM	1	70	30	0	10	0	0	0	0	0	0	0	0	**111**
12:00 PM	1	55	29	0	11	0	0	0	0	0	0	0	0	**96**
1:00 PM	1	42	16	0	4	0	0	0	0	0	0	0	0	**63**
2:00 PM	1	61	22	0	8	0	0	0	0	0	0	0	0	**92**
3:00 PM	1	76	21	0	9	0	0	0	0	0	0	0	0	**107**
4:00 PM	2	62	28	0	9	0	0	0	0	0	0	0	0	**101**
5:00 PM	6	67	28	0	11	0	0	0	0	0	0	0	0	**112**
6:00 PM	1	77	30	0	5	0	0	0	0	0	0	0	0	**113**
7:00 PM	1	69	27	0	4	0	0	0	0	0	0	0	0	**101**
8:00 PM	1	41	9	0	4	0	0	0	1	0	0	0	0	**56**
9:00 PM	0	32	11	0	1	0	0	0	0	0	0	0	0	**44**
10:00 PM	1	19	11	0	2	0	0	0	0	0	0	0	0	**33**
11:00 PM	0	9	6	0	1	0	0	0	0	0	0	0	0	**16**
Total	**21**	**979**	**392**	**1**	**132**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1,526**
Percent	**1.4%**	**64.2%**	**25.7%**	**0.1%**	**8.7%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	22	2	0	3	0	0	0	0	0	0	0	0	**27**
7:00 AM	1	70	12	0	6	0	0	0	0	0	0	0	0	**89**
8:00 AM	1	74	8	0	5	0	0	0	0	0	0	0	0	**88**
9:00 AM	0	45	10	0	3	0	0	0	0	0	0	0	0	**58**
10:00 AM	0	54	12	0	3	0	0	0	0	0	0	0	0	**69**
11:00 AM	0	72	11	0	2	1	0	0	0	0	0	0	0	**86**
12:00 PM	1	60	9	0	5	1	0	0	0	0	0	0	0	**76**
1:00 PM	2	67	9	0	4	0	0	0	0	0	0	0	0	**82**
2:00 PM	1	86	13	0	8	0	0	0	0	0	0	0	0	**108**
3:00 PM	1	108	18	0	6	0	0	0	0	0	0	0	0	**133**
4:00 PM	1	97	24	0	4	0	0	0	0	0	0	0	0	**126**
5:00 PM	1	121	23	0	3	0	0	0	0	0	0	0	0	**148**
6:00 PM	1	92	15	0	2	0	0	0	0	0	0	0	0	**110**
7:00 PM	0	79	11	0	1	0	0	0	0	0	0	0	0	**91**
8:00 PM	1	58	8	0	1	0	0	0	0	0	0	0	0	**68**
9:00 PM	0	57	7	0	1	0	0	0	0	0	0	0	0	**65**
10:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
Total	**11**	**1,247**	**199**	**0**	**57**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,516**
Percent	**0.7%**	**82.3%**	**13.1%**	**0.0%**	**3.8%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	17	6	0	5	0	0	0	0	0	0	0	0	**28**
6:00 AM	1	34	15	0	6	0	0	0	0	0	0	0	0	**56**
7:00 AM	0	70	26	0	8	0	0	0	0	0	0	0	0	**104**
8:00 AM	2	76	30	0	8	0	0	0	0	0	0	0	0	**116**
9:00 AM	1	40	20	0	4	0	0	0	0	0	0	0	0	**65**
10:00 AM	0	38	17	0	13	0	0	0	0	0	0	0	0	**68**
11:00 AM	1	74	32	0	10	0	0	0	0	0	0	0	0	**117**
12:00 PM	1	55	22	0	9	1	0	0	0	0	0	0	0	**88**
1:00 PM	1	43	22	0	5	0	0	0	0	0	0	0	0	**71**
2:00 PM	2	59	21	0	7	0	0	0	0	0	0	0	0	**89**
3:00 PM	1	69	29	0	8	0	0	0	0	0	0	0	0	**107**
4:00 PM	3	70	27	0	9	0	0	0	0	0	0	0	0	**109**
5:00 PM	4	59	23	0	9	0	0	0	0	0	0	0	0	**95**
6:00 PM	1	67	25	0	5	0	0	0	0	0	0	0	0	**98**
7:00 PM	1	69	24	0	5	0	0	0	0	0	0	0	0	**99**
8:00 PM	1	41	15	0	3	0	0	0	0	0	0	0	0	**60**
9:00 PM	0	36	12	0	2	0	0	0	0	0	0	0	0	**50**
10:00 PM	0	22	8	0	2	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
Total	**20**	**970**	**388**	**0**	**121**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,500**
Percent	**1.3%**	**64.7%**	**25.9%**	**0.0%**	**8.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

3-Day (Tuesday - Thursday) Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	22	2	0	3	0	0	0	0	0	0	0	0	**27**
7:00 AM	1	70	12	0	6	0	0	0	0	0	0	0	0	**89**
8:00 AM	1	74	8	0	5	0	0	0	0	0	0	0	0	**88**
9:00 AM	0	45	10	0	3	0	0	0	0	0	0	0	0	**58**
10:00 AM	0	54	12	0	3	0	0	0	0	0	0	0	0	**69**
11:00 AM	0	72	11	0	2	1	0	0	0	0	0	0	0	**86**
12:00 PM	1	60	9	0	5	1	0	0	0	0	0	0	0	**76**
1:00 PM	2	67	9	0	4	0	0	0	0	0	0	0	0	**82**
2:00 PM	1	86	13	0	8	0	0	0	0	0	0	0	0	**108**
3:00 PM	1	108	18	0	6	0	0	0	0	0	0	0	0	**133**
4:00 PM	1	97	24	0	4	0	0	0	0	0	0	0	0	**126**
5:00 PM	1	121	23	0	3	0	0	0	0	0	0	0	0	**148**
6:00 PM	1	92	15	0	2	0	0	0	0	0	0	0	0	**110**
7:00 PM	0	79	11	0	1	0	0	0	0	0	0	0	0	**91**
8:00 PM	1	58	8	0	1	0	0	0	0	0	0	0	0	**68**
9:00 PM	0	57	7	0	1	0	0	0	0	0	0	0	0	**65**
10:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
Total	**11**	**1,247**	**199**	**0**	**57**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,516**
Percent	**0.7%**	**82.3%**	**13.1%**	**0.0%**	**3.8%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	17	6	0	5	0	0	0	0	0	0	0	0	**28**
6:00 AM	1	34	15	0	6	0	0	0	0	0	0	0	0	**56**
7:00 AM	0	70	26	0	8	0	0	0	0	0	0	0	0	**104**
8:00 AM	2	76	30	0	8	0	0	0	0	0	0	0	0	**116**
9:00 AM	1	40	20	0	4	0	0	0	0	0	0	0	0	**65**
10:00 AM	0	38	17	0	13	0	0	0	0	0	0	0	0	**68**
11:00 AM	1	74	32	0	10	0	0	0	0	0	0	0	0	**117**
12:00 PM	1	55	22	0	9	1	0	0	0	0	0	0	0	**88**
1:00 PM	1	43	22	0	5	0	0	0	0	0	0	0	0	**71**
2:00 PM	2	59	21	0	7	0	0	0	0	0	0	0	0	**89**
3:00 PM	1	69	29	0	8	0	0	0	0	0	0	0	0	**107**
4:00 PM	3	70	27	0	9	0	0	0	0	0	0	0	0	**109**
5:00 PM	4	59	23	0	9	0	0	0	0	0	0	0	0	**95**
6:00 PM	1	67	25	0	5	0	0	0	0	0	0	0	0	**98**
7:00 PM	1	69	24	0	5	0	0	0	0	0	0	0	0	**99**
8:00 PM	1	41	15	0	3	0	0	0	0	0	0	0	0	**60**
9:00 PM	0	36	12	0	2	0	0	0	0	0	0	0	0	**50**
10:00 PM	0	22	8	0	2	0	0	0	0	0	0	0	0	**32**
11:00 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
Total	**20**	**970**	**388**	**0**	**121**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,500**
Percent	**1.3%**	**64.7%**	**25.9%**	**0.0%**	**8.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Vehicle Speed Report Summary

Location: Runnymede St BTWN Cooley Ave & Clarke Ave

Count Direction: Eastbound / Westbound

Date Range: 5/11/2021 to 5/13/2021

Site Code: 12

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	34	80	298	1,136	1,861	911	186	46	7	2	1	1	0	0	0	0	0	4,563
Percent	0.7%	1.8%	6.5%	24.9%	40.8%	20.0%	4.1%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	33	80	160	739	1,546	1,264	498	148	37	10	3	1	0	0	0	0	0	4,519
Percent	0.7%	1.8%	3.5%	16.4%	34.2%	28.0%	11.0%	3.3%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	67	160	458	1,875	3,407	2,175	684	194	44	12	4	2	0	0	0	0	0	9,082
Percent	0.7%	1.8%	5.0%	20.6%	37.5%	23.9%	7.5%	2.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.8	mph
85th Percentile	31.9	mph	10 mph Pace	22.0 - 32.0	mph
95th Percentile	35.2	mph	Percent in Pace	70.3	%
Westbound			**Westbound**		
50th Percentile (Median)	29.1	mph	Mean (Average) Speed	29.2	mph
85th Percentile	35.1	mph	10 mph Pace	24.6 - 34.6	mph
95th Percentile	39.4	mph	Percent in Pace	62.5	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Tuesday, May 11, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	4	1	0	1	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	1	0	3	4	5	0	1	0	0	0	0	0	0	0	0	0	**14**
6:00 AM	1	0	9	4	11	3	1	0	0	0	0	0	0	0	0	0	0	**29**
7:00 AM	0	0	1	23	41	14	3	2	0	0	0	0	0	0	0	0	0	**84**
8:00 AM	1	2	6	26	42	16	1	1	0	0	0	0	0	0	0	0	0	**95**
9:00 AM	0	2	8	17	19	4	3	0	0	0	0	0	0	0	0	0	0	**53**
10:00 AM	0	2	5	16	28	11	3	0	0	0	0	0	0	0	0	0	0	**65**
11:00 AM	1	0	7	25	27	18	4	0	0	0	0	0	0	0	0	0	0	**82**
12:00 PM	1	1	5	18	31	7	4	1	0	0	0	0	0	0	0	0	0	**68**
1:00 PM	2	1	5	17	32	22	3	1	0	0	0	0	0	0	0	0	0	**83**
2:00 PM	2	1	1	14	47	23	4	1	0	0	0	0	0	0	0	0	0	**93**
3:00 PM	2	4	4	20	65	31	6	0	1	0	0	1	0	0	0	0	0	**134**
4:00 PM	0	1	13	19	51	30	5	2	0	0	0	0	0	0	0	0	0	**121**
5:00 PM	0	1	7	42	60	26	9	3	0	0	1	0	0	0	0	0	0	**149**
6:00 PM	0	0	3	29	52	30	5	0	0	0	0	0	0	0	0	0	0	**119**
7:00 PM	1	1	9	25	36	14	1	1	0	0	0	0	0	0	0	0	0	**88**
8:00 PM	1	0	4	18	35	9	1	2	0	0	0	0	0	0	0	0	0	**70**
9:00 PM	0	0	11	18	25	11	3	0	0	0	0	0	0	0	0	0	0	**68**
10:00 PM	0	1	6	7	13	8	0	0	0	0	0	0	0	0	0	0	0	**35**
11:00 PM	0	0	0	2	8	5	2	0	0	0	0	0	0	0	0	0	0	**17**
Total	**12**	**18**	**104**	**353**	**636**	**290**	**58**	**18**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1,492**
Percent	**0.8%**	**1.2%**	**7.0%**	**23.7%**	**42.6%**	**19.4%**	**3.9%**	**1.2%**	**0.1%**	**0.0%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.9	mph
85th Percentile	31.9	mph	10 mph Pace	22.4 - 32.4	mph
95th Percentile	35.2	mph	Percent in Pace	71.1	%

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Tuesday, May 11, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	3	1	2	2	2	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	0	0	4	6	11	3	4	2	0	0	0	0	0	0	0	0	**30**
6:00 AM	0	0	2	10	15	18	9	3	3	0	0	0	0	0	0	0	0	**60**
7:00 AM	0	0	3	12	31	37	17	8	1	0	0	0	0	0	0	0	0	**109**
8:00 AM	0	1	2	13	56	29	15	5	1	0	0	0	0	0	0	0	0	**122**
9:00 AM	0	1	1	11	22	19	5	1	1	0	0	0	0	0	0	0	0	**61**
10:00 AM	0	0	1	11	25	11	8	3	0	1	0	0	0	0	0	0	0	**60**
11:00 AM	1	1	1	17	44	42	11	3	1	0	0	0	0	0	0	0	0	**121**
12:00 PM	0	1	4	7	25	32	14	3	0	0	0	0	0	0	0	0	0	**86**
1:00 PM	2	0	0	11	18	20	8	2	1	0	0	0	0	0	0	0	0	**62**
2:00 PM	1	1	0	11	25	32	12	7	4	0	0	0	0	0	0	0	0	**93**
3:00 PM	0	3	5	17	39	20	11	4	1	1	0	0	0	0	0	0	0	**101**
4:00 PM	0	2	3	13	34	35	13	4	1	0	0	0	0	0	0	0	0	**105**
5:00 PM	1	2	6	8	29	36	4	5	0	0	0	0	0	0	0	0	0	**91**
6:00 PM	1	0	6	17	37	27	9	0	1	0	0	0	0	0	0	0	0	**98**
7:00 PM	0	3	5	26	48	21	3	0	2	0	1	0	0	0	0	0	0	**109**
8:00 PM	0	1	2	16	19	21	5	3	0	0	0	0	0	0	0	0	0	**67**
9:00 PM	0	1	2	7	22	15	2	1	0	0	0	0	0	0	0	0	0	**50**
10:00 PM	0	0	2	6	13	10	3	0	0	0	0	0	0	0	0	0	0	**34**
11:00 PM	0	0	0	0	5	2	0	1	0	0	0	0	0	0	0	0	0	**8**
Total	**6**	**18**	**45**	**222**	**519**	**444**	**157**	**59**	**19**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1,492**
Percent	**0.4%**	**1.2%**	**3.0%**	**14.9%**	**34.8%**	**29.8%**	**10.5%**	**4.0%**	**1.3%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.4	mph	Mean (Average) Speed	29.6	mph
85th Percentile	35.3	mph	10 mph Pace	24.6 - 34.6	mph
95th Percentile	40.5	mph	Percent in Pace	64.88	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Wednesday, May 12, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	1	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	0	0	2	1	5	1	0	0	0	0	0	0	0	0	0	0	**9**
6:00 AM	0	0	5	8	11	4	0	0	0	0	0	0	0	0	0	0	0	**28**
7:00 AM	2	2	5	28	44	13	2	1	0	0	0	0	0	0	0	0	0	**97**
8:00 AM	1	4	8	19	29	18	5	1	0	0	0	0	0	0	0	0	0	**85**
9:00 AM	0	0	6	18	25	17	1	0	0	0	0	0	0	0	0	0	0	**67**
10:00 AM	0	1	3	23	31	15	5	1	0	0	0	0	0	0	0	0	0	**79**
11:00 AM	0	1	5	16	41	17	4	0	1	0	0	0	0	0	0	0	0	**85**
12:00 PM	1	0	12	22	28	15	5	0	0	0	0	0	0	0	0	0	0	**83**
1:00 PM	0	1	2	19	32	22	6	0	0	0	0	0	0	0	0	0	0	**82**
2:00 PM	1	4	3	20	51	26	4	0	0	0	0	0	0	0	0	0	0	**109**
3:00 PM	1	2	10	28	49	30	8	3	1	0	0	0	0	0	0	0	0	**132**
4:00 PM	1	0	1	31	48	44	8	2	0	0	0	0	0	0	0	0	0	**135**
5:00 PM	0	2	7	27	54	38	7	3	0	0	0	0	0	0	0	0	0	**138**
6:00 PM	1	4	9	20	48	30	2	0	1	0	0	0	0	0	0	0	0	**115**
7:00 PM	0	3	4	16	34	17	4	1	0	0	0	0	0	0	0	0	0	**79**
8:00 PM	0	2	6	24	26	9	4	1	0	0	0	0	0	0	0	0	0	**72**
9:00 PM	1	0	4	17	24	6	2	2	0	0	0	0	0	0	0	0	0	**56**
10:00 PM	0	4	1	8	18	6	4	1	1	0	0	0	0	0	0	0	0	**43**
11:00 PM	0	0	0	3	14	4	0	0	0	0	0	0	0	0	0	0	0	**21**
Total	**10**	**31**	**91**	**354**	**625**	**345**	**73**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,549**
Percent	**0.6%**	**2.0%**	**5.9%**	**22.9%**	**40.3%**	**22.3%**	**4.7%**	**1.0%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	27.3	mph	Mean (Average) Speed	27.1	mph
85th Percentile	31.9	mph	10 mph Pace	22.6 - 32.6	mph
95th Percentile	35.7	mph	Percent in Pace	71.0	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Wednesday, May 12, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	0	0	2	1	1	2	1	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	0	1	1	5	6	6	3	1	0	0	0	0	0	0	0	0	**23**
6:00 AM	0	1	1	8	16	16	9	5	2	1	0	0	0	0	0	0	0	**59**
7:00 AM	0	1	3	16	26	33	16	5	0	0	0	0	0	0	0	0	0	**100**
8:00 AM	1	1	3	18	34	31	17	2	1	0	0	0	0	0	0	0	0	**108**
9:00 AM	1	0	1	7	21	26	10	0	0	0	1	0	0	0	0	0	0	**67**
10:00 AM	0	0	3	8	27	20	11	5	1	0	1	0	0	0	0	0	0	**76**
11:00 AM	0	4	2	17	38	43	11	4	0	0	0	0	0	0	0	0	0	**119**
12:00 PM	2	2	3	3	30	26	14	0	1	0	0	0	0	0	0	0	0	**81**
1:00 PM	2	0	5	6	31	25	12	4	0	1	0	0	0	0	0	0	0	**86**
2:00 PM	1	2	2	15	31	22	8	1	1	0	0	0	0	0	0	0	0	**83**
3:00 PM	2	3	4	17	47	31	12	0	0	0	0	0	0	0	0	0	0	**116**
4:00 PM	1	4	2	23	46	31	10	1	1	1	0	0	0	0	0	0	0	**120**
5:00 PM	1	1	4	14	25	26	12	1	0	0	0	0	0	0	0	0	0	**84**
6:00 PM	0	1	2	17	18	25	18	5	0	0	0	0	0	0	0	0	0	**86**
7:00 PM	1	2	3	21	29	19	10	1	1	1	0	0	0	0	0	0	0	**88**
8:00 PM	0	2	2	11	24	16	4	2	0	0	0	0	0	0	0	0	0	**61**
9:00 PM	1	1	1	14	22	14	1	2	0	0	0	0	0	0	0	0	0	**56**
10:00 PM	0	0	2	4	12	5	4	3	0	0	0	0	0	0	0	0	0	**30**
11:00 PM	0	0	0	5	10	4	3	0	0	0	0	0	0	0	0	0	0	**22**
Total	**13**	**26**	**45**	**231**	**503**	**431**	**192**	**45**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1,501**
Percent	**0.9%**	**1.7%**	**3.0%**	**15.4%**	**33.5%**	**28.7%**	**12.8%**	**3.0%**	**0.6%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.2	mph	Mean (Average) Speed	29.4	mph
85th Percentile	35.5	mph	10 mph Pace	24.3 - 34.3	mph
95th Percentile	39.0	mph	Percent in Pace	62.56	%

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Thursday, May 13, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	3	1	1	0	0	1	0	0	0	0	0	0	0	**9**
1:00 AM	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	0	1	8	12	3	1	0	0	0	0	0	0	0	0	0	0	**25**
7:00 AM	1	1	3	26	37	16	2	0	0	0	0	0	0	0	0	0	0	**86**
8:00 AM	1	1	4	25	36	13	4	0	0	0	0	0	0	0	0	0	0	**84**
9:00 AM	3	5	8	14	16	7	2	0	0	0	0	0	0	0	0	0	0	**55**
10:00 AM	0	0	3	18	28	8	4	2	0	0	0	0	0	0	0	0	0	**63**
11:00 AM	0	1	8	21	37	21	3	1	0	0	0	0	0	0	0	0	0	**92**
12:00 PM	1	2	8	13	32	16	2	3	0	0	0	0	0	0	0	0	0	**77**
1:00 PM	2	4	7	19	32	16	3	0	0	0	0	0	0	0	0	0	0	**83**
2:00 PM	0	1	1	27	53	30	9	1	1	0	0	0	0	0	0	0	0	**123**
3:00 PM	0	3	3	41	57	25	4	0	0	0	0	0	0	0	0	0	0	**133**
4:00 PM	0	2	5	29	51	28	5	3	0	0	0	0	0	0	0	0	0	**123**
5:00 PM	1	4	18	51	56	23	3	1	0	0	0	0	0	0	0	0	0	**157**
6:00 PM	1	1	7	31	33	20	2	1	0	1	0	0	0	0	0	0	0	**97**
7:00 PM	0	3	10	37	46	7	3	0	0	0	0	0	0	0	0	0	0	**106**
8:00 PM	0	0	6	26	20	10	1	0	0	0	0	0	0	0	0	0	0	**63**
9:00 PM	1	3	4	24	21	14	5	0	1	0	0	0	0	0	0	0	0	**73**
10:00 PM	0	0	3	7	15	8	0	0	0	0	0	0	0	0	0	0	0	**33**
11:00 PM	0	0	3	6	8	0	0	0	0	0	0	0	0	0	0	0	0	**17**
Total	**12**	**31**	**103**	**429**	**600**	**276**	**55**	**12**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,522**
Percent	**0.8%**	**2.0%**	**6.8%**	**28.2%**	**39.4%**	**18.1%**	**3.6%**	**0.8%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	26.6	mph	Mean (Average) Speed	26.4	mph
85th Percentile	31.7	mph	10 mph Pace	21.1 - 31.1	mph
95th Percentile	34.9	mph	Percent in Pace	69.6	%

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Thursday, May 13, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	**7**
1:00 AM	0	0	1	2	1	2	0	1	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	1	1	2	2	0	1	1	0	0	0	0	0	0	0	0	**8**
4:00 AM	1	1	0	0	3	4	1	0	1	0	0	0	0	0	0	0	0	**11**
5:00 AM	0	0	0	1	3	14	6	5	1	0	0	0	0	0	0	0	0	**30**
6:00 AM	0	1	0	9	15	13	9	4	0	0	0	0	0	0	0	0	0	**51**
7:00 AM	0	0	3	20	43	27	10	3	0	0	0	0	0	0	0	0	0	**106**
8:00 AM	1	3	3	14	49	33	16	1	0	0	0	0	0	0	0	0	0	**120**
9:00 AM	1	2	3	9	18	28	4	0	1	0	0	0	0	0	0	0	0	**66**
10:00 AM	0	2	2	14	27	22	3	2	0	0	0	0	0	0	0	0	0	**72**
11:00 AM	1	1	2	17	38	32	14	6	0	0	0	0	0	0	0	0	0	**111**
12:00 PM	1	1	5	22	32	24	7	2	2	0	0	0	0	0	0	0	0	**96**
1:00 PM	0	3	3	8	24	12	10	2	1	0	0	0	0	0	0	0	0	**63**
2:00 PM	2	1	0	15	32	25	14	3	0	0	0	0	0	0	0	0	0	**92**
3:00 PM	2	3	8	25	39	19	6	3	1	1	0	0	0	0	0	0	0	**107**
4:00 PM	0	1	3	14	36	29	14	3	0	1	0	0	0	0	0	0	0	**101**
5:00 PM	0	8	12	25	35	20	8	2	1	1	0	0	0	0	0	0	0	**112**
6:00 PM	3	1	10	35	38	19	7	0	0	0	0	0	0	0	0	0	0	**113**
7:00 PM	0	5	10	24	37	19	6	0	0	0	0	0	0	0	0	0	0	**101**
8:00 PM	1	2	3	12	15	14	5	3	0	1	0	0	0	0	0	0	0	**56**
9:00 PM	1	0	1	9	14	15	4	0	0	0	0	0	0	0	0	0	0	**44**
10:00 PM	0	1	0	5	12	11	3	0	0	0	0	1	0	0	0	0	0	**33**
11:00 PM	0	0	0	1	9	2	1	3	0	0	0	0	0	0	0	0	0	**16**
Total	**14**	**36**	**70**	**286**	**524**	**389**	**149**	**44**	**9**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1,526**
Percent	**0.9%**	**2.4%**	**4.6%**	**18.7%**	**34.3%**	**25.5%**	**9.8%**	**2.9%**	**0.6%**	**0.3%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	28.4	mph	Mean (Average) Speed	28.5	mph
85th Percentile	34.7	mph	10 mph Pace	23.3 - 33.3	mph
95th Percentile	38.9	mph	Percent in Pace	61.4	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	3	2	1	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	0	5	7	11	3	1	0	0	0	0	0	0	0	0	0	0	**27**
7:00 AM	1	1	3	26	41	14	2	1	0	0	0	0	0	0	0	0	0	**89**
8:00 AM	1	2	6	23	36	16	3	1	0	0	0	0	0	0	0	0	0	**88**
9:00 AM	1	2	7	16	20	9	2	0	0	0	0	0	0	0	0	0	0	**57**
10:00 AM	0	1	4	19	29	11	4	1	0	0	0	0	0	0	0	0	0	**69**
11:00 AM	0	1	7	21	35	19	4	0	0	0	0	0	0	0	0	0	0	**87**
12:00 PM	1	1	8	18	30	13	4	1	0	0	0	0	0	0	0	0	0	**76**
1:00 PM	1	2	5	18	32	20	4	0	0	0	0	0	0	0	0	0	0	**82**
2:00 PM	1	2	2	20	50	26	6	1	0	0	0	0	0	0	0	0	0	**108**
3:00 PM	1	3	6	30	57	29	6	1	1	0	0	0	0	0	0	0	0	**134**
4:00 PM	0	1	6	26	50	34	6	2	0	0	0	0	0	0	0	0	0	**125**
5:00 PM	0	2	11	40	57	29	6	2	0	0	0	0	0	0	0	0	0	**147**
6:00 PM	1	2	6	27	44	27	3	0	0	0	0	0	0	0	0	0	0	**110**
7:00 PM	0	2	8	26	39	13	3	1	0	0	0	0	0	0	0	0	0	**92**
8:00 PM	0	1	5	23	27	9	2	1	0	0	0	0	0	0	0	0	0	**68**
9:00 PM	1	1	6	20	23	10	3	1	0	0	0	0	0	0	0	0	0	**65**
10:00 PM	0	2	3	7	15	7	1	0	0	0	0	0	0	0	0	0	0	**35**
11:00 PM	0	0	1	4	10	3	1	0	0	0	0	0	0	0	0	0	0	**19**
Total	**9**	**26**	**99**	**380**	**619**	**303**	**62**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,512**
Percent	**0.6%**	**1.7%**	**6.5%**	**25.1%**	**40.9%**	**20.0%**	**4.1%**	**0.9%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	27.0	mph	Mean (Average) Speed	26.8	mph
85th Percentile	31.9	mph	10 mph Pace	22.0 - 32.0	mph
95th Percentile	35.2	mph	Percent in Pace	70.3	%

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 to 5/13/2021
Site Code: 12

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	3	2	1	1	1	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	**6**
2:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	**6**
4:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 AM	0	0	0	2	5	10	5	4	1	0	0	0	0	0	0	0	0	**27**
6:00 AM	0	1	1	9	15	16	9	4	2	0	0	0	0	0	0	0	0	**57**
7:00 AM	0	0	3	16	33	32	14	5	0	0	0	0	0	0	0	0	0	**103**
8:00 AM	1	2	3	15	46	31	16	3	1	0	0	0	0	0	0	0	0	**118**
9:00 AM	1	1	2	9	20	24	6	0	1	0	0	0	0	0	0	0	0	**64**
10:00 AM	0	1	2	11	26	18	7	3	0	0	0	0	0	0	0	0	0	**68**
11:00 AM	1	2	2	17	40	39	12	4	0	0	0	0	0	0	0	0	0	**117**
12:00 PM	1	1	4	11	29	27	12	2	1	0	0	0	0	0	0	0	0	**88**
1:00 PM	1	1	3	8	24	19	10	3	1	0	0	0	0	0	0	0	0	**70**
2:00 PM	1	1	1	14	29	26	11	4	2	0	0	0	0	0	0	0	0	**89**
3:00 PM	1	3	6	20	42	23	10	2	1	1	0	0	0	0	0	0	0	**109**
4:00 PM	0	2	3	17	39	32	12	3	1	1	0	0	0	0	0	0	0	**110**
5:00 PM	1	4	7	16	30	27	8	3	0	0	0	0	0	0	0	0	0	**96**
6:00 PM	1	1	6	23	31	24	11	2	0	0	0	0	0	0	0	0	0	**99**
7:00 PM	0	3	6	24	38	20	6	0	1	0	0	0	0	0	0	0	0	**98**
8:00 PM	0	2	2	13	19	17	5	3	0	0	0	0	0	0	0	0	0	**61**
9:00 PM	1	1	1	10	19	15	2	1	0	0	0	0	0	0	0	0	0	**50**
10:00 PM	0	0	1	5	12	9	3	1	0	0	0	0	0	0	0	0	0	**31**
11:00 PM	0	0	0	2	8	3	1	1	0	0	0	0	0	0	0	0	0	**15**
Total	**10**	**27**	**53**	**248**	**513**	**422**	**163**	**50**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,500**
Percent	**0.7%**	**1.8%**	**3.5%**	**16.5%**	**34.2%**	**28.1%**	**10.9%**	**3.3%**	**0.8%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Note: Average only condsidered on days with 24-hours of data.

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	29.1	mph	Mean (Average) Speed	29.2	mph
85th Percentile	35.1	mph	10 mph Pace	24.6 - 34.6	mph
95th Percentile	39.4	mph	Percent in Pace	62.5	%

Location: Runnymede St BTWN Cooley Ave & Clarke Ave
Date Range: 5/11/2021 - 5/17/2021
Site Code: 12

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	5/11/2021			5/12/2021			5/13/2021			5/14/2021			5/15/2021			5/16/2021			5/17/2021					
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	10	11	21	10	9	19	9	7	16	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
1:00 AM	2	3	5	7	7	14	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
2:00 AM	4	3	7	8	4	12	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	5	3	9
3:00 AM	4	5	9	5	9	14	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	4	7	12
4:00 AM	5	3	8	4	7	11	3	11	14	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
5:00 AM	14	30	44	9	23	32	5	30	35	-	-	-	-	-	-	-	-	-	-	-	-	9	28	37
6:00 AM	29	60	89	28	59	87	25	51	76	-	-	-	-	-	-	-	-	-	-	-	-	27	57	84
7:00 AM	84	109	193	**97**	100	197	86	106	192	-	-	-	-	-	-	-	-	-	-	-	-	**89**	105	194
8:00 AM	**95**	**122**	**217**	85	108	193	84	**120**	**204**	-	-	-	-	-	-	-	-	-	-	-	-	88	117	**205**
9:00 AM	53	61	114	67	67	134	55	66	121	-	-	-	-	-	-	-	-	-	-	-	-	58	65	123
10:00 AM	65	60	125	79	76	155	63	72	135	-	-	-	-	-	-	-	-	-	-	-	-	69	69	138
11:00 AM	82	121	203	85	**119**	**204**	**92**	111	203	-	-	-	-	-	-	-	-	-	-	-	-	86	**117**	203
12:00 PM	68	86	154	83	81	164	77	96	173	-	-	-	-	-	-	-	-	-	-	-	-	76	88	164
1:00 PM	83	62	145	82	86	168	83	63	146	-	-	-	-	-	-	-	-	-	-	-	-	83	70	153
2:00 PM	93	93	186	109	83	192	123	92	215	-	-	-	-	-	-	-	-	-	-	-	-	108	89	198
3:00 PM	134	101	235	132	116	248	133	107	240	-	-	-	-	-	-	-	-	-	-	-	-	133	108	241
4:00 PM	121	105	226	135	**120**	**255**	123	101	224	-	-	-	-	-	-	-	-	-	-	-	-	126	**109**	235
5:00 PM	**149**	91	**240**	**138**	84	222	**157**	112	**269**	-	-	-	-	-	-	-	-	-	-	-	-	**148**	96	**244**
6:00 PM	119	98	217	115	86	201	97	**113**	210	-	-	-	-	-	-	-	-	-	-	-	-	110	99	209
7:00 PM	88	**109**	197	79	88	167	106	101	207	-	-	-	-	-	-	-	-	-	-	-	-	91	99	190
8:00 PM	70	67	137	72	61	133	63	56	119	-	-	-	-	-	-	-	-	-	-	-	-	68	61	130
9:00 PM	68	50	118	56	56	112	73	44	117	-	-	-	-	-	-	-	-	-	-	-	-	66	50	116
10:00 PM	35	34	69	43	30	73	33	33	66	-	-	-	-	-	-	-	-	-	-	-	-	37	32	69
11:00 PM	17	8	25	21	22	43	17	16	33	-	-	-	-	-	-	-	-	-	-	-	-	18	15	34
Total	1,492	1,492	2,984	1,549	1,501	3,050	1,522	1,526	3,048	-	-	-	-	-	-	-	-	-	-	-	-	1,521	1,506	3,027
Percent	50%	50%	-	51%	49%	-	50%	50%	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	-
AM Peak	08:00	08:00	08:00	07:00	11:00	11:00	11:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	08:00
Vol.	95	122	217	97	119	204	92	120	204	-	-	-	-	-	-	-	-	-	-	-	-	89	117	205
PM Peak	17:00	19:00	17:00	17:00	16:00	16:00	17:00	18:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	17:00
Vol.	149	109	240	138	120	255	157	113	269	-	-	-	-	-	-	-	-	-	-	-	-	148	109	244

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

CONSENT ITEM 3.3

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Batool Zaro, Associate Engineer
Jeff Liu, Police Chief
Humza Javed, Public Works Director

SUBJECT: City's Response to the San Mateo County's Grand Jury Report "Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County"

Recommendation

Adopt a resolution:

1. Approving the City's response to the San Mateo County's Civil grand jury report "Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County"; and

2. Authorizing the City Manager to submit the response on behalf of the City the San Mateo County Civil Grand Jury's report (Bike Safety in San Mateo County: Making Bicycling Safer in the County) to the San Mateo Superior Court

Alignment with City Council Strategic Plan

This recommendation is primarily aligned with:

Priority No. 1: Enhance Public Safety and Emergency Preparedness
Priority No. 4: Improve Public Facilities and Infrastructure
Priority No. 6: Create a Healthy and Safe Community

Background

The San Mateo County Civil grand jury is an independent judicial body composed of 19 citizens. The San Mateo County grand jury is a fact-finding body who makes specific recommendations to a wide range of topics to help improve local government operations.

On July 10, 2023, the San Mateo County Civil grand jury issued a report titled “Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County” included as Attachment 3.

The City of East Palo Alto, like other jurisdictions in the County of San Mateo, is required to submit comments on the findings and recommendations pertaining to the matters over which it has some decision-making authority within 90 days. The City Council’s response to the report is due no later than October 10th, 2023. Response letters must be approved by the governing body of each jurisdiction at a public meeting.

The City is required to respond to the Grand Jury Report according to Penal Code 933.05

The grand jury report discusses the importance of improving bicycle safety to increase ridership. It describes that this can be done by:

- Educating bicyclists and motorists about bicycle rules of the road;
- Developing consistent communications among government organizations responsible for bike safety;
- Conducting enforcement details in each jurisdiction to ensure enforcement leads to education; and
- Collecting accurate data about accidents and incidents to support and justify grant applications for the funding of improvements.

The report highlights the benefits of increasing bike ridership. The report emphasizes the health benefits, environmental benefits, traffic congestion reductions, economic benefits, and social benefits.

In January 2023, California amended the California Vehicle Code (CVC). The new law (AB. 1909) requires all motorists to give a bicyclist three feet of clearance when passing on the lefthand side of the bicyclist or (depending on the width of the road) reduce speed appropriately, when passing. (See CVC: 21750 (b) (c) (d)). Actions related to this new law are addressed as part of the recommendations.

Analysis

The grand jury made 9 findings and 7 recommendations in its report.

The City of East Palo Alto’s response to the grand jury’s findings and recommendations are included in Attachment 2.

Fiscal Impact

No Fiscal Impact with this action.

Public Notice

The public was provided notice of this agenda item by posting the City Council agenda on the City's official bulletin board outside City Hall and making the agenda and report available at the City's website and at the San Mateo Co. Library located at 2415 University Avenue, East Palo Alto.

Environmental

The action being considered does not constitute a "Project" within the meaning of the California Environmental Quality Act (CEQA), pursuant to CEQA Guideline section 15378 (b)(5), in that it is a government administrative activity that will not result in direct or indirect changes in the environment.

Attachments:

1. Resolution
2. City of East Palo Alto's Grand Jury Response
3. Grand Jury report titled "Bike Safety in San Mateo County: Making Bicycling Safer in the County."

RESOLUTION NO. XX – 2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO

APPROVING THE CITY'S RESPONSE TO THE SAN MATEO COUNTY'S CIVIL GRAND JURY REPORT TITLED "BIKE SAFETY IN SAN MATEO COUNTY: MAKING BICYCLING SAFER IN SAN MATEO COUNTY" AND AUTHORIZING THE CITY MANANGER TO SUBMIT THE RESPONSE TO THE SAN MATEO SUPERIOR COURT

WHEREAS, on July 10, 2023, the San Mateo County Civil grand jury issued a report titled "Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County"; and

WHEREAS, the City of East Palo Alto ("City"), like other jurisdictions in the County of San Mateo, is required to submit comments on the findings and recommendations on the report by October 10, 2023; and

WHEREAS, the report addresses bike safety in San Mateo County; and

WHEREAS, the City has prepared a response letter to the San Mateo County Civil Grand Jury report.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY:

1. Approves the City's response to San Mateo County's Civil Grand Jury Report "Bike Safety in San Mateo County: Making Bicycling Safer in San Mateo County"; and

2. Authorizes the City Manager to submit the response letter, on behalf of the City, attached hereto as Exhibit A and incorporated herein by this reference, to the San Mateo Superior Court.

PASSED AND ADOPTED this 3rd day of October 2023**,** by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Lisa Gauthier, Mayor

ATTEST:

James Colin, City Clerk

APPROVED AS TO FORM:

John D. Lê, City Attorney

The Honorable Judge Nancy L. Fineman
Judge of the Superior Court
San Mateo County Superior Court
400 County Center, 2nd Floor
Redwood City, CA 94063

Dear Honorable Judge Fineman:

Thank you for the opportunity to review and comment on the San Mateo County Civil Grand Jury Report titled Grand Jury Report: *"Bike Safety in San Mateo County: Making Bicycling Safer in the County"* released on July 10, 2023 ("Report"). The City Council of the City of East Palo Alto approved the following response to the Report at its October 3, 2023, meeting.

The City of East Palo Alto's Response to Each Finding:

F1. Bicycle policy and the approach to ensuring/improving bicycle safety is not consistent across San Mateo County due, at least in part, to:
a. Topography
b. Urban vs. suburban environments
c. Types of bicyclists (commuter, recreational)
d. Varying levels of enforcement of bicycle laws
e. Differing knowledge of bicycle laws and safe practices.

City of East Palo Alto: City of East Palo Alto *agrees* with this finding.

F2. Bicycle ridership as an alternative means of transportation (e.g., commuting to work, school, or transit hubs, running errands) is not increasing due, at least in part, to perceived safety issues.

City of East Palo Alto: City of East Palo Alto dis*agrees* with this finding. The City does not have data to back up this finding, and on that basis, cannot agree (or disagrees) with this finding.

F3. Bicycle accidents and incidents (such as near misses) are underreported, if reported at all.

City of East Palo Alto: City of East Palo Alto dis*agrees* with this finding. The City does not have the data to back up this finding, and on that basis, cannot agree (or disagrees) with this finding.

F4. Only bicycle accidents or incidents that trigger a 911 call are consistently logged in the State (SWITRS) database and law enforcement agencies do not log bicycle accident data consistently.

City of East Palo Alto: City of East Palo Alto dis*agrees* with this finding. The City's Police Department responds to and documents all bicycle related accidents (above and beyond 911 calls). The reports are routinely submitted to SWITRS.

F5. The amount of enforcement of laws, as they pertain to bicyclists and how motorists and bicyclists interact, is inconsistent due to other priorities (e.g., criminal enforcement and general automobile traffic) and the requirement that a citation can generally only be written if the violation is witnessed by an officer.

City of East Palo Alto: City of East Palo Alto *agrees* with this finding.

F6. There is no official metric in San Mateo County and its cities to evaluate how safe it is to ride a bicycle.

City of East Palo Alto: City of East Palo Alto *agrees* with this finding.

F7. Bicycle safety education, for the bicyclist, pedestrians and motorists, is not consistently offered across San Mateo County.

City of East Palo Alto: City of East Palo Alto *agrees* with this finding.

F8. Communication between various entities with responsibility for bicycle safety, including Bicycle and Pedestrian Advisory Committees (BPACs), Law Enforcement, City Transportation Planning, and Public Works departments, is not formalized, resulting in inefficiencies, and missed opportunities (e.g., funding for improvements, shared bike safety education, or improving signage).
2022-2023 San Mateo County Civil Grand Jury 18

City of East Palo Alto: City of East Palo Alto partially dis*agrees* with this finding. Although county-wide communication between departments is not formalized, communication between departments is consistent within the agency.

F9. City Bicycle and Pedestrian Master Plans or Active Transportation Plans, have not been adopted/created by all SMC cities.

City of East Palo Alto: The City of East Palo Alto partially disagrees. The City does not have all the data for other agencies; however, the City has adopted the Southeast San Mateo County Community Based Transportation Plan. There is also the San Mateo County Comprehensive Bicycle and Pedestrian Plan which includes active transportation components throughout the City of East Palo Alto.

City of East Palo Alto Response to Recommendations:

R1. By December 2023, all law enforcement agencies and the County Sheriff should submit bicycle related data to SWITRS monthly, and regularly post and update their websites with all reported bicycle accident data.

City of East Palo Alto: This recommendation has been partially implemented. SWITRS has been consistently reported by the Police Department. Updating the webpage requires further analysis as there are staffing barriers.

R2. By December 2023, all law enforcement agencies should begin sending warning letters to motorists for violations of the 3 ft. Law.

City of East Palo Alto: The recommendation requires further analysis and discussion. This would require the creation of an information-gathering system and personnel to monitor the submissions, evaluate the information, send letters, and track activity.

R3. By June 3, 2024, all law enforcement agencies should provide a means for citizens to report bicycle-related incidents that are not currently reported to law enforcement, similar to the SMC Sheriff's Department Online Crime Reporting portal.

City of East Palo Alto: The recommendation has not yet been implemented, but will be implemented in the future.

R4. By June 3, 2024 each city, town, and unincorporated SMC should offer a bike safety education program for riders and motorists about the laws and safety facts related to bicycles on the road.

City of East Palo Alto: The recommendation has not yet been implemented, but will be implemented in the future. Staff will also investigate establishing funding to set up a program. Staff plans to partner with local organizations, such as Live in Peace, to help coordinate this item.

R5. By June 3, 2024, each city, town, and unincorporated SMC should update or generate a new Bicycle and Pedestrian Master Plan (or Active Transportation Plan) if their current plan is older than five years; consistent with the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.

City of East Palo Alto: The recommendation has not yet been implemented but will be implemented in the future. The City will likely adopt the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.

R6. By June 3, 2024, each city, town, and the county should apply (or reapply) online to generate the Bicycle Friendly Community Report Card.

City of East Palo Alto: The recommendation has not yet been implemented but will be implemented in the future. This recommendation is to be implemented as part of the Bicycle Program to be established.

R7. By February 1, 2024, the County should meet with cities within the County that are willing to participate, to consider establishing a regional effort that integrates the cities' bicycle plans and to discuss how the cities and County could work together to apply for grant opportunities as a region.

City of East Palo Alto: The recommendation has not yet been implemented but will be implemented in the future. This recommendation requires regional coordination and will be implemented when the County establishes a regional meeting.

If you have further questions, please contact Humza Javed, Public Works Director at hjaved@cityofepa.org or Police Chief, Jeff Liu at jliu@cityofepa.org.

Sincerely,

Melvin E. Gaines, City Manager
City of East Palo Alto



Bike Safety in San Mateo County

Making Bicycling Safer in the County

Release Date: July 10, 2023

2022-23 San Mateo County Civil Grand Jury

"Biking is one of the few activities that checks all the boxes at once — it's active, practical, social, sustainable, stress-relieving, fun, and is a great family activity. Biking has the unique ability to elevate the mundane — it turns errands into adventures. More people on bikes keeps our streets safer, our air cleaner and our communities better connected." Sonia Elkes, 2021 Bike Champion of the Year for San Mateo County Bay Area Bike to Work Website

"I often drive up Alpine Road near the Stanford golf course and I believe I would have a head-on crash with oncoming cars if I left a 3-foot margin between my car and the thoughtless bikers who ride out partially in the road. What is the best advice for that situation?" Comment on Bicyclists Can Now Report 3' Rule Violations Online in The Almanac 5/12/2023.

"On the afternoon of Monday, April 10, bicyclist Lester Legarda was fatally struck by a driver on Cañada Road, a rural route popular among walkers, equestrians, and bicyclists. Details of the crash scene suggest that the collision speed was high. One solution to prevent future tragedies along Cañada is tantalizingly simple — reduce the 50-mph speed limit. Sure, drivers will likely continue to exceed the speed limit. But just like the paint on the road that defines where drivers are supposed to drive, posted speed limits set expectations for acceptable driver behavior." Reduce the speed limit on Canada Road San Mateo Daily Journal 04/20/23.

Bike Safety in San Mateo County: *Making Bicycling Safer in the County*

ISSUE

As bicycle riding has become an ever more meaningful form of transportation, especially with the popularization of eBikes, the demand by County residents for safe micro-mobility solutions has soared. Are San Mateo County and its municipalities positioned to respond to safety concerns and meet those demands?

SUMMARY

Whether for commuting or recreational purposes, residents in every jurisdiction of San Mateo County (SMC), as well as from the surrounding Bay Area counties, use bicycles. Because bicycles are widely available, for some the only mode of getting to and from work and jobs, and ridden in every jurisdiction, bicycle safety has become an increasingly important issue for SMC and its cities and towns. Without greater focus on bike safety, the number of riders will remain low, because people will avoid bicycling when they don't feel safe. The benefits of increasing bicycle riding are important to all residents of San Mateo County: reducing motor vehicles, healthy lifestyle and an inexpensive form of transportation. Accordingly, San Mateo County, and its cities and towns have a responsibility to make it safe for drivers and pedestrians, as well as bicyclists.

Due to differences in terrain, population density, and existing infrastructure, the 20 different municipalities and the unincorporated portions of the County have differing bicycle safety needs and requirements. Some cities are very hilly, making commuting to work, school, or transit stations nearly impossible. Others are more urban and accommodate many more commuting bicyclists. The County also has some areas that are primarily recreational biking destinations and areas that accommodate both commuting bicyclists and recreational bicyclists. As a result, each community also assigns a different level of importance to bicycle safety relative to other issues, such as crime, motor vehicle safety and public works improvement projects. And education and enforcement about bicycle laws varies from one jurisdiction to another.

Despite the differences among the jurisdictions, there are several commonalities. One is that cities and law enforcement do not consistently maintain records about bicycle near misses, accidents, or complaints; data is neither broadly available nor consistently maintained. Another commonality is that government entities focused on bicycling and/or improving bicycle safety do not communicate and collaborate with each other often enough, if at all. This makes it difficult to get accurate information on the number and severity of incidents and gauge how safe it is to bicycle in San Mateo County. Without data, and communication among the municipalities, San Mateo County and its cities and towns lose out on available state and local funding to improve bicycle safety through physical improvement projects.

To improve bicycle safety and thereby increase ridership, San Mateo County and its cities and towns need to:

1. Create effective ways to educate bicycle riders and motorists about bicycle rules of the road to enhance predictability.
2. Develop consistent communications among government organizations responsible for bike safety (e.g., between law enforcement and public works).
3. Conduct enforcement details in each jurisdiction to ensure enforcement leads to education.
4. Collect accurate data about accidents and incidents that is crucial to supporting and justifying grant applications and funding from State and local agencies for physical improvements to infrastructure for bicyclists (e.g., connectivity of bicycle routes from one city to another), needed signage, and other engineering improvements.

BACKGROUND

Why is bike safety an important topic?

Statistically, the safer a person feels riding a bike, the more likely they will use it as regular transportation; both as a commuter and a recreational user.

Fifty-three percent of Americans worry about being hit by a motor vehicle when riding a bicycle; 47% say they would be more likely to ride a bike if pathways were physically separated from motor vehicles.[1]

However, bicycle accident statistics, though better than in 1998, averaged 231 fatalities and injuries over the last ten years. The average was 203 fatalities the last three years, but the drop includes the pandemic shutdown and more people working from home. The source of the recent data is the California Statewide Integrated Traffic Records System (SWITRS[2]) database, managed by the California Highway Patrol. All law enforcement agencies are required to submit accident data to the database on a regular basis.

A 2002-2003 SMC Civil Grand Jury titled, *Bike Safety in San Mateo County*[3], questioned whether San Mateo County and the cities adequately consider and support safe bicycle travel? At that time, it was estimated that 46% of Americans bicycle for pleasure and 300,000 County residents bicycle at least occasionally. Commuting by bicycle was less than 1% in the County.

That year's Grand Jury found that bicycle infrastructure for safe travel needed improvement, but funding was an issue. It also found that communication and planning between the county and the cities on bicycle projects and safety could be improved. And that throughout SMC, bicycle safety was not a high priority. The primary recommendation of the report was the county, and all cities should develop a long-term strategic bicycle and safety plan.

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[1] People for Bikes: https://www.peopleforbikes.org/news/building-for-tomorrow

[2] https://iswitrs.chp.ca.gov/Reports/jsp/logout.do

[3] https://www.sanmateocourt.org/court_divisions/grand_jury/2002reports.php?page=02SMC-Bicycle.html

A few things have changed since then.

Over the years, the focus of cities and the county on improving bike and pedestrian forms of transportation has increased:

- Bicycle maps and routes are now generally available online.
- The City/County Association of Governments (C/CAG) updated their San Mateo County Comprehensive Bicycle and Pedestrian Plan in 2011[4] and 2021[5].
- California enacted Assembly Bill 1358, **California Complete Streets Act of 2008[6],** requiring all cities and counties to include complete streets policies as part of any substantial revision to the circulation element of their general plans; and cities and the County have adopted these complete streets policies, noting these policies in their Bicycle and Pedestrian Master Plans, or Active Transportation Plans.
- SMC and most of its municipalities have created and consistently upgraded their Bicycle and Pedestrian Master Plans.
- Unincorporated San Mateo County has created an Active Transportation Plan[7] (Active Transportation is a term often used to cover walking, bicycling, and other motorized devices as a primary mode of transportation).
- C/CAG, Unincorporated SMC and some cities have created Bike and Pedestrian Advisory Committees to address active transportation improvements, safety issues, and other citizen related requests.

Meanwhile, the number of bicyclists in San Mateo County has not increased since 2002, according to the California Household Travel Survey, which is regularly used for data on the number of bicyclists in a community, but is restricted to commuting.

The 2002 and 2012 surveys showed only 1% of SMC's population rides bicycles as a form of transportation. Looking at the various municipalities' Bicycle and Pedestrian Master Plans, and the surveys and counts discussed in the plans, bicycle commute ridership still hovers at approximately 1% within SMC.

It is important to note that the number of people in SMC using bicycles in lieu of a car has not increased in 20 years. This is in contrast to the estimated number of recreational bicyclists (46%) in SMC, who also use streets and bicycle paths and expect a safe ride[8].

[4] https://ccag.ca.gov/wp-content/uploads/2014/07/CBPP_Main-Report__Sept2011_FINAL.pdf
[5] https://ccag.ca.gov/wp-content/uploads/2021/05/6_A1_San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf
[6] http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf
[7] https://www.smcsustainability.org/livable-communities/active-transportation/unincorporated-smc-active-transportation-plan/
[8] https://ccag.ca.gov/wp-content/uploads/2021/05/6_A1_San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf

However, even with roadway and signage improvements over the past 20 years, there is much San Mateo cities and the county can do to improve bicycle safety.

DISCUSSION

The merits of bicycle riding may seem self-evident, but a wide range of research reveals often surprising benefits to local economies, personal health, the environment, traffic congestion, and pedestrian safety that are unique to bicycle friendly communities.

Health Benefits

Bicycle riding contributes to both physical and mental health. Regular exercise such as cycling can help prevent heart issues[9] such as stroke, heart attack, high blood pressure, and may also help prevent and manage type 2 diabetes.[10] Riding a bicycle is good for cognitive health and emotional well-being and can ease feelings of stress, depression, or anxiety.[11]

All in all, bicycling for only 30 minutes a day reduces a person's chances of diabetes, dementia, depression, colon cancer, cardiovascular disease, anxiety and high blood pressure by 40 percent or more.[12]

The World Health Organization has found that "If every adult EU citizen walked or cycled for 15 extra minutes per day, we'd have 100,000 fewer people dying prematurely, each year."[13]

Environmental Benefits

Among the most obvious benefits of cycling is its benign effects on the environment. A solo driver in an average car releases about 1.1 pounds of CO2 per mile.[14] A standard compact to midsize car that travels 12,000 miles will emit 11,000 pounds of CO2.[15] The average car produces about 1.3 billion cubic yards of polluted air over the course of its lifespan plus worn tire particles, brake wear, and the emissions from other materials in the car also contribute to air pollution.[16] Recent research in Europe found that traveling by bicycle instead of by car once a day decreases your transportation carbon footprint by 67%.[17]

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[9] https://www.hopkinsmedicine.org/health/wellness-and-prevention/exercise-and-the-heart

[10] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4942105/

[11] https://www.psychologytoday.com/us/blog/minding-the-body/201505/bicycling-can-sharpen-your-thinking-and-improve-your-mood

[12] https://www.exerciseismedicine.org/assets/page_documents/EIMFactSheet_2014.pdf

[13] https://ecf.com/news-and-events/news/walking-and-cycling-reduce-congestion

[14] https://www.sharetheroad.ca/what-are-the-environmental-traffic-congestion-benefits-of-cycling--s16223

[15] https://www.treehugger.com/cars-are-causing-air-pollution-we-breathe-new-study-finds-4856825

[16] https://www.scholaradvisor.com/essay-examples-for-college/bicycle-helps-reduce-air-pollution/

[17] https://www.sciencedirect.com/science/article/pii/S1361920921000687

Traffic

As active transportation choices like walking and bicycling gain attention and popularity, researchers are beginning to investigate the role these travel modes can play in reducing traffic congestion.[18] Studies show that measures taken to promote bicycling and walking have a positive effect on congestion.

Research in Washington, DC identified a causal effect of the presence of a bike-share station on traffic congestion. The result is a 2-to-3% reduction in traffic congestion that can be attributed to the bike-share station within the sample.[19]

Economic Benefits

Among the more surprising findings is the positive economic impact from an increase in bicycle usage but studies show that the bicycle-related economy creates jobs, economic activity, and cost savings.[20]

Bicycle trails and facilities have a positive, statistically significant impact on home values; a 2006 study in Minneapolis found that the median home values rose $510 for every quarter mile they were located closer to an off-street bikeway.[21]

Indianapolis' Cultural Trail, an 8-mile network of separated bike and pedestrian lanes, has reinvigorated a number of struggling business districts and sparked a whopping $1 billion in increased property values.[22]

And in an era when streets and sidewalks across the county are in various states of disrepair, bicycle projects can significantly reduce the cost of maintaining and expanding our transportation systems.[23] Even protected bicycle lanes are "dirt cheap to build compared to road projects," says Gabe Klein, a partner at Fontinalis, a venture capitalist firm founded by Ford Motor Co. Chairman Bill Ford. Cities everywhere need to be more efficient about the money they spend to move people. "We need to get more use from the streets we already have."

Research indicates that investments in cycling infrastructure generate more jobs per dollar spent than investments in road-only infrastructure; cycling projects create a total of 11.4 local jobs for each $1 million spent while road-only projects create 9.6 jobs per $1 million.[24]

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[18] https://kawarthanow.com/2019/01/17/reduce-traffic-congestion-bikes-can-do-that

[19] https://www.resources.org/archives/commentary-does-bicycle-infrastructure-reduce-traffic-congestion/

[20] https://railyards.com/blog/7-benefits-of-bike-friendly-communities

[21] https://smartcity.press/bicycle-infrastructure-in-smart-city/

[22] https://indyculturaltrail.org/2015/07/23/economic-impact-figures-released/

[23] https://www.aarp.org/livable-communities/getting-around/info-2016/why-bicycling-infrastructure-is-good-for-people-who-dont-ride-bikes.html

[24] https://www.sharetheroad.ca/what-are-the-environmental-traffic-congestion-benefits-of-cycling--s16223

Bicycle friendly communities are important to millennial job seekers and functional bicycle infrastructures help companies attract talent. “States and cities are competing for the most mobile generation ever and so the job creators and the innovators are really pushing for these amenities.”[25]

Safety

The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for everyone. Bicycling infrastructure -- specifically, separated and protected bike lanes -- leads to fewer fatalities and better road-safety outcomes for all road users.[26]

Davis, CA was the first city to gain “platinum” status by the League of American Bicyclists and is often referred to as the “bicycle capital of America.” From 1996 to 2007, Davis only had nine fatal road crashes. Despite having the largest percentage of bike commuters in the United States, none of these accidents involved a bicyclist. With a fatal crash rate of less than 1.5 per 100,000 residents, far fewer people are killed on Davis’ roads than in the U.S. as a whole, which averaged 14.5 fatalities per 100,000 residents.

Portland, OR, another platinum bicycling city, saw a nearly 50% decrease in road fatalities as it increased its bicycle mode share from 1.2% in 1990 to 5.8% in 2000. Bike friendly communities are safer for all road users, no matter what type of transportation is being used.

Social Benefits

Finally, bicycle riding as an alternative to car travel is associated with a number of social benefits, including increased social interaction, social networks, and social capital.[27] A bicycle rider has a completely different relationship with their environment than those who are cocooned in their cars.

When communities invest in bicycle infrastructure, everyone benefits. Overall, bicycle commuters are healthier and bicycle-friendly streets are safer for everyone on the road. Bicycle friendly communities reap economic benefits including more retail activity and increased home values. The evidence is clear: bicycling brings big benefits to communities who embrace it.

Status Today

Twenty years after the first San Mateo Grand Jury report, significant gaps remain in jurisdictions’ approach to bicycle safety:

[25] https://railyards.com/blog/7-benefits-of-bike-friendly-communities

[26] https://www.cnu.org/sites/default/files/marshallw_cnu18.pdf

[27] https://www.peoplepoweredmovement.org/benefits-of-biking-walking/

- San Mateo County and its municipalities' characteristics make it difficult to create a consistent approach to bicycle safety.
- The use of bicycle safety education as a tool to increase safety for bicyclists and motorists is underutilized Countywide.
- Communication and coordinated planning across city lines is the exception, rather than the norm. Reporting of bicycle-related incidents is inconsistent throughout the county.
- Enforcement of bicycle laws, for motorists and bicyclists, is inconsistent and not prioritized.

Bicycle Safety in San Mateo County Cities

Each city and town in San Mateo County is unique and has a different relationship with bicycle use and safety. These variations include:

- Topography
- Objectives and priorities re bicycles and ridership
- Safety Perception
- Infrastructure
- Impact of eBikes
- Role of enforcement in bicycle safety.

For example:

> **Woodside and Portola Valley**: Woodside and Portola Valley are hill communities with narrow roads. Woodside has a very active Circulation Committee which keeps a close eye on large bicycling events in the community and Portola Valley is focused on managing bicyclists on the weekend. But in both cases, the communities concentrate on ensuring quality of life for residents. They both see mostly recreational bicyclists. Woodside has invested as much as $1 million to ensure a "safe route to school" for the children. However, the communities don't make a strong effort to track riders or accidents. In both communities the Sheriff's Office, which is their policing arm, enforces rules at some problem locations, but not regularly.
>
> **Hillsborough**: Hillsborough is a relatively insular community by nature of its location and topography. It has no commercial districts and is, to a large degree, rather hilly. The view on bicyclists is very much a neighborhood view: meaning the expectation is that if there are problems with bicyclists they are brought up by members of the neighborhoods. The primary focus on any kind of organized bicycling safety activity is efforts to teach children bicycle safety and safe routes to school at the beginning of the school year.
>
> **Belmont**: Until quite recently, the City has been completely focused on ensuring that the community is comfortable for single family dwellings. However, areas close to El Camino Real are more commercial and have denser housing. The community now has both recreational and commuting bicyclists using the roads. While Belmont does have a bicycle master plan and holds an annual bike safety program for children and teenagers,

more needs to be done. The City needs to obtain funding from external Federal, State and County sources to do more.

Half Moon Bay: Possibly more than any other community in San Mateo County, Half Moon Bay has a sophisticated, complex relationship with bicyclists. On the one hand, Half Moon Bay attracts many visitors -- both vacationers and visitors from other Bay Area communities; and on the other hand, it has a robust population of residents who use their bicycles to get to work, school, and stores. Moreover, while Half Moon Bay has many surface streets, it is dominated by Highways 1 and 92 which have many challenging safety issues. As a result, the community has a bicycle master plan that focuses on bicycle safety and traffic planning. Despite this very proactive approach, the City deals with sometimes devastating safety issues. However, it appears that concern for bicycle safety is shared by many of the participants in the community.

San Mateo: The City of San Mateo updated its bicycle master plan in 2020. As a result, the City has focused on a variety of contemporaneous issues. These include working to develop a roadway network which could accommodate both bicycles and other types of active transportation. The City believes that it still skews toward recreational bicycling but is finding that more people want to use bicycles as a way of getting around. The master plan covers some education issues such as safe routes to school and safe bicycling for seniors. The plan does not talk about safety per se but addresses it from the vantage point of education. Though the City is focused on these matters it still recognizes that there's more education to be done about the rules of the road for bicyclists.

Unincorporated San Mateo County: Large areas of San Mateo County are small towns, private land, and open space, bisected, primarily, by two lane roads and highways. To address bicycle safety in these areas, the county created the Unincorporated San Mateo County Bicycle and Pedestrian Committee. Though there is no explicit Bicycle and Pedestrian Master Plan, they do contribute to the SMC Active Transportation plan. The Committee makes recommendations regarding bicycle and pedestrian related grants, but expressed frustration with money not being shared equitably. Additionally, the Committee inputs bicyclist’s feedback. They are concerned with the number of incidents between motorists and bicyclists that are not addressed by law enforcement. The Committee has been working with the County Sheriff to address the problem.

These are just a few examples of San Mateo County and its municipalities' approach to bicycle safety. But because the communities are so diverse, thinking about bicycle safety needs to be broad-minded.

Bicycle Safety Education in SMC: Not just for cyclists

Since bicycle safety is crucial to encouraging bicycle usage, it follows that bicycle safety education is an essential component of the bicycle safety equation.

According to the US Department of Transportation: "Educating people about safe bicycling and walking, enforcing laws that make it easier and safer for people to bicycle and walk, and encouraging people to bicycle and walk, may help increase walking and bicycling activity, especially when combined with infrastructure improvements."[28]

Moreover, as noted on the National Highway Traffic Safety Administration's Bicycle Safety web page, "A large percentage of crashes can be avoided if motorists and cyclists follow the rules of the road and watch out for each other."[29]

In San Mateo County, much of the focus on bicycle safety and bicycle safety education is focused on ensuring safe routes to schools for children. Several communities, as detailed below, have much more comprehensive approaches to bicycle safety education in their Bicycle and Pedestrian Master Plans. Here are some examples:

- **Burlingame (Excerpt from the Bicycle and Pedestrian Master Plan)**

  Policy 11: Educate people walking, bicycling, and driving, and the general public about roadway safety and the benefits of bicycling and walking.
  11.1: Support the continuation and expansion of bicycle safety education programs such as those taught by Silicon Valley Bicycle Coalition and the San Mateo County Office of Education.

  Policy 12: Encourage Burlingame public schools to participate in the Safe Routes to School program organized by the San Mateo County Office of Education.

- **Brisbane's Master Bicycle and Pedestrian Plan examples:**

  "Policy 4.A.5: Provide support for programs that educate drivers, bicyclists and pedestrians about their rights and responsibilities, as well as traffic education and safety programs for adults and youth."

  "Programs support bicycling and walking by providing encouragement to those considering bicycling and walking, education for motorists, bicyclists, and pedestrians about safe and appropriate sharing of streets and roads, and enforcement of traffic laws that help ensure the safety of vulnerable road users."

- **County Sheriff:**

  The San Mateo County Sheriff's office publishes a pamphlet, *Bicycle Safety*[30], on the California Vehicle Code sections related to bicycle safety. One City, Woodside, references this document, which could be used by all cities, schools and police

[28] https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa17050.pdf
[29] https://www.nhtsa.gov/road-safety/bicycle-safety
[30] https://www.woodsidetown.org/sites/default/files/fileattachments/community/page/33495/bicycle_safety.pdf

departments to improve bicycle safety education. However, the document is not available on the SMC Sheriff website.

- **City of San Mateo:**

  San Mateo has some support for bicycle use and safety on its City website. The pages are listed in the table below.

EXISTING		
Support Program	Description	Webpage
Bicycle Webpage	There is brief text about bike routes and using a bike with public transport on the City's webpage	http://www/cityofsanmateo.org/2125/Parking-and-Transportation
Bicycle Education Events	The city's Public Works Department hosts an annual bike rodeo	http://www.cityofsanmateo.org/3736/Bike-Rodeo

Moving to Excellent Bike Safety Education in all SMC Cities

Overall, the approach to bicycle safety education in SMC communities is inconsistent. Several of the master plans recognize that bicycle safety education is about teaching motorists and cyclists of all ages about the guidelines for bicycle safety. Other communities either don't focus much on education or are focused exclusively on "Safe Routes to School".

Nonetheless, there are a handful of programs identified in the table below that creatively address bicycle safety, which San Mateo County and its municipalities should consider adopting.

RECOMMENDED FOR ALL SMC CITIES		
Support Program	**Description**	**Webpage**
Establish child and adult education programs	Identify and implement education programs for children and adults that build bicyclists' confidence, done in coordination with the Parks and Recreation Department, Police or Local Schools.	https://www.portlandoregon.gov/transportation/article/565224 http://www/cityofsanmateo.org/2125/Parking-and-Transportation
Establish Safe Routes to School Funding	Establish a stable funding source for Safe Routes to School programming	https://www.metro.net/projects/sr_ts/fund-your-program
Implement and promote demonstration projects	Implement short-term, high-visibility bicycle demonstration or 'pop-up' projects to serve as models that can be applied throughout the city. Market bicycle safety.	https://transportation.bellevuewa.gov/UserFiles/Servers/Server_4779004/File/Transportation/Publications/PBII_Demo%20Bikeway%20Brochure_20180205.pdf
Provide safety education program for users of all modes	Provide safety education programs or communications campaigns for people driving, bicycling, walking, and using micro mobility devices that encourage safe travel behaviors.	http://www.pedbikeinfo.org/
Create a robust bicycling webpage	Develop and maintain a content rich mobility webpage(s) on the County/City website and communicate how to reach city destinations by bike, on foot or on micro-mobility devices. Include information on these transportation options.	https://www.metro.net/riding/go-bike http://www/cityofsanmateo.org/2125/Parking-and-Transportation

Bicycle & Pedestrian Master Plans and Advisory Committees: Planning Across the County

The 2002 SMC Grand Jury Report recommended that all municipalities create Bicycle and Pedestrian Master Plans. As a best practice, the municipalities were encouraged to form Bicycle and Pedestrian Advisory Committees.

To date, almost all San Mateo County jurisdictions or cities have Bicycle and Pedestrian Master Plans, or Active Transportation Plans. Most, if not all of these plans, align with recommendations from the 2011 C/CAG's San Mateo County Comprehensive Bicycle and Pedestrian Plan. The 2021 update of C/CAG's plan enhances and adds to the 2011 C/CAG San Mateo County plan, but most of the cities and towns have not updated their plans to be consistent with the 2021 plan. (See Appendix D for a complete list of San Mateo County's Bicycle & Pedestrian Master Plans.)

The cities' bicycle and pedestrian master plans help each city by identifying strategies to improve bicycle and pedestrian safety. The plans recommend improvements for roadway connectivity for bicyclists and pedestrians, within each city as well as with neighboring cities. Numerous plans reference the Silicon Valley Bicycle Coalition and the League of American Bicyclists (LAB) as organizations that have certified instructors for bicycle safety education. At least several of the plans also discuss the LAB Bicycle Friendly Community Report Card to which five SMC cities and San Mateo County belong. The plans list potential State and Federal funding for projects that improve safety and roadway connectivity and make clear the importance of annually evaluating and tracking progress against objectives.

However, in SMC, County committees and municipalities do not always work together to generate consistent plans that meet C/CAG's goal for a Countywide bicycle backbone. Though C/CAG does have an advisory committee which includes representatives from municipalities, it does not have control over what individual municipalities decide to do regarding grant applications, infrastructure projects for better bicycle and pedestrian safety and education initiatives. If the municipalities endeavored to work together to prioritize projects and programs that are consistent with C/CAG's priorities, it would benefit all of San Mateo County, especially with respect to providing north-south connectivity between municipalities.

Metrics: If you don't measure it, you can't improve it.

One important measure of bicycle safety is arriving safely at a destination. This is usually reflected in the negative; that is, the number of fatalities and injuries during a calendar year versus the number of successful bicycle trips.

In San Mateo County, the cities and county rely heavily on data supplied to the California Highway Patrol (CHP) to state the number of fatalities and injuries. The CHP then maintains a database, SWITRS (California Statewide Integrated Traffic Records System), which is accessible

to the public. And, UC Berkeley maintains a website, TIMS[31] (Transportation Injury Mapping System), which can further refine the raw data from SWITRS.

However, relying on this data to evaluate Bicycle Safety is problematic.

Law enforcement agencies in the County submit their bicycle accident data to SWITRS based on incidents that result in fatality or injury. However, there are bicycle accidents resulting in injury which don't make it into SWITRS because law enforcement is not called. Some examples are bicyclists being forced off the road by motor vehicles, collision near misses and, of course, bicyclist error. Consequently, the actual number of bicycle accidents is underreported and, more importantly, the list of accident locations is not complete. Cyclists that have an incident that does not involve either the police or the fire department do not have a consistent means to log their experience. That data goes unreported. And this goes both ways; there is no means for a motorist to complain about bicycle riders' unsafe behavior.

Countywide there is no uniform metric to measure Bicycle Safety. Without such a measure, it's impossible to assess progress while building infrastructure, enforcing laws, and educating everyone in safety principles.

An obvious metric is bicycle accidents as recorded by SWTRS and online reports, but there is another metric which evaluates the complex equation that results in safe bicycling: ***Bicycle Friendly America Certification[32].***

The League of American Cyclists is a national organization dedicated to creating "safer roads, stronger communities and a Bicycle Friendly America for everyone." This is a grassroots organization dedicated since 1880 to protecting the right to safe and enjoyable bicycling. A valuable achievement of this organization is establishing the Bicycle Friendly America (BFA) certification for cities and counties. This consists of a very detailed application[33] that a city or county official fills out to get a comprehensive rating of bicycle safety. BFA defines bicycle safety using 5 E's:

- Equity and Accessibility: A bicycle-friendly America for everyone
- Engineering: Creating safe and creative places to ride and park
- Education: Giving people of all ages and abilities the skills and confidence to ride
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Evaluation and Planning: Planning for bicycling as a safe and viable transportation option [Note that Enforcement, a common element in the 5 E's of safety, is not included in the BFA definition.]

[31]https://tims.berkeley.edu/summary.php?showArea=city&expandTables=false&injury=3&yearRange=3&showMap=crashes

[32] https://bikeleague.org/bfa/

[33] https://bicyclefriendly.secure-platform.com/a/organizations/main/home

The application covers the BFA 5 E's and investigates what it calls the 10 building blocks of a Bicycle Friendly Community (BFC). Finally, the rating includes steps to reaching the next level of excellence. Oakland in 2022, for example, received a GOLD rating Report Card[34] having been BRONZE in 2010 and SILVER in 2014. The following cities and SMC have received the following ratings:

- Menlo Park[35]: GOLD: 2017
- Redwood City[36]: BRONZE: 2016
- San Carlos[37]: BRONZE: 2016
- San Mateo[38]: BRONZE: 2016
- South San Francisco[39]: BRONZE: 2018
- San Mateo County[40]: BRONZE: 2016

The BFC Report Card is a valuable metric that all cities and the County should make use of. If SMC cities develop the information necessary to answer objective and comprehensive questions about bicycle safety, each jurisdiction would have a consistent metric that can be used to measure bicycle safety progress across the County.

Law Enforcement and Bicycle Safety

Laws regarding the operation of bicycles are in the California Vehicle Code (CVC), but in general, bicycles are governed by the same rules of the road as motor vehicles.

SMC law enforcement organizations are concerned that there is currently no way for them to track bicycle, pedestrian, and vehicle accidents, from near misses to actual contact, that did not require police involvement. And, even if an incident or infraction is reported, an officer may or may not go out to speak with the complainant.

Other than the initial report, there is no single repository in SMC to store and retrieve information regarding bicycle-related citations or enforcement of bicycle law so it can be used in the future.

And perhaps most importantly, the enforcement of laws, regarding motorists and bicyclists, is inconsistent due to competing priorities and the requirement that a citation requires an incident be witnessed by an officer.

[34] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2022_ReportCard_Oakland_CA.pdf
[35] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2017_ReportCard_Menlo_Park_CA.pdf
[36] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Spring_2016_ReportCard_Redwood_City_CA.pdf
[37] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2016_ReportCard_San_Carlos_CA.pdf
[38] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2016_ReportCard_San_Mateo_CA.pdf
[39] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2018_ReportCard_South_San_Francisco_CA.pdf
[40] https://bikeleague.org/sites/default/files/bfareportcards/BFC_Spring_2016_ReportCard_San_Mateo_County_CA.pdf

Conflicting Priorities

Law enforcement prioritizes assets based on the needs of the community, as well as their operating budget, when it comes to providing services. While public and political prioritization of bicycle safety issues may come up from time to time, calls for service are always prioritized. This results in minimal officer resources dedicated to bicycle safety.

Police forces will:

- Focus resources or staff on bicycle safety, if there is an uptick in accidents at a particular location, citizen requests/calls, or requests from a jurisdiction's public works or traffic departments to focus on certain locations; or
- Provide teams to schools and special events for bicycle safety education
- Much less often, assign their police officers to bicycle safety duty exclusively (some police departments do have officers that patrol on bicycles).

In addition, law enforcement agencies do not always enforce eBike laws, but this is mostly due to the popularity of eBikes being ahead of law enforcement policies.

Because of these conflicting priorities, and limited staff, enforcement of bicycle laws pertaining to motorists as well as bicyclists appears to be underreported.

Policing Bicycles and eBikes

Law enforcement departments in the county are very aware of the importance of bicycle safety. Common sense says people generally want the streets to be safe for motor vehicles which translates to most officer resources going to motor vehicle enforcement.

It's possible that safer bicycle riding could lead to fewer cars and free up police resources for more pressing issues.

The New 3' Law for Motorists and Bicycles

In January 2023, California amended the California Vehicle Code (CVC). The new law (AB. 1909) requires all motorists to give a bicyclist three feet of clearance when passing on the left-hand side of the bicyclist or (depending on the width of the road) reduce speed appropriately, when passing. (See CVC: 21750 (b) (c) (d)). This is particularly crucial on narrow two-lane roads where there are many reports of bicyclists being forced off the road or hit by motor vehicles.

Hampering the situation is the requirement that a citation can only be written if the incident is witnessed by the officer. With the advent of helmet-worn cameras, cyclists have attempted to record these incidents with the hope that the recording can be used as "visual evidence". But this evidence, post incident, cannot be used to issue a citation.

The San Mateo County Sheriff's Department recently announced it will allow the public to submit these incidents on the Sheriff's website.[41] These reports have since resulted in the

[41]https://www.almanacnews.com/news/2023/05/12/bicyclists-can-now-report-3-foot-rule-violations-online-in-san-mateo-county

department sending a violation letter to the offending motorist; this is not a citation. However, only incidents that occur in unincorporated San Mateo County, Woodside, Portola Valley, San Carlos, Half Moon Bay, and Millbrae can use this online resource.

Citations vs. Reprimands for Education Purposes:

It is at the officer's discretion, when addressing a law infraction, to issue a citation or give a reprimand. One advantage of a reprimand is that it creates an opportunity to educate. With officers focusing on education, these brief encounters, cumulatively, can do a lot to improve bicycle safety, for bicyclists and motorists. But only if these reprimand stops are recorded officially can an accurate picture of bicycle safety be established.

FINDINGS

F1. Bicycle policy and the approach to ensuring/improving bicycle safety is not consistent across San Mateo County due, at least in part, to:

a. Topography
b. Urban vs. suburban environments
c. Types of bicyclists (commuter, recreational)
d. Varying levels of enforcement of bicycle laws
e. Differing knowledge of bicycle laws and safe practices.

F2. Bicycle ridership as an alternative means of transportation (e.g., commuting to work, school, or transit hubs, running errands) is not increasing due, at least in part, to perceived safety issues.

F3. Bicycle accidents and incidents (such as near misses) are underreported, if reported at all.

F4. Only bicycle accidents or incidents that trigger a 911 call are consistently logged in the State (SWITRS) database and law enforcement agencies do not log bicycle accident data consistently.

F5. The amount of enforcement of laws, as they pertain to bicyclists and how motorists and bicyclists interact, is inconsistent due to other priorities (e.g., criminal enforcement and general automobile traffic) and the requirement that a citation can generally only be written if the violation is witnessed by an officer.

F6. There is no official metric in San Mateo County and its cities to evaluate how safe it is to ride a bicycle.

F7. Bicycle safety education, for the bicyclist, pedestrians and motorists, is not consistently offered across San Mateo County.

F8. Communication between various entities with responsibility for bicycle safety, including Bicycle and Pedestrian Advisory Committees (BPACs), Law Enforcement, City Transportation Planning, and Public Works departments, is not formalized, resulting in inefficiencies, and missed opportunities (e.g., funding for improvements, shared bike safety education, or improving signage).

F9. City Bicycle and Pedestrian Master Plans or Active Transportation Plans, have not been adopted/created by all SMC cities.

RECOMMENDATIONS

R1. By December 2023, all law enforcement agencies and the County Sheriff should submit bicycle related data to SWITRS monthly, and regularly post and update their websites with all reported bicycle accident data.

R2. By December 2023, all law enforcement agencies should begin sending warning letters to motorists for violations of the 3 ft. law.

R3. By June 3, 2024, all law enforcement agencies should provide a means for citizens to report bicycle-related incidents that are not currently reported to law enforcement, similar to the SMC Sheriff's Department Online Crime Reporting portal.

R4. By June 3, 2024 each city, town, and unincorporated SMC should offer a bike safety education program for riders and motorists about the laws and safety facts related to bicycles on the road.

R5. By June 3, 2024, each city, town, and unincorporated SMC should update or generate a new Bicycle and Pedestrian Master Plan (or Active Transportation Plan) if their current plan is older than five years; consistent with the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.

R6. By June 3, 2024, each city, town, and the county should apply (or reapply) online to generate the Bicycle Friendly Community Report Card.

R7. By February 1, 2024, the County should meet with cities within the County that are willing to participate, to consider establishing a regional effort that integrates the cities' bicycle plans and to discuss how the cities and County could work together to apply for grant opportunities as a region.

REQUEST FOR RESPONSES

Pursuant to Penal Code Section 933.05, the Civil Grand Jury requests responses from the San Mateo County Board of Supervisors, County Sheriff and all 20 cities and towns' governing bodies for each Finding and Recommendation.

The governing bodies should be aware that their comments or responses must be conducted subject to the Brown Act's notice, agenda, and open meeting requirements.

RESPONSE REQUIREMENTS

California Penal Code Section 933.05, provides (emphasis added):

> (a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall report one of the following:

(1) The respondent **agrees** with the finding.

(2) The respondent **disagrees** wholly or partially with the finding; in which case the response **shall specify the portion of the finding that is disputed and shall include an explanation of the reasons, therefore**.

(b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:

(1) The recommendation has been implemented, **with a summary regarding the implemented action**.

(2) The recommendation has not been implemented, but will be implemented in the future, **with a timeframe for implementation**.

(3) The recommendation requires further analysis, **with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report**.

(4) The recommendation will not be implemented because it is not warranted or is not reasonable, **with an explanation, therefore**.

METHODOLOGY

The Grand Jury used a variety of tools to obtain information regarding bicycle riding and safety in San Mateo County:

- **Documents**: The Bike and Pedestrian Master Plans that cities use to explain approaches to planning, prioritizing projects, and re-engineering their communities to make riding and walking easier and safer. These documents came with a variety of titles:
    - Bike and Pedestrian Master Plans
    - Active Transportation Plans
    - Micro-Mobility Plans
    - Transportation Plans
- **Internet**: Almost all the historical and current information (including the availability of documents) regarding bicycle safety came from internet searches. Information from those searches was verified.
- **Survey**: The Grand Jury sent a survey in December 2022 using Google Forms to understand whether the cities believe eBikes were an issue in their communities. The results helped in defining the broader issue of bicycle safety.
    - The survey questions and results are in Appendix A.
    - Participants: The survey was sent to all the cities in SMC and, specifically, the City Managers. Many chose to have the chief of police of their city fill out the survey. Two cities did not respond to the survey.
- **Interviews**: The survey helped the Grand Jury develop a list of individuals for interviews. The questions for the interview came as a result of the investigation's pivot to the state of bicycle safety in San Mateo County as a general topic.
    - Participants:
        - Cities: Belmont, Daly City, Half Moon Bay, Hillsborough, Pacifica, Portola Valley, San Mateo, Woodside
        - Unincorporated San Mateo County
        - Police Departments: Burlingame, Foster City, Hillsborough, Redwood City, South San Francisco
        - Sheriff of SMC
        - BPACs: CCAG, Unincorporated SMC
        - CyclistVideoEvidence.com: Craig Davis

GLOSSARY

3 ft. Rule – Motorists must yield at least 3 feet between their vehicle and a bicyclist on all roadways. This rule was amended by State legislation through Assembly Bill 1909, approved by the Governor in 2022, and commencing January 2024. Additionally, this bill requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle.

Active Transportation - A means of getting around that is powered by human energy, primarily walking and bicycling.

BFA – Bike Friendly America. A program sponsored by the League of American Bicyclists to evaluate communities with respect to their support for bicycling. As of December 2022, 501 communities are certified.

BFC – Bike Friendly Community. A Bike Friendly Awards Report Card that is given to a community that applies for a ranking (i.e., Bronze, Silver, Gold, Platinum).

BPAC – Bicycle and Pedestrian Advisory Committee

CATSIP – California Active Transportation Safety Information Pages. An online resource for improving pedestrian and bicycle safety in California. This site is administered by UC Berkeley Safe Transportation Research and Education Center (SafeTREC)[42]. Funding for this program was provided by a grant from the California Office of Traffic Safety[43], through the National Highway Traffic Safety Administration (NHTSA).

C/CAG – City County Association of Governments of San Mateo County

Bicycle Roadways

- Bike paths (Class I): also termed shared-use or multi-use paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway rights-of-way or exclusive rights-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.
- Bike lanes (Class II): are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Whenever possible, bike lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.
- Bike routes (Class III): provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, bike

[42] http://safetrec.berkeley.edu/

[43] http://www.ots.ca.gov/

routes should be enhanced with treatments that improve safety and connectivity, such as the use of "Sharrows" or shared lane markings to delineate the road as a shared-use facility.

- Cycle tracks (Class IV): Also referred to as protected bikeways, are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. The separation may be in the form of posts, parked cars or a combination of both.

eBike – motorized bicycle that comes in three different classes:

- Class I: Bicycle equipped with a motor that aids only when pedaling and ceases when 20 mph is reached.
- Class II: Same capability as a Class 1 eBike with a throttle-actuated motor. No pedaling required when operated with the throttle.
- Class III: Bicycle equipped with a motor that aids only when pedaling and ceases when 28 mph is reached.

GJ – Grand Jury

MTC – Metropolitan Transportation Commission is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area.

SHARROW – Sharrows are pavement markings that have been installed on city streets to provide guidance for both bicyclists and vehicles on roadways when sharing the road.

SMC ATP: San Mateo County Active Transportation Plan is a comprehensive framework to guide the development of active transportation projects and programs for walking, bicycling, and other forms of human powered movement for people of all ages and abilities throughout unincorporated County communities.

SWITRS – California Statewide Integrated Traffic Records System.

TIMS – Transportation Injury Mapping System developed by the Safe Transportation Research & Education Center at the University of California, Berkeley.

TR-INST Form – Notice to Appear form used by law enforcement for law infractions.

APPENDIX A: Bicycle Safety Best Practices

Bicycle Education Best Practices

There are two excellent examples of California communities that are investing in Bike Safety education: Davis and San Diego.

San Diego Bike Coalition:

This is an excellent reference tool to see all the kinds of bicycle safety education that can be offered and the resources that can be used to teach those courses. Again, the classes range from those for a variety of ages of bicyclists, basic bicycling, bicycle friendly motorist safety, and others.

https://sdbikecoalition.org/our-work/education/

Davis, California:

The City of Davis, CA**,** which is one of the leading bicycle communities in the US, has several pages of information about bike safety education on its website.

https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program

Two Cities Committed to Bicycling: Portland, Oregon and Davis, California

Portland and Davis have become famous for their commitment to supporting bicycling, not only as recreational, but also as a true commuter alternative to motor vehicles and public transportation. Both have received the Platinum rating for a Bicycle Friendly Community from The League of American Bicyclists, while being quite different communities.

Portland is a large city of 622,000 residents with similar topography to the linked San Mateo County cities along El Camino Real: hilly and flat lands, urban centers, urban neighborhoods, suburbia, and major freeways. Portland advertises itself as “Bicycle Friendly” and claimed the highest percentage of bike commuters in US large cities in 2019 at 6% (Portland does annual bike ride census counts). Portland started investing in bicycle infrastructure with the acceptance of the 1973 Portland Bike Plan and the formation of a Bicycle Advisory Committee within the City Transportation Department. Since then, it has created:

- 385 miles of bikeways
- 36 miles of protected bike lanes
- A pedestrian and bicycle only bridge over the Willamette River and protected bike lanes on other bridges
- Intersections with bicycle specific traffic signals

- Bicycle boxes[44] at intersections to raise the visibility for motorists turning right
- A Safe Routes for Schools serving 100 schools
- 6500 bike racks to meet increased demand for safe stow of bicycles
- 3 bicycle plans over 40 years that establish policy, goals and a bikeway network
- $60 M spent to 2008 on bicycle infrastructure (one mile of installed freeway costs $60M)

Portland's safety record is very good for a large city: 4.3% of all traffic injury accidents from 2015-2019 are bicycle related. In comparison, San Francisco's number is 14% for the same period. Portland also does better than San Mateo County (8%) and a representative city, Redwood City (10%).

Davis in California is a small city between San Francisco and Sacramento with a population of 66,800. It has earned a nationwide reputation for supporting bicycles in its community (there is a bicycle on the city logo). The topography of Davis could not be flatter and more conducive to bicycle riding. The current statistics indicate that 20% of Davis's population commutes on bicycles. In 1967, Davis was the first community in the US to develop dedicated bicycle lanes (a total of 4!). The origins of this project were a couple that had visited the Netherlands, often cited as the most bicycle friendly nation in the world. They were so impressed with the bicycle infrastructure that they started a grassroots movement in Davis to promote safe bicycle riding. The group had to overcome CA law that did not support bike lanes on city streets, but once the law was revised, Davis proceeded to create bicycle infrastructure throughout the City:

- 63 miles of pathways
- 102 miles of bike lanes
- 75% of roads have a posted speed limit of 25 mph
- Of the 169 miles in the road network, 140 miles of roads are posted at 25 mph or less., 21 miles of roads are posted at between 25 mph and 35 mph, and 8 miles of roads posted over 35 mph
- 1 mile of bicycle boulevards
- 1 mile of cycle track
- 4 miles of buffered bike lanes
- 4,300 bike racks within the City and over 2,000 bike racks downtown
- 25 grade separated crossings. Four overpasses and 21 underpass crossings. Grade-separated crossings are used to move people on bikes and pedestrians over and under barriers like railroad tracks, busy roads, and the freeway.

Davis's bicycle accidents with injury (and fatalities) are high for a city of its size. However, the number of total accidents with injury is also very low compared to cities of comparable size. For

[44] https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/

example: in 2019 there were 60 bicycle accidents with injury and 221 total vehicle injury accidents resulting in 27% of all vehicular accidents involving a bicycle. Redwood City's number is 4.8%, but their number of bicycle commuters is less than 1%. If you look at the percentage of accidents with respect to the biking population for 2019, Davis's percentage is .4% and Redwood City's percentage is 2.4%. Davis's safety statistics are very good, given the number of bicycle riders.

Both Portland and Davis are renowned environments for bicycle riders because they committed early to bicycle infrastructure and consistently improved it over the years. The city government and the school systems actively support bicycle education. Both cities conduct counts to determine bicycle use. They are both advocates of the Vision Zero policy to reduce accidents and fatalities. They use the Bicycle Friendly Community evaluation process to assess their progress towards their bicycle plans and goals.

Disclosure: Portland, beginning in 2020, noted a decline in bicycle commuter percentages. Thinking it was an aberration of the pandemic shutdown, it continued to do annual bike counts. As of 2022, its percentage had gone down to 3.1%. The current theory of why there has been a decline is assumed to be the increase of work from home. Regardless, Portland continues to make improvements to its bicycle infrastructure and safety.

APPENDIX B: San Mateo County Bicycle and Pedestrian Master Plan List

Jurisdiction	Year	Name of Report	Link to Report
Atherton	Jul 2014	Town of Atherton Bicycle and Pedestrian Master Plan	https://www.ci.atherton.ca.us/DocumentCenter/View/1381/Atherton-BPMP_Proposed-Final-July-2014?bidId=
Belmont	Nov 2016	City of Belmont Comprehensive Pedestrian & Bicycle Plan	https://www.belmont.gov/home/showpublisheddocument/14951/636179086799900000
Brisbane	Feb 2017	Brisbane Pedestrian and Bicycle Master Plan	https://www.brisbaneca.org/sites/default/files/fileattachments/public_works/page/149/bikepedmasterplanappendices.pdf
Burlingame	Dec 2020	City of Burlingame Bicycle and Pedestrian Master Plan	https://www.burlingame.org/business_detail_T54_R154.php
Colma	Feb 2021	Colma El Camino Real Bicycle and Pedestrian Improvement Plan	https://www.colma.ca.gov/documents/ecr-improvement-plan/

Jurisdiction	Year	Name of Report	Link to Report
Daly City	Feb 2020	Walk Bike Daly City; City of Daly City Pedestrian and Bicycle Master Plan 2020	https://dalycity.org/1106/Daly-City-Pedestrian-and-Bicycle-Master-
East Palo Alto	Oct 2017	2017 East Palo Alto Bicycle Transportation Plan	https://www.cityofepa.org/sites/default/files/fileattachments/planning/page/2801/reso_4905_adopting_2017_bicycle_transportation_plan.pdf
Half Moon Bay	Sep 2019	City of Half Moon Bay Bicycle and Pedestrian Master Plan	https://www.half-moon-bay.ca.us/DocumentCenter/View/2243/Bicycle-and-Pedestrian-Master-Plan-Final?bidId=
Menlo Park	Nov 2020	City of Menlo Park Transportation Master Plan	https://beta.menlopark.org/Government/Departments/Public-Works/Transportation-Division/Bicycling
Millbrae	2021/2022	City of Millbrae Active Transportation Plan	https://www.ci.millbrae.ca.us/home/showpublisheddocument/25807/637787902014030000

Jurisdiction	Year	Name of Report	Link to Report
Pacifica	Feb 2020	City of Pacifica Bicycle & Pedestrian Master Plan	https://www.cityofpacifica.org/departments/public-works/engineering/bicycle-pedestrian-master-plan
Redwood City	July 2018	Redwood City Moves, A Comprehensive Assessment of Transportation with Redwood City	
San Bruno	Jul 2016	City of San Bruno Walk 'n Bike Plan	https://sanbruno.ca.gov/DocumentCenter/View/1733/Adopted-San-Bruno-Walk-n-Bike-Plan-PDF
San Carlos	Jun 2020	City of San Carlos Bicycle and Pedestrian Master Plan Final	https://www.cityofsancarlos.org/home/showpublisheddocument/8139/638155282314370000
San Mateo	Apr 2020	San Mateo Bicycle Master Plan April 2020 Final	https://www.cityofsanmateo.org/DocumentCenter/View/85445/2020-Bike-Master-Plan_Final_Updated-62021?bidId=

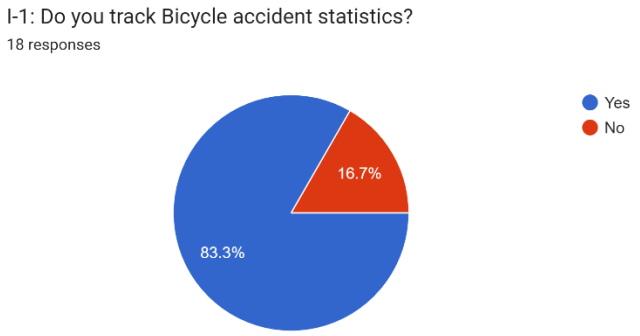
Jurisdiction	Year	Name of Report	Link to Report
South San Francisco	Mar 2022	Active South City: South San Francisco's Bicycle and Pedestrian Master Plan Draft	https://activesouthcity.com/wp-content/uploads/2022/03/SSF-ActiveSouthCity_PublicDraft_31March2022_plan_only.pdf
San Mateo County	2021	2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan	https://ccag.ca.gov/wp-content/uploads/2021/06/San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf

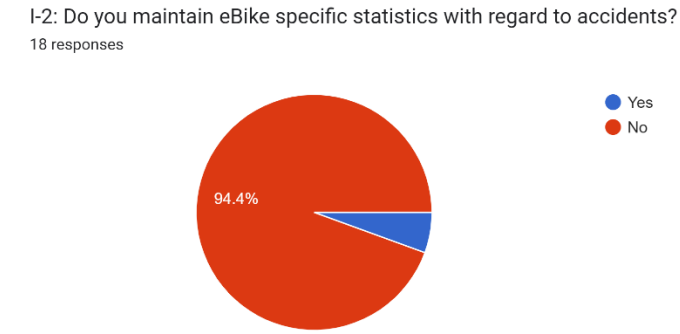
APPENDIX C: Survey Questions and Results

This is a summary of the responses:

1. Cities and law enforcement do not track bicycle and eBike accident statistics separately; in fact, most respondents did not track eBike specific data at all (94%).
2. Complaints on Class I Bicycle Roadways include speeding and not yielding to pedestrians.
3. Complaints on Class II and III Bicycle Roadways include speeding, improper signaling, mixed use of bikes/eBikes and violation of the 3 ft. Rule.
4. Of 361 citations issued, only 11 were specifically for eBikes. It is impossible to know if there were more eBikes in violation as there is no requirement to ID the type of bicycle when filling out the form.
5. Class 3 eBikes are more powerful machines and have specific laws regarding usage. Only 50% of the respondents were enforcing the Class 3 eBike laws.
6. Complaints and incidents regarding bicycles (from riders or others) come mostly through police reports, but also from input to City Halls, Redwood City's "app", city planning, parks and recreation.
7. 1/3 respondents said there has been an increase in complaints regarding bicycles in the last three years (speeding, underage use, reckless behavior, vehicular code).
8. 2/3 of respondents said there had not been an increase in complaints regarding eBikes and 25% said they didn't know.
9. Civilian bicycle complaints are generally not available to the public (over 50% of respondents).
10. 44% of respondents said they don't provide bicycle safety education.
11. Enforcement of bicycle-related law is done where appropriate, with discretionary authority. Effort is made to educate at the time of the infraction. Additional enforcement is budget driven.
12. Future planning for the regulation of bicycles and eBikes varies greatly in the responses (see Question II-16 in Appendix A).

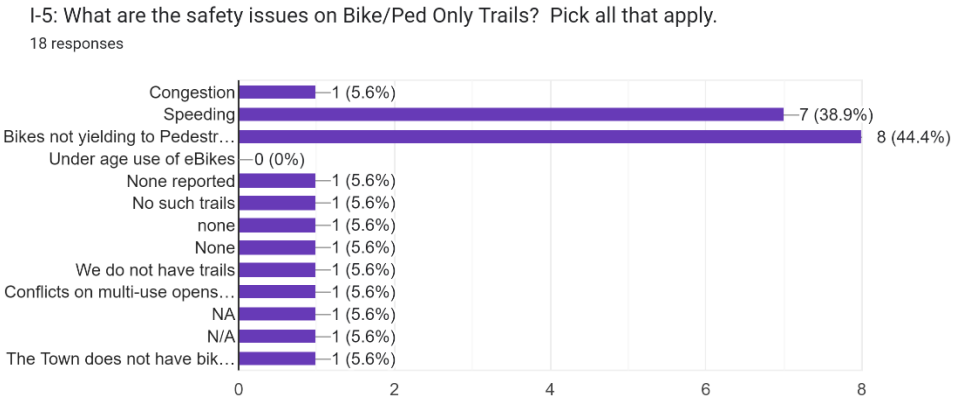
List of responses to questions (on the next page):

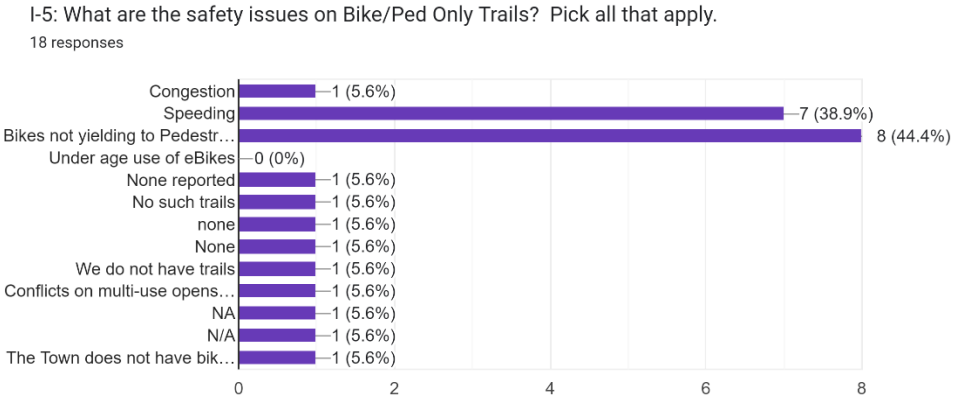


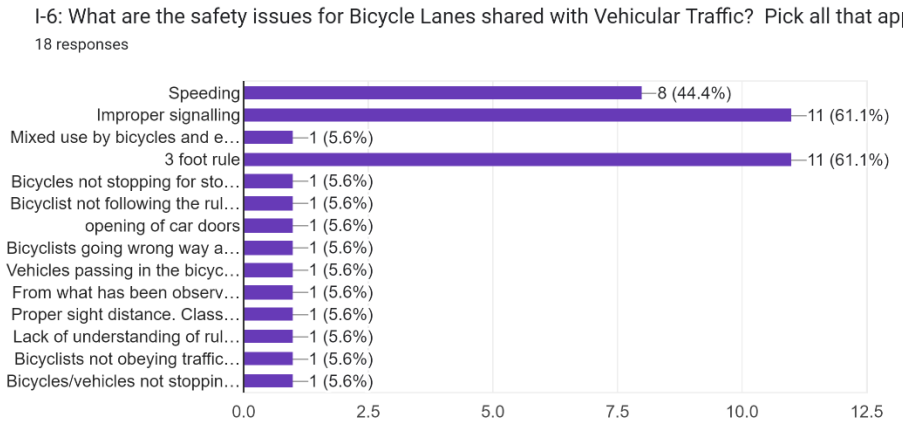


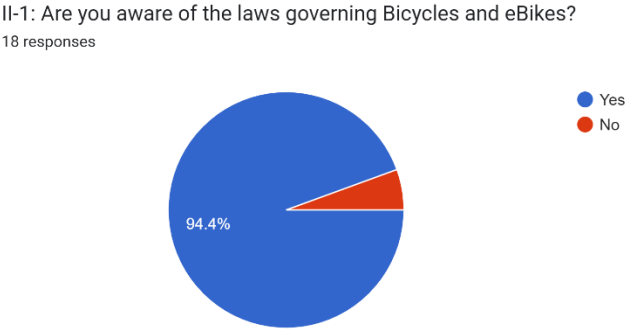
Number of bicycle accidents in 2022? 212

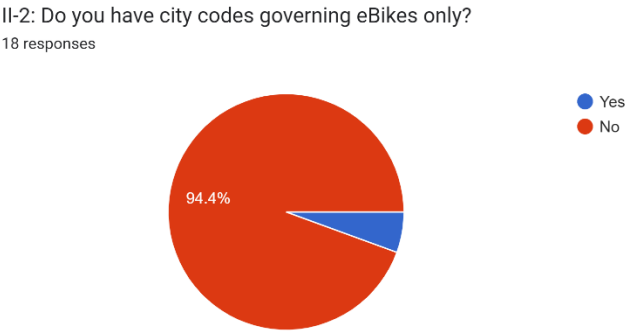
Number of bicycle accidents in 2020 to the end of 2021? 307







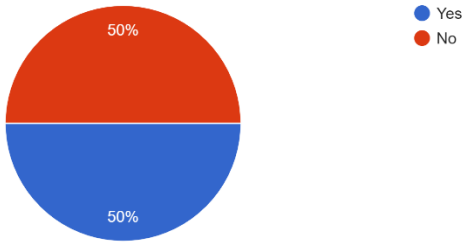




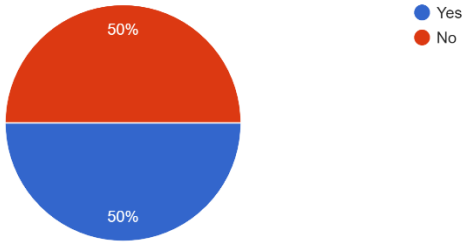
How many Bicycle citations were issued in the last year? 361

How many eBike Citations were issued in the last year? 0 [Comments: this information is not tracked]

II-5: Currently, Class 3 eBikes are not allowed on Ped/Bike trails. Are you enforcing this law?
18 responses



II-6: Are you enforcing the age limit on Class 3 eBike usage (age 16 or older)?
18 responses



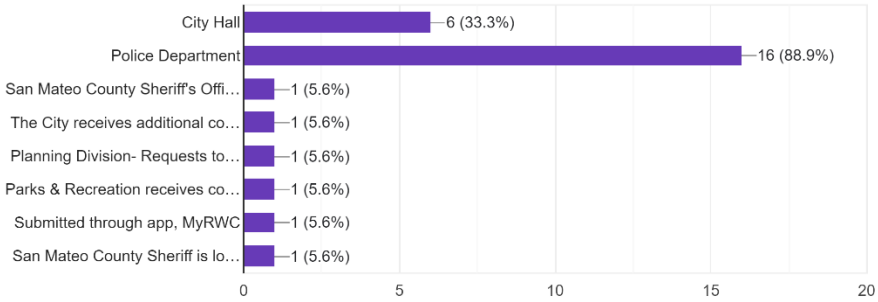
If you are enforcing bicycle/eBike law, how is it accomplished?

- Nothing too specific. Enforcement during routine patrol if violations are witnessed. The PD has done a few details and targeted patrols in our downtown area specifically looking for bicycle violations (riding on sidewalks, helmet violations, reckless behavior, etc.).
- The Police Department enforces all laws as appropriate and with necessary and legal discretionary authority.
- Education and Enforcement
- All officers are trained to enforce Vehicle Code and Municipal Code law on bicycles and eBikes.
- On view and by complaint.
- On view and calls for service which result in Education or Enforcement.
- Traffic enforcement resulting in citations and/or verbal warnings/ education to the public.
- Through proactive patrols, directed enforcement and calls for service.
- Most bicycle stops are made for violations occurring on roadways, not on trails or sidewalks. Most bike stops result in education and not citations as evidenced by our low citation numbers.
- Primarily through education and warnings.
- We have not enforced the Bicycle/eBike law because we have not received any comments to date that have triggered the Police Department to enforce.

- By Sheriff patrol.
- We can't enforce much because of limitations in light of funding and staffing needs

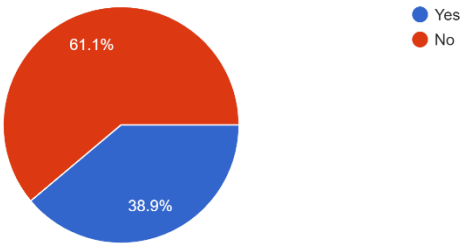
II-8: How are complaints regarding Bicycles/eBikes/eScooters logged in your city/town? Check all that apply.

18 responses



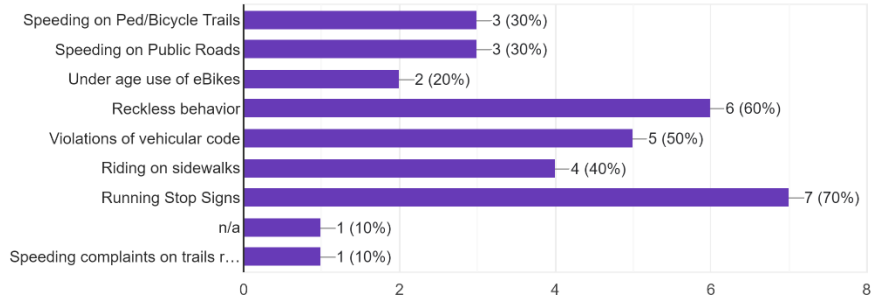
II-9: Has there been an increase in complaints regarding Bicycles in the last three years?

18 responses



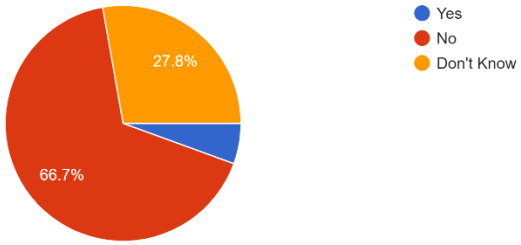
II-10: If yes, what kind of complaints about Bicycles? Check all that apply.

10 responses



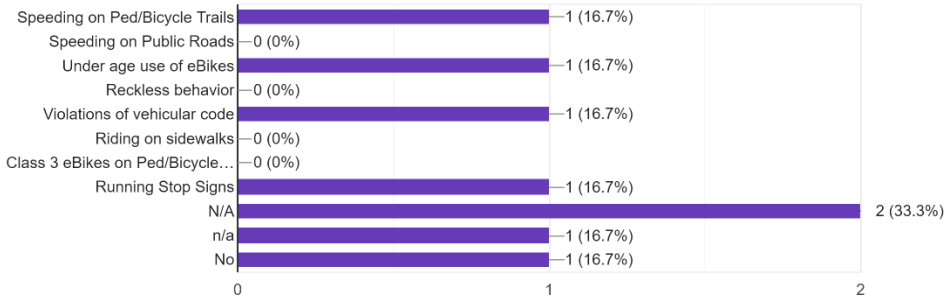
II-11: Has there been an increase in complaints regarding eBikes in the last three years?

18 responses



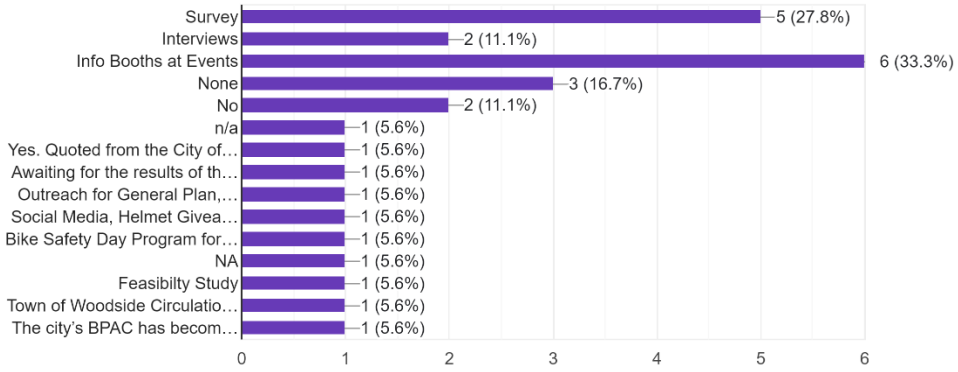
II-12: If yes, what kind of complaints about eBikes? Check all that apply.

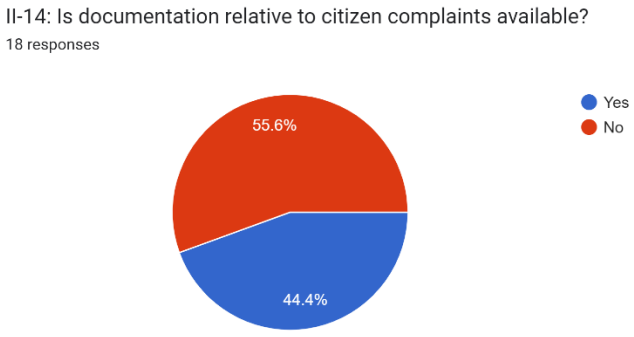
6 responses

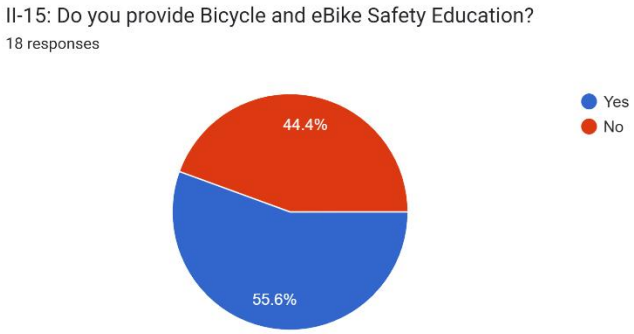


II-13: Have you done anything to solicit information from citizens regarding bicycle/eBike safety? Check all that apply.

18 responses







Does your city/town have any future plans regarding the regulation of bicycles and eBikes?

- Not at this time.
- Yes. Additional and improved bike lanes.
- Policies in the newly adopted General Plan supporting alternative modes of transportation, including bikes.
- Awaiting the results of the County-wide eBike pilot to determine best practices to implement.
- Not at this time.
- Not at this time. There have not been complaints/concerns regarding eBikes.
- Not at this time.
- Not that I am aware of.
- No, unless we start receiving complaints.
- Yes, The City of South San Francisco's Bicycle and Pedestrian Master Plan.
- No
- As the Town begins to understand various micro-mobility issues going forward, eBikes being part of that growth pattern, we will plan to prepare plans and outreach material to help educate the bike populations on eBike protocols and safety.
- With the growing development, more bike facilities are being provided for the general public. Public outreach and programs to help educate both current/new users are currently

being implemented citywide. Buildout of Bike & Pedestrian master plan is underway. Alameda de Las Pulgas and Ralston 4 designs are underway. Creation of a transportation master plan is also underway. Parks & Recreation Department is developing a Master Plan that also includes implementation of eBikes policies on open space trails.

- Yes
- Nothing specific regulatory changes planned at this time.
- City is currently drafting ordinance language to address the increasing number of electric mobility devices that are present on trails and paths. Many conversations have occurred at BPAC and council (among other committees and commissions) and will continue in 2024.

CONSENT ITEM 3.4

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Ana Maria Torres-Mondragon, Human Resource Manager

SUBJECT: Memorandum of Understanding between the City of East Palo Alto and East Palo Alto Police Officer's Association (POA) for FY 2022-24, Management Employees' Association (MEA) for August 1, 2022- December 31, 2023, and Service Employee's International Union, Local 521 (SEIU) for August 1, 2022- December 31, 2023

Recommendation

Adopt a Resolution:

1. Authorizing the City Manager to execute a Memorandum of Understanding between the City of East Palo Alto and East Palo Alto Police Officer's Association (POA) for FY 2022-24, Management Employees' Association (MEA) for August 1, 2022- December 31, 2023, and Service Employee's International Union, Local 521 (SEIU) for August 1, 2022- December 31, 2023.

2. Authorizing the City Manager to make non-substantive changes, typographical, or formatting corrections that do not change the terms or intent to Memorandums of Understanding (MOUs) for bargaining units without the need for further approval from City Council.

Alignment with City Council Strategic Plan

This recommendation is primarily aligned with:

Increase Organizational Effectiveness and Efficiency

Background

The negotiated compensation and benefits paid to employees of the City of East Palo Alto is governed by the City's municipal code, personnel policies, negotiated and authorized memorandums of understanding with the three (3) employee bargaining units (MEA, SEIU, POA). As a member of the California Public Employees' Retirement System (CalPERS), the City is subject to applicable provisions of the Public Employee Retirement Law (PERL) referenced in the California Government Code and the California Code of Regulations.

Formalizing MOUs after tentative agreements are essential to provide a clear legal framework, accountability, and transparency in the implementation of agreements. It ensures that the terms are enforceable, align with the City's goals and policies, and reviewed and approved by the City Council (our governing body).

The delay in bringing the MOUs for your approval this year are due to several factors that made the negotiation process more complex and time-consuming than in previous years. This year was the first time we implemented side letter agreements, which required careful consideration and drafting. Additionally, we had to negotiate and reach tentative agreements (TAs) for three (3) separate MOUs, each with different coverage periods which were previously approved this fiscal year except for Exhibit E.

Negotiating with multiple unions and accommodating their various timelines naturally extended the negotiation process. The introduction of coalition bargaining added an additional layer of complexity. While we successfully closed the monetary articles of the contract through this method, it left the rest of the contract open for language clean-up, a task that took more time than anticipated. One bargaining unit significantly contributed to the delay as they introduced monetary articles that were not up for discussion. Resolving these unexpected issues and clarifications took additional time but was essential to ensure a fair and comprehensive agreement.

On July 19, 2022, the City Council authorized the City Manager to negotiate compensation adjustments and tentative agreements (TAs) with SEIU, MEA, POA and unrepresented employment groups. On December 6, 2022, City Council authorized the City Manager to negotiate with POA additional side letters for retention bonuses and provided amended language to the working out of class article that was not captured in the July 19, 2022, approval. In this report the City Manager is seeking approval to negotiate and approve the last tentative agreement (TA) with SEIU (Exhibit E).

The City is presenting for adoption of the Memorandums of Understandings (MOUs) of East Palo Alto Police Officer's Association (POA) for FY 2022-24, Management Employees' Association (MEA) for August 1, 2022- December 31, 2023, and Service Employee's International Union, Local 521 (SEIU) for August 1, 2022- December 31, 2023 which are a mirror of the previously agreed upon tentative agreements.

Analysis

In addition to local policy requirements, Memoranda of Understanding (MOUs) between the City and our employee bargaining units are governed by the California Code of Regulations (CCR), Title 8, §31001, which falls under the Public Employment Relations Board (PERB) regulations. This section outlines the rules and procedures related to collective bargaining and MOUs.

The previously approved Tentative Agreements (TAs) include the following proposed substantive language, and other minor clean-up:

Article	Provision	Detail
POA		
6.1	Benefits Committee	Clarified language
9	Wages	COLAS i. 10% effective the later of City Council adoption or July 1, 2022 COLAS ii. 5% effective the later of City Council adoption or July 1, 2023 Lump Sum one-time payment of $10,000
9.4	Working out of classification	Clarified acting commander language
12.4	Payout of vacation	Increased maximum vacation cash out to 80 hours
13.5	Holidays	Increased holiday leave accrual maximum to 104
13.8	Holidays	Clarified language
31	Term	July 1, 2022- June 30, 2024 (2 years)
MEA		
7.2.4	Leave Cash out	Cash out increased to 80 hours
17	Wages	A. 5% effective the first full payroll immediately following adoption of this agreement by City Council B. One-time payment of $2,500 effective the first full payroll immediately following December 1, 2022
21	Contract Term	August 1, 2022- December 31, 2023 (16 months)
SEIU		
9.1	Wages	A. 5% effective the first full payroll immediately following adoption of this agreement by City Council B. One-time payment of $2,500 effective the first full payroll immediately following December 1, 2022
16.1	Leave Cash out	Cash out increased to 80 hours
30	Contract Term	August 1, 2022- December 31, 2023 (16 months)

The newly agreed upon Tentative Agreement (TA) include the following proposed substantive language, and other minor clean-up:

Article	Provision	Detail
SEIU		
4	Rights of Parties	Clarified language
5.1	Layoff	Clarified language
19.3.6	Discipline Procedure	Clarified language
23	Reclassification	Clarified language

Formalizing tentative agreements through City Council approval is a vital step in ensuring that agreements are legally binding, transparent, accountable, and align with the best interests of the community and the City.

Fiscal Impact

No fiscal impact associated with approval of the TA and Memorandums of Understanding (MOUs).

Public Notice

The public was provided notice by making the agenda and report available on the City's website and on a bulletin board located at City Hall: 2415 University Avenue, East Palo Alto.

Environmental

The proposed action does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines sections 15378(b)(4) and (5) in that it is a governmental fiscal, organizational or administrative activity that will not result in direct or indirect changes in the environment.

Attachments

1. Resolution with exhibits:
    a. Exhibit A- Police Officer's Association (POA) MOU for FY 2022-24 (redline)
    b. Exhibit B- Police Officer's Association (POA) MOU for FY 2022-24 (clean)
    c. Exhibit C- Management Employees' Association (MEA) MOU for August 1, 2022- December 31, 2023 (redline)
    d. Exhibit D- Management Employees' Association (MEA) MOU for August 1, 2022- December 31, 2023 (clean)
    e. Exhibit E- Service Employee's International Union, Local 521 (SEIU) Tentative Agreement (TA) for August 1, 2022- December 31, 2023
    f. Exhibit F- Service Employee's International Union, Local 521 (SEIU) MOU for August 1, 2022- December 31, 2023 (redline)
    g. Exhibit G- Service Employee's International Union, Local 521 (SEIU) MOU for August 1, 2022- December 31, 2023 (clean)

RESOLUTION NO. xx– 2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO

AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF EAST PALO ALTO AND EAST PALO ALTO POLICE OFFICER'S ASSOCIATION (POA) FOR FY 2022-24, MANAGEMENT EMPLOYEES' ASSOCIATION (MEA) FOR AUGUST 1, 2022- DECEMBER 31, 2023, AND SERVICE EMPLOYEE'S INTERNATIONAL UNION, LOCAL 521 (SEIU) FOR AUGUST 1, 2022- DECEMBER 31, 2023, AND AUTHORIZING THE CITY MANAGER TO MAKE NON-SUBSTANTIVE CHANGES OR CLERICAL CORRECTIONS

WHEREAS, the adoption of Memorandums of Understanding (MOUs) for public employee labor agreements are governed by the Meyers-Milias-Brown Act (MMBA). The MMBA, is found in the California Government Code sections 3500-3510; and

WHEREAS, Memoranda of Understanding (MOUs) between the City and our employee bargaining units are governed by the California Code of Regulations (CCR), Title 8, §31001, which falls under the Public Employment Relations Board (PERB) regulations; and

WHEREAS, On July 19, 2022, the City Council authorized the City Manager to negotiate compensation adjustments and tentative agreements (TAs) with SEIU, MEA, POA and unrepresented employment groups. On December 6, 2022, City Council authorized the City Manager to negotiate with POA additional side letters for retention bonuses and provided amended language to the working out of class article that was not captured in the July 19, 2022, approval. In this report the City Manager is seeking approval to negotiate and approve the last tentative agreement (TA) with SEIU (Exhibit E).

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY:

1. Authorizing the City Manager to execute a Memorandum of Understanding between the City of East Palo Alto and East Palo Alto Police Officer's Association (POA) for FY 2022-24, Management Employees' Association (MEA) for August 1, 2022- December 31, 2023, and Service Employee's International Union, Local 521 (SEIU) for August 1, 2022- December 31, 2023; and

2. Authorizing the City Manager to make non-substantive changes, typographical, or formatting corrections that do not change the terms or intent to Memorandums of Understanding (MOUs) for bargaining units without the need for further approval from City Council.

PASSED AND ADOPTED this 3rd day of October 2023**,** by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Lisa Gauthier, Mayor

ATTEST:

James Colin, City Clerk

APPROVED AS TO FORM:

John D. Lê, City Attorney

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITY OF EAST PALO ALTO
AND
EAST PALO ALTO POLICE OFFICERS' ASSOCIATION

Two Year Agreement (July 1, 2022 through June 30, 2024)

PREAMBLE

Having met and conferred in good faith pursuant to the provisions of Government Code Section 3500-3510 the City of East Palo Alto (hereinafter referred to as "CITY") and the Police Officers Association (hereinafter referred to as "ASSOCIATION") have agreed upon this memorandum of understanding ("MOU").

It is the general purpose of this MOU to promote the mutual interest of the City and its employees and to establish rates of pay, and certain other terms and conditions of employment.

ARTICLE 1: RECOGNITION

1.1 Union Recognition

1.1.1 Pursuant to the provisions of the City Employer-Employee Relations Resolution #48-83 and applicable State law, the City of East Palo Alto hereby recognizes the Police Officers Association as the certified majority representative of the employees in each of the classifications listed below:

- Police Officer
- Police Sergeant

1.1.2 The term "employee" or "employees" as used herein shall refer only to individuals employed by the City (excluding temporary and/or contracted) as well as such classes of employees as may be added hereafter through the provisions of the City Employer-Employee Relations Resolution or applicable State law.

1.1.3 The Association agrees to provide the City with a list of Association Officers and representatives who are authorized to meet and confer in good faith or to represent other employees. The Association shall also provide the City with a list of all authorized paid representatives. These lists shall be kept current by the Association.

1.2 Employer Recognition

The City Manager or his/her designee is the representative of the City in employer-employee relations, pursuant to the Employer-Employee Resolution# 48-83 adopted November 21, 1983.

ARTICLE 2: NON-DISCRIMINATOIN

The provisions of this MOU shall be applied equally to all employees covered hereby. Neither the City nor the Association shall unlawfully discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, disability, or religious or political opinion or affiliation or legitimate Association activity. In addition, to the extent prohibited by applicable state and federal law, there shall be no discrimination against any disabled person solely because of such disability unless that disability prevents the person(s) from performing the essential functions and duties of the classification.

ARTICLE 3: RIGHTS OF PARTIES

3.1 Management Rights

3.1.1 The City retains, among other management rights, the exclusive right to determine methods, means, and personnel by which City government operations are to be conducted, as well as to exercise complete control and discretion over its organization, operations, and technology of performing its work; to determine the mission, function and necessity of all or part of each of its constituent departments, boards, and commissions and take all necessary actions to carry out their mission, functions and necessity, or any part thereof, as well as set standards of service to the public.

3.1.2 The City also retains the sole right to administer the Human Resource System, to classify or reclassify positions, add or delete positions or classes to or from the authorized strength and Compensation Rate Schedule; to establish standards for employment, promotions, and transfer of employees; to direct its employees, establish rules and regulations, take disciplinary action for proper cause to establish work schedules and work assignments, contract out work, transfer work out of the unit, and to relieve its employees from duty for lack of work or other legitimate reasons. The City retains the right to be the sole judge, subject to its Personnel Rules and Regulations, of the qualification and competence of its officers and employees.

3.1.3 The City reserves the right to take whatever action may be necessary in an emergency situation.

3.1.4 This section is not intended to restrict consultation with employees or employee representative_ about the practical consequences that decisions on these matters may have on wages, hours and other terms and conditions of employment.

3.2 Employee Rights

3.2.1 Employees of the City shall have the right to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employee relations. Employees shall also have the right to represent themselves individually in their employment relations with the City. No employee shall be interfered with, intimidated, restrained, coerced, unduly influenced or discriminated against because of his/her exercise of these rights.

3.2.2 Management employees shall not represent non-management employees on matters within the scope of representation. Confidential employees shall not represent non-confidential employees on matters within the scope of representation. This provision does not otherwise limit the right of confidential employees to be members of and to hold office in employee organizations of their choice.

3.3 Association Rights

City employees who are Official Representatives or Unit Representatives of the Association shall be given reasonable time off with pay to attend meet-and-confer sessions with Management Representatives, or to be present when unit member grievances are being considered. The use of official time for this purpose shall be reasonable and shall not interfere with the performance of City services as determined by the City Personnel Officer. Whenever possible, such employee representatives shall make a request for excused absence to the Police Chief or his or her designated representative at least two 2 calendar days prior to the scheduled meeting. Except by mutual agreement, the number of employees excused for such purposes shall not exceed two (2).

ARTICLE 4: ASSOCIATION SECURITY

4.1 (a) An employee may at any time execute a payroll deduction authorization form ("Deduction Authorization Form") as furnished by the Association. The Association will be the custodian of record for Deduction Authorization Forms and will provide the City with a written certification that it has and will maintain a Deduction Authorization Form, signed by each individual from whose salary or wages the deduction or reduction is to be made ("Certified List").

(b) The City will direct employee requests to authorize deduction(s), or requests to cancel or change status regarding such deduction(s), to the Association. The Association shall not be required to provide the City a copy of the Deduction Authorization Form unless a dispute arises about the existence or terms of the authorization. However, the Association will provide the City with a Certified List with sufficient information to allow the City to identify the appropriate level of deduction for each member.

(c) The City will deduct membership dues and insurance premiums from employees in the above-mentioned classifications in the first full payroll period after receipt of the Deduction Authorization Form from the Association.

(d) Deductions may be revoked only pursuant to the terms of the member's written authorization. The City shall direct member requests to cancel or change deductions to the Association and shall rely on information provided by the Association regarding whether deductions for a member were properly canceled or changed. However, the parties agree that the City shall automatically cease deductions for any member who is no longer employed in a classification represented by the Association.

(e) Consistent with state law, the Association shall indemnify and save harmless the City, its officers and employees, for (1) any claims made by an employee for deductions made in reliance on the Association's Certified List or a Deduction Authorization Form and (2) any claims made by an employee for deductions made in reliance on information provided by the Association regarding changes or cancellations to the deduction authorization.

4.2 New Hire Orientation

(a) Within five (5) days of hiring a new Bargaining Unit employee, the City will notify the Association in writing of such employment, giving the following information for the new employee: name; date of hire; and job classification. The City will provide the following if the employee has provided this information: home or personal cellular telephone number; personal email address; and mailing address.

(b) During the Department's new hire orientation process, the Department will give the Association access to the employee during their normal work hours, in coordination with the Administrative Sergeant.

4.3 An Employee who is a member of the Association's bargaining team and who attends the regularly scheduled bargaining sessions between the City and the Association shall receive release time conditioned on the following:

4.3.1 Release Time: Means the release from regularly scheduled duty to attend with pay bargaining sessions between the City and the Association's bargaining team during on-duty-time. Release time is time worked.

4.3.2 Hours Eligible for Release Time: Means only those hours scheduled and actually spent in bargaining sessions between the City and the Association on days the Association member is scheduled to work. Hours spent in negotiations in excess of the number the employee was scheduled to work that day, or hours spent in negotiations on a non-duty day, shall not be counted for pay purposes or as hours worked.

4.3.3 Each POA bargaining team member shall notify his/her supervisors of the scheduled time, date and place of the bargaining session between the City and the Association as soon as a session is scheduled and shall re-notify the supervisor at least 72 hours in advance of the bargaining session.

4.4 Scheduled on-duty personnel will be expected to report for duty prior to a scheduled negotiation session unless the start of the shift is the same as the scheduled start of the negotiation session. On-duty personnel shall report for duty after the end of a bargaining session unless the bargaining session exceeds the scheduled duty day. The bargaining session ends when either the City or Association indicates the meeting is over.

4.5 The City shall provide an aggregate of up to ten (10) days off without pay for Association officers to attend seminars or conduct Association business. Such leave without pay must be scheduled and approved in advance by the Police Chief or his/her designated representative. The department retains the right to deny a leave or cancel a leave when such leave will result in an uncovered work assignment or cause overtime. The City shall establish a release time bank for the Association's elected officers. Bargaining unit members may contribute vacation or Compensatory Time Off (CTO) time in full-day increments to the release time bank. This leave will be converted to release time on an hour-for-hour basis. The Association shall designate elected officers who may use the time in the release time bank. Release time shall continue to be at the discretion of the supervisor and shall not be permitted if its use would incur overtime.

ARTICLE 5: BULLETIN BOARDS

5.1 The City shall provide designated bulletin board space on existing bulletin boards for the Association, the size and location to be determined jointly by departmental management and the Association. All materials to be posted must be non-defamatory in nature, must be approved, dated, and signed by an Association official and shall be for the benefit of the membership. Appropriate postings include, but are not limited to the following subjects:

1. Association recreational, social and related news bulletins;

2. Scheduled meetings;

3. Information concerning Association elections or the results thereof; and

4. Reports of official business of the Association, including reports of committees or the Board of Directors.

5.2 Materials posted on the bulletin board shall be removed consistent with Departmental Policy.

5.3 In cases where the Association shares space with employees of another bargaining group, in whole or part,

the space described above will become the bulletin board space for employees represented by each bargaining group. In the event that there is insufficient bulletin board space for both unions, the parties shall meet to discuss appropriate allocation of space.

ARTICLE 6: REOPENER ON HEALTH AND WELFARE

6. 1 Benefits Committee

During the term of this MOU, the City and Unions shall convene the Benefits Committee for the following purposes:

1. To continue ongoing discussions regarding cost structures as a part of an overall strategy to maintain balanced enrollment in City plans,
2. To investigate the feasibility of revising medical and/or dental coverage and/or plan(s) and strategies to participate into benefit insurance cost structure, and
3. The Benefits Committee will commence no later than September 30, 2022. The Committee will be composed of City labor representatives, not to exceed four (4) representatives and four (alternates) from each participating labor organization and four (4) City representatives. These names will be provide to the City no later than August 31, 2022.
4. Any changes to sworn members' benefits must be consented to by the POA and made in writing, through the meet and confer process.

6 Retiree Medical Trust

6.2.1 During the term of the MOU, the POA may enter into an agreement to participate in an established Retiree Medical Trust with no City contribution.

6.2.2 The City will not be signatory to the trust and its responsibilities will be limited to deducting employee contributions and remitting funds to the trust.

ARTICLE 7: MEDICAL AND DENTAL COVERAGE

7.1 Medical Coverage

7.1.1 Employee Coverage:

The City agrees to provide a medical insurance plan or plans (if more than one is available) for eligible employees covered by this bargaining unit. For those employees electing to have employee-only coverage under the City's existing medical plans, the City shall contribute up to the full cost of the employee-only level based on the Kaiser Permanente HMO 8747A premiums. Eligible employees may select coverage from among the available options. Any premiums in excess of the Kaiser Permanente HMO 8747A plan will be paid by the employee.

7.1.2 Dependent Coverage:

A. Employees may insure their eligible dependents (including registered domestic partners) under the medical plans provided by the City, in accordance with the rules and regulations applicable to obtaining said dependent coverage.

B. The City shall contribute up to eighty percent (80%) of the premium of the Kaiser

Permanente HMO 8747A medical plan for those employees electing to have dependent medical coverage under the City's existing medical plans. The employee shall be responsible for the remaining premium for the selected medical coverage, payable through bi-weekly payroll deductions.

7.2 Dental Coverage

7.2.1 Employee Coverage:

A The City agrees to provide a dental insurance plan or plans (if more than one is available) for its employees covered by this bargaining unit. The City shall contribute the full cost of the employee-only level for the dental plan selected by the employee. The contributions are based on regular full-time employment; part-time employees shall receive a prorated contribution based on their percentage of full-time equivalent.

B. Maximum Delta Dental payout per calendar year shall be $2,000.

C. Co-payment for Crown and Cast Restoration, and Prosthodontic benefits shall be 80/20; with the twenty percent (20%) share the responsibility of the employee.

7.2.2 Dependent Coverage:

A. Employee may insure their eligible dependents (including registered domestic partners as defined by State law) under the dental plan(s) in accordance with the rules and regulations applicable to obtaining said dependent coverage.

ARTICLE 8: MEDICAL & DENTAL INSURANCE COVERAGE DURING LEAVES OF ABSENCE

Employees who are placed on unpaid or paid leave of absence resulting from a medical condition including injury, illness, pregnancy or childbirth shall receive the City contribution toward medical and dental plan coverage for a leave as required by state and federal law. Premium amounts exceeding the City contribution and for dependents shall be the responsibility of the employee during the leave period. The City will continue to make its contribution toward health coverage while paid leave is being used and until such time as the paid leave is exhausted.

ARTICLE 9: WAGES & RETIREMENT

9.1 Wages

9.1.1 COLAS.

- 10% Effective the later of City Council adoption or July 1, 2022
-
- 5% Effective the later of City Council adoption or July 1, 2023

9.1.2 Lump Sum:

Individuals who are members of the bargaining unit represented by POA during the first pay period following City Council adoption of the resolution authorizing amendments to the MOU and who continue to be members of the bargaining unit as of last pay period in November 2022 will receive a one-time lump sum payment of**$10,000.** The Parties intend and understand that this lump sum payment is non-pensionable and will not be reported to CalPERS. The parties also agree that this payment is intended to be specific to the pay period in which it is paid and is to be considered part of the regular rate for this pay period only.

9.2 Step Increases

9.2.1 Employees initially appointed to the first step of the salary range of their classification shall be entitled to a merit increase to the next higher step in the pay range upon successful completion of six (6) months of actual initial or promotional probationary service, so long as they receive a satisfactory performance evaluation. The date of such increase shall be the first full pay period following the evaluation date.

9.2.2 Employees may be appointed to any step in the salary schedule for their classification as recommended by the Chief of Police and approved by the City Manager. Employees appointed to the second step and above are eligible to receive a merit increase the first full pay period following successful completion of twelve (12) months of actual service, so long as they receive a satisfactory performance evaluation.

9.2.3 Each twelve (12) months of actual service after the evaluation date, each employee receiving a satisfactory performance evaluation shall receive a merit increase to the next higher step (effective the first full pay period following the evaluation date) until the top step of the pay range for the job class has been reached. An employee shall not receive a merit increase beyond the maximum steps established for the job classification.

9.2.4 For purposes of this section, an employee who has not received any performance evaluation as of the evaluation date shall be deemed to have received a satisfactory performance evaluation effective the evaluation date. However, the evaluation must still be completed in a timely manner. Nothing in this section shall limit the employer's ability to take disciplinary or other action for performance issues which occur during a time period when no performance evaluation was completed.

9.3 Effect of Promotion, Demotion or Transfer on Salaries

9.3.1 Pay Following Promotion

An employee promoted to a higher-paid classification shall be assigned to the first step in the new pay range or at the step which equals no less than a five percent (5%) increase over his/her

current base pay rate, whichever is more, provided the maximum pay step for the new range is not exceeded.

9.3.2 Pay Following Demotion

An employee involuntarily demoted to a lower-paid classification shall be assigned to a step in the new pay range recommended by the Chief of Police and approved by the City Manager. An employee voluntarily demoted shall be paid at the step of the new pay range closest to the employee's base pay in the higher-paid classification, but not exceeding the maximum step in the range.

9.3.3 Pay Following Transfer

An employee transferred to a position within the same classification or to another classification with the same pay range shall retain the same rate of base pay and the same evaluation date. A merit increase shall not be applicable at the successful completion of any probation or evaluation period required as a result of a transfer.

9.4 Working Out of Classification

An employee who is officially designated by their department head and approved by the City Manager to perform all, or substantially all, of the duties of a higher paid classification, shall be paid at the step of the higher pay range or at the first step which is not less than five percent (5%) more than his/her current base rate after a full shift served in the higher paid classification.
Once an employee has worked in the acting assignment for a full shift , he or she shall be entitled to acting pay for the entire length of the assignment, retroactive to the first day of the assignment, including applicable overtime. However, overtime shall not be paid for employees Working Out of Class in FLSA exempt assignments

Example 1: Employee 1 is a Police Officer assigned to work out of class as a Sergeant for a full shift on Employee 1's regular day off. Employee 1 will be paid at the step of a Sergeant pay range which is not less than five percent (5%) more than his/her current base rate, including overtime for hours worked in an overtime capacity.

Example 2: Employee 2 is a Sergeant assigned to work out of class as a Commander for a full shift. Employee 2 will be paid at the step of the Commander pay range which is not less than five percent (5%) more than his/her current base rate, but will not earn overtime when acting as a Commander.

9.5 Shift Changes

The Chief of Police shall post shift changes fourteen (14) days in advance of such change, subject only to exigent circumstances as determined by the Chief of Police or his/her authorized designee. Said exigent circumstances shall be explained to affected personnel in writing and/or posted where such notices are customarily located in the department.

9.6 Retirement

Tier 1

Employees who do not meet the definition of "new employees," as defined by the Public Employees' Retirement System (PERS) shall be subject to the 3% @ 55 retirement formula. Tier **1** Employees will continue to pay the employee contribution of 9%.

Tier2

For new employees, as defined by the Public Employees' Retirement System {PERS), hired on or after January 1, 2013, retirement benefits shall be those established by the Public Employees' Retirement System (PERS) for

Local Safety Members, with a 2.7% at age 57 retirement formula based upon an average of the three (3) highest years of compensation. Employees will pay the full employee contribution (50% of the Normal Cost of the benefit).

9.7 Timesheets

It is the employee's responsibility to fill out their own timesheet. If an employee is unable to fill out his/her timesheet in person, that employee shall communicate with his/her supervisor who (upon authorization from the employee) will fill out the timesheet for that employee. If a member neglects to fill out his or her timesheet, their paycheck may be incorrect and will not be resolved until the payroll period after the employee submits an accurate timesheet and notifies the Department of the error.

9.8 Overpayments

Employees will be notified by Payroll or Human Resources prior to the recovery of overpayments on paychecks. Such Notice will include the Option for the employee either to make payment through payment/deduction in a lump sum or through biweekly deductions over a specified timeframe. Employees shall be granted at the minimum, the same number of pay periods for repayment as occurred during the overpayment. In the event the repayment constitutes an excessive burden on the employee, he/she shall be permitted the opportunity to meet with the city to develop a mutually agreeable repayment plan.

Following notice to the overpaid employee, the employee shall have five (5) days in which to submit in writing a request for a grace period for repayment. No grace period shall be allowed for an overpayment of five hundred dollars ($500.00) or less. The grace period shall not exceed two (2) pay periods. The City shall not unreasonably deny a request for a grace period.

If an overpaid employee does not make a written request for a grace period as set forth in this section, or at the expiration of the grace period, the overpaid monies shall be repaid to the City via biweekly deductions pursuant to the Option selected by the employee. If the employee has not selected a repayment Option, repayment shall be made over the time period the City deems appropriate.

Upon separation of employment, the overpaid employee's grace period is automatically terminated, and any remaining amounts of overpayments shall be deducted from the separated employee's final paycheck.

ARTICLE 10: GRIEVANCE PROCEDURE

10.1 Grievance Defined

A grievance is defined as an allegation by an employee, group of employees, or the Association that the Employer has failed to provide a condition of employment as required by Memorandum of Understanding, written departmental rules, or written City Rules and Regulations, provided that the enjoyment of such right is not made subject to the discretion of the Police Chief or the City by terms of Memorandum of Understanding or lawt and, provided further, that the condition of employment which is the subject matter within the scope of representation as defined in California Government Code Section 3504.

10.2 Grievance Procedure

Step 1. Informal Discussion.

An employee shall discuss the act in dispute with his/her immediate supervisor no later than seven (7) calendar days after the event giving rise to the dispute, or no later than seven (7) calendar days after the employee knew or reasonably should have known of the event giving rise to the grievance. The Supervisor shall give the employee an oral reply within fifteen (15) calendar days after the discussion. If the employee is

not satisfied with the response, he/she may proceed to Step 2.

Step 2. Division Head.

Any dispute not resolved at Step **1** may be submitted to the Division Head in writing, citing the specific provision of this Agreement in dispute and setting the desired solution within fifteen (15) calendar days after the Supervisor's response. A copy shall be provided to the Immediate Supervisor and the Personnel Officer. Within fifteen (15) calendar days thereafter, a meeting shall be scheduled with the employee by the Division Head.2..who shall attempt to resolve the matter. The Division Head shall give the employee a written reply within fifteen (15) calendar days after such meeting and shall file a copy with the Personnel Officer. If the employee is not satisfied with the response, he/she may proceed to Step 3. Employees who are supervised directly by Chief of Police shall by-pass Step 2 and proceed directly to Step 3.

Step 3. Chief of Police.

Any dispute not resolved at Step 2 may be submitted in writing to the Chief of Police within fifteen (15) calendar days of the division head's response, with a copy to the Immediate Supervisor and the Personnel Officer. Within fifteen (15) calendar days thereafter, a meeting shall be scheduled with the employee by the Chief of Police, who shall attempt to resolve the matter. The Chief of Police shall give the employee a written reply within fifteen (15) calendar days after the meeting and file a copy with the Personnel Officer. If the employee is not satisfied with the response, he/she may proceed to Step 4.

Step 4. Final Level of Review.

If the POA is not satisfied with the Chief of Police's response, it may appeal the dispute to advisory arbitration in writing within fifteen (15) calendar days after the date of the Step 3 response. Within ten (10) calendar days of the appeal, the parties shall meet to select an arbitrator. If the parties are unable to reach mutual agreement on an arbitrator, the parties shall jointly request a list of seven (7) labor arbitrators from the California State Mediation Service and shall alternately strike names until only one name remains. If the City and the Association cannot agree within five (5) calendar days after receipt of such list on one of seven (7) persons to act as the arbitrator, they shall alternately strike names from the list until one name remains and that person shall then become the arbitrator. The party making the first strike shall be determined by a flip of a coin.

Costs for the arbitration (including the cost of the list, arbitrator fees, and any court reporter) shall be shared equally by the parties. The parties shall each pay for their own representative. The decision of the arbitrator shall be advisory to the City Manager. The City Manager or designee shall have ten (10) calendar days after the service of the decision to notify the Union of his decision either to adopt or revoke the decision of the arbitrator. If the City Manager or designee takes no action within the ten (10) calendar day period, the City Manager shall be deemed to have adopted the decision. A decision adopted by the City Manager or designee will be final and binding upon the parties. A decision revoked by the City Manager or designee shall be deemed to have no effect and the Step 3 reply shall be final and binding upon the parties.

ARTICLE 11: LEAVES

11.1 Sick Leave

11.1.1 Intent

Sick leave shall be allowed and used only in case of actual personal sickness or disability, medical or dental treatment, family illness and injuryt and as an income supplement to Workers'

Compensation payments. Sick leave shall not be considered as a right which an employee may use at his/her discretion, but shall be allowed only in case of necessity as described herein. Employees shall not be entitled to sick leave for sickness or injury during leave of absence without pay. This section is intended to be interpreted in a manner consistent with the provisions of the Family Medical Leave Act and the California Family Rights Act.

11.1.2 Accrual

Full-time, regular and probationary employees shall accrue sick leave at the rate of three and seven-tenths (3.7) hours per bi-weekly pay period of actual service. Part-time, regular employees who customarily work at least twenty (20) hours per week shall receive a pro-rated sick leave accrual based on actual hours worked each bi-weekly pay period.

11.1.3 Employees may accumulate and carry over the full amount of unused accrued sick leave from calendar year to calendar year. There shall be no upper limit on the accumulation of sick leave.

11.1.4 Use of Sick Leave

A. Off-duty employees who become sick or injured and unable to report to work must notify the Department no later than one (1) hour prior to their next scheduled shift.

B. Employees shall report their sick leave status to their on-duty supervisor, or in his/her absence, to the Watch Commander. The Supervisor receiving the notification shall complete an "Absentee Report" form and insure that form is forwarded to the appropriate Commander or Supervisor.

C. Employees who become sick while on duty, not related to their work, and are unable to continue working shall notify their immediate supervisor prior to going home. The supervisor shall notify the Division Commander and complete an Absentee Report.

D. When a supervisor has a reasonable suspicion of sick leave abuse or for employees who have been on sick leave for more than three (3) consecutive calendar days they are required to present written verification of inability to work signed by a treating physician or other health care provider to their immediate supervisor upon returning to work. The written verification must also include a release for the employee to return to work, together with any restrictions. That Supervisor shall attach the medical verification to the completed Absentee Report form and forward both to the Administrative Division. The City reserves the right to determine whether it can reasonably accommodate the employee's work restrictions.

E. Employees may use sick leave for the illness or injury of a member of the employee's immediate household.

11.2 Bereavement Leave

11.2.1 Bereavement Leave

Employees shall be entitled up to three (3) calendar days of paid leave for an occurrence of death

or serious illness or accident determined to possibly lead to death in the immediate family; five (5) calendar days if out of state. Additional days may be approved by the City Manager and charged to the employee's available unused leave. This leave shall not be accumulated and is in addition to sick leave and vacation benefits except where additional time off is taken as provided above. Request for funeral/emergency leave must be in writing, state the relationship of the family member, and be approved in advance by the Chief of Police and City Manager. In special emergencies, an employee may request formal approval after the fact; if approved, leave records shall be adjusted accordingly. Death following a serious illness shall generally be regarded as one (1) occurrence; however, the Chief shall be responsible for recommending otherwise when, in his/her judgment, the nature or severity of the illness and/or lapse of time warrants.

11.2.2. Immediate Family

Immediate family shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, unole, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners.

11.3 Disability Leave

11.3.1 Sworn Police Unit personnel who are unable to work due to an injury or illness arising out of and in the cause of his/her duties which is declared to be compensable under the State of California Workers' Compensation Law, shall be granted industrial disability leave and temporary disability benefits in accordance with Section 4850 of the California Labor Code.

11.3.2 Employees on an extended leave of absence for 4850 (medical), sick leave, FMLA, or Administrative Leave shall be assigned to the Professional Standards Unit (PSU) and be considered working a Day shift Monday through Friday administration schedule (either 80-hours or 84-hours consistent with their schedule prior to being placed on leave) after their first full pay period of absence.

Employees on an 80-hour workweek schedule will be scheduled as 8am-4pm, Monday through Friday.

Employees on an 84-hour workweek schedule will be scheduled as 8am-4pm on Monday, Thursday and Friday. On Tuesday and Wednesday, they will be scheduled as 8am-5pm to give them the 84 hours per pay period.

11.4 Military Leave

11.4.1 Military leave shall be granted by the City in accordance with the provisions of State and Federal Laws and there may be a deduction for any military compensation that the employee receives for service during the period that he is receiving full pay from the City, to the extent permitted by law. All employees taking military leave shall give the City an opportunity, within the limits of military regulations, to determine when such military leave shall be taken.

11.4.2 An employee returning from military leave may be required to pass a medical examination to be paid by the City, and shall be required to submit proof of actual service before returning to work.

11.4.3 This provision will sunset and be deleted from this MOU once the parties reach agreement on a City Policy covering this issue.

11.5 Leave of Absence

11.5.1 When determined to be in the best interests of the employee and the City, the City Manager may approve a leave of absence without pay for a regular or probationary employee for a period up to six (6) months. Such leave is a privilege, not a right, and must be requested in writing by the employee, stating the reason and requested dates, and must be recommended by the Chief of Police. The request shall include the address and the phone number where the employee may be contacted during the leave, if approved.

11.5.2 Leave for one **(1)** calendar week or less may be granted by the Chief of Police upon his/her determination that such leave is justified.

11.5.3 Employee benefits shall not be continued during leave in excess of one **(1)** calendar week unless any insurance contract provisions permit and the employee agrees in writing to pay the total monthly cost or a portion thereof, as appropriate, by a method satisfactory to the Finance Director. Benefits not paid as agreed shall terminate. Employees on leave of absence without pay in excess of one (1) calendar week shall not accrue leave nor service credit, but shall retain unused accruals as of the date leave began. Employees on leave in excess of thirty (30) calendar days shall return City property as set forth in Section 3.13.06 of the Personnel Policies and Procedures.

11.5.4 An employee returning to the same classification from which he/she took leave shall be paid at the current rate in the same step and range of the class in which employed.

11.5.5 An employee on leave shall confirm in advance of the leave expiration date his/her intention to return. An employee who fails to report promptly at the expiration of his/her leave without sufficient cause shall be subject to disciplinary action and possible termination of his/her right to continued employment. A leave of absence may be revoked by the City Manager upon a determination that the reason for leave was not stated and did not serve the City's best interests.

ARTICLE 12: VACATION

12.1 Vacation Accumulation

An employee with less than ten (10) years of consecutive City service shall not accumulate more than two-hundred and eighty-eight (288) hours of vacation. An employee with more than ten (10) years of consecutive City service shall not accumulate more than three-hundred and twenty (320) hours of vacation. Once the accrual cap is reached, an employee will not accrue any additional vacation until he or she reduces the accumulated hours below the accrual cap, either through usage or cash out. An employee shall receive reasonable notice of the amount of accumulated vacation leave in advance of each anniversary date.

The Chief of Police shall give employees reasonable advance notice if vacation leave will conflict with the department needs and shall advise the City Manager if vacation denial is the reason for employee's deferral request. Requests for deferring vacation use must be presented to the City Manager prior to the start of the vacation unless the vacation is cancelled by the Department, in which case the deferral request must be presented to the City Manager within thirty (30) calendar days after the vacation was originally scheduled to start. In granting deferred vacation, the City Manager may specify a time within which such excess vacation leave must

be used.

12.2 Crediting Vacation

Full-time employees, excluding seasonal and temporary, shall be credited with vacation as follows:

Minimum Continuous Service	Amount of Vacation Earned Annually
0-4.99 years:	80 hours (3.08 hrs bi-weekly)
5-9.99 years:	120 hours (4.62 hrs bi-weekly)
10-14.99 years:	160 hours (6.15 hrs bi-weekly)
15-plus years:	200 hours (7.69 hrs bi-weekly)

12.3 Use of Vacation

The time at which an employee may use vacation leave and the amount to be taken at any one time shall be determined by the Chief or designee with particular regard for the needs of the City and, insofar as possible, considering the wishes of the employee. Except in unusual circumstances, use of vacation leave shall be scheduled and approved in advance of the first day of absence. Approval of use of vacation leave shall be in a form and manner prescribed by the Personnel Officer. Said approval of vacation leave shall not be unreasonably withheld.

In addition, the Chief or designee may require any unit member to use up to two weeks of vacation for operational reasons, including the good of the Department. Unlike other paid leaves, mandatory vacation under this paragraph shall be deemed hours worked for overtime purposes.

12.4 Vacation Cash out

Members of the bargaining unit may make an irrevocable election to cash out vacation during the month of December each year. To qualify for vacation cash out, an employee must have more than eighty (80) hours of accrued vacation. Bargaining unit members may cash out up to a maximum of eighty (80) hours of vacation, so long as the member maintains a balance of at least eighty (80) hours. Elections will be cashed out in December the following year.

12.5 Work During Vacation

Employees shall not work for the City or be called back during vacation leave except in an emergency as determined by the Chief of Police and approved by the City Manager. An employee required to work shall not be charged for leave and shall be compensated as if working on his/her regular schedule.

ARTICLE 13: HOLIDAYS

13.1 The City recognize the following thirteen (13) holidays (note: holidays are recognized on the identified dates, even if they fall on a weekend):

Holiday
New Year's Day
Martin Luther King Birthday
Lincoln's Birthday
Washington's Birthday
Cesar Chavez Day
Memorial Day
Juneteenth

Date Recognized
January 1st
3rd Monday in January
February 12th
3rd Monday in February
last Monday in March
last Monday in May
June 19

Independence Day	July 4th
Labor Day	1st Monday in September
Veteran's Day	November 11th
Thanksgiving Day	4th Thursday in November
Day after Thanksgiving	4th Friday in November
Christmas Day	December 25th

13.2 Each bargaining unit employee in paid status the day before and the day after a recognized holiday will receive eight (8) hours of Holiday Leave for that holiday. Holiday Leave will be credited in the pay period in which the holiday falls.

Example: Christmas Day falls on a Saturday. For purposes of this MOU, the holiday is recognized on that day, even though City Hall may be closed on the preceding Friday. Each bargaining unit member will be credited eight (8) hours of Holiday Leave during the pay period in which Christmas Day falls.

13.3 Holiday Leave is paid time off and may be scheduled in the same manner as an employee schedules vacation. Any bargaining unit member who is not required to work on a designated holiday may use Holiday Leave, Vacation, CTO, or other discretionary leave to cover the holiday.

Example: An officer assigned to CID is not required to work on Thanksgiving Day. The Officer has a bank of twenty (20) hours of Holiday Leave. The Officer may use ten (10) hours of Holiday Leave or other discretionary leave to cover that absence.

13.4 Employees may make an irrevocable election to cash out up to forty-eight (48) hours of Holiday Leave in the first pay period of December each year.

13.5 Employees may accrue a maximum of one hundred-four (104) hours of holiday leave. Once employees have reached the maximum, they will no longer accrue Holiday Leave.

13.6 Holiday leave will be cashed out (at the employee's salary rate before promotion) upon promotion.

13.7 Employees required to work on a holiday which is not their regularly scheduled workday will be paid overtime consistent with Section 15.2 of this MOU.

13.8 Employee may cash-out an additional twelve (12) hours of Holiday Leave per pay period; however, the employee is required to make the request in accordance with the IRS constructive right of receipt rules. This is subject to written pre-approval by the Chief and or designee. Should a request be denied, the request may be appealed to the City Manager.

13.9 Detectives

Detectives are not regularly scheduled to work on designated holidays. However, individual detectives may request to work specific holidays. Except where exigent circumstances preclude it (e.g., the sudden availability of a witness), such request shall be made no more than two weeks prior to the date of the holiday. The Commander will determine whether to authorize work on the holiday. Work on a requested holiday shall be paid at straight time. Nothing in this section affects the Department's existing ability to reassign or callback employees on designated holidays.

ARTICLE 14: LEAVE DONATION

14.1 Employees shall be eligible to participate as donors and recipients in the leave donation program, which

provides a mechanism for assisting employees who have exhausted paid leave due to a catastrophic illness or injury. This program allows a regular City employee represented by the Association to donate, on an hour-for-hour basis, accrued vacation, or Compensatory Time Off hours to a specific, eligible employee who has exhausted his/her own available leave balances. Catastrophic illness or injury is defined as the employee's own adverse medical condition which requires the employee to be absent from work for more than twenty (20) consecutive work days, or similarly debilitating illness or injury of the employee's immediate family member who has a catastrophic illness or injury (as verified by a physician's statement).

14.2 To receive leave donations, an employee:

14.2.1 Must have been employed in a regular position for a minimum of one year; and

14.2.2 Must be absent from work due to his/her own catastrophic illness or injury for more than twenty (20) consecutive days (as verified by a physician's statement); or be absent from work in order to attend his/her immediate family member who has a catastrophic illness or injury (as verified by a physician's statement); and

14.2.3. Must have exhausted all earned leave balances (including sick leave (ifrelated to the employee's own illness), vacation, overtime and CTO accruals. However, the Personnel Officer may approve the solicitation/acceptance of leave donations prior to all balances being exhausted, when the physician's statement and leave balance indicate the probable exhaustion of balances within two pay periods.

14.3 Donations:

1. Are voluntary;
2. Are made from accrued vacation and/or CTO balances;
3. May not be made through_donation of sick leave;
4. Must be for a minimum of eight (8) hours, in whole hour increments;
5. Are irrevocable, and
6. Are taxable on the part of the recipient, in accordance with IRS regulations, and are subject to withholding as required by law.

14.4 Donations shall be processed in the order received. However, a donor's leave shall not be reduced until the recipient actually uses the leave. Unused donations shall remain with the donor.

14.5 An employee may not donate more than eighty (80) hours to any other individual employee.

14.6 The total donations received into his/her vacation balance by an employee shall normally not exceed 1040 hours; however, donations in excess of 1040 hours may be considered and approved by the Personnel Officer.

14.7 Upon approval of a request for donations, the Personnel Officer (or his/her designee) shall, at the employee's request, post a notice of the eligible employee's need for donations on departmental bulletin boards accessible to employees; confidential medical information shall not be included in the notice.

14.8 Nothing in this section shall be construed to modify the employment relationship between the City and the receiving employee, or to restrict the City's management rights. Neither shall this section modify existing City rules, policies or agreements regarding unpaid leave of absence or family leave.

14.9 This provision will sunset and be deleted from this MOU once the parties reach agreement on a City Policy covering this issue.

ARTICLE 15: OVERTIME

15.1 The City shall determine those classifications eligible for overtime compensation. Regular full-time employees in those classifications represented by the Association when properly authorized in advance by the Department Head or his/her designated representative shall receive overtime compensation in accordance with the following provisions.

Employees working in exempt positions (either as a regular assignment or when working out of class) shall not qualify for overtime.

15.2 Except as provided below, overtime for eligible employees shall be defined as follows:

15.2.1 For employees assigned to a 12/84 work schedule, work in excess of eighty-four (84) hours in a fourteen (14) day work period, exclusive of stand-by and call-back pay.

15.2.2. For all other employees represented by the Association, that time worked in excess of forty (40) hours in a seven day work period, exclusive of stand-by and call back pay, provided, however, such law enforcement personnel in attendance at the P.O.S.T or F.B.I academies shall accrue overtime for hours worked in excess of 240 hours in a 28-day cycle. Such cycle shall be established by the City. For the purpose of computing overtime, all regular, scheduled work hours including paid leave time shall be considered time worked.

15.2.3 For the purpose of computing overtime, all regularly scheduled work hours, including paid leave time, shall be considered time worked.

15.3 Overtime is compensable at the rate of time and one-half the regular hourly rate, computed in accordance with FLSA. Hours worked shall accrue in increments of one tenth (1/10) of an hour (6 minutes), subject to a minimum of two-tenths (2/10) of an hour (12 minutes).

15.4 Overtime shall be placed in a compensatory time off (CTO) account or paid in the pay period in which earned at the discretion of the Chief of Police or his/her designated representative. The maximum allowable balance in the CTO account shall be 120 hours. Employees will not be permitted to accrue additional CTO over the 120 hour cap. In the event that an employee accrues more than 120 hours, any hours in excess of 120 will be paid out no later than the next full pay period.

CTO will be cashed out (at the employee's salary rate before promotion) upon promotion.

15.5 When an employee wishes to take compensatory time off and requests time off at least ninety-six hours prior to the time such hours would be taken off, the Chief of Police will make every effort to comply with the employee's request. Approval of this request is subject to a determination by the Chief of Police of whether or not it would unduly disrupt the operations of the department. Compensatory time off shall be used before any leaves-of-absence-without pay and granted pursuant to the City Policies and Procedures.

15.6 All unused hours in the compensatory overtime account shall be cashed out in the last full pay period including December at the employee's regular rate of pay.

15.7 Computation of probationary periods, retirement benefits, sick leave, vacation time, merit increase periods, or other similarly computed periods of benefits shall be based only on regularly scheduled hours of work, and shall not include overtime hours worked.

15.8 When an employee is off duty, not on standby, and called back to work, said employee shall be given credit for at least four (4) hours of work time.

15.9 Court Standby

Sworn employees off-duty and under subpoena for a criminal case shall receive 2 hours of overtime standby pay at the rate of time and one-half of the employee's straight time rate of pay (including premiums expressed as a percentage of base pay) if they are off-duty during the entire time court is in session. For the purpose of this issue, court is deemed to be in session starting at 9 am and concluding at 5 pm. Members placed on standby status by the district attorney are required to have the subpoena renewed after five court days if they are still on stand-by status.

Members under subpoena in a civil matter must require the Attorney of record on the subpoena to deposit the required funds in the form of a cashier's check to the City of East Palo Alto to cover the five days in advance of the court date.

15.10 Court Callback

Sworn employees subpoenaed to court as an Officer of the City during off-duty hours shall be compensated for such court time at the rate of time and one-half (1-1/2) the employee's regular rate of pay. For said court time, employees shall be paid a minimum of four (4) hours at the premium rate specified above. Court time in excess of four (4) hours shall be compensated at the premium rate specified above on the basis of hours actually spent at the court and charged in thirty (30) minute increments. The employee must be off-duty to qualify for court time pay and shall submit an Overtime Request Form.

Employees receiving court callback pay do not qualify for court standby pay.

ARTICLE 16: VEHICLE DAMAGE REIMBURSEMENT

16.1 The City has provided a secured parking location for officers' privately owned vehicles.

16.2 In the event (a) the City ceases providing a secure parking area, or there are no available spaces in the secured parking area, and (b) an officer's privately owned vehicle is vandalized outside a secured parking area while the officer is on-duty, City agrees to pay a maximum of$250 per incident, up to a maximum of $1,000 per year per officer toward the cost of any deductible owed to the officer's insurance company. Said payment will be made to the officer upon submittal of proof of insurance and of deductible owed. An officer who discovers that his/her car has been vandalized shall report such damage within one (1) hour after discovery to their immediate supervisor. An Incident or Malicious Mischief Report shall be prepared, along with a picture of the damage, by a person other than the employee, within 24 hours after discovery and submitted along with the claim for reimbursement.

16.3 DMV PULL NOTICE PROGRAM

Employees whose positions require that they operate vehicles on city business, must possess and maintain a valid California driver's license appropriate for the job and vehicle(s) to be operated. The City will enroll all bargaining unit members in the City's department of motor vehicles employer pull-notice program.

ARTICLE 17: PROBATION

17.1 Probationary Period

Unit members covered by this agreement shall have an initial probationary period of eighteen (18) months of actual service for new officers. The probationary period for promotional positions within the Department and for lateral hires (i.e.• employees who are already possess a basic POST certificate at the time of hire) shall be twelve (12) months. Upon request of the Chief of Police, the Personnel Officer or designee may extend the probationary period of a unit member by a period not to exceed three (3) months. The Personnel Officer or

designees shall notify the Police Chief at least one-and-one-half (1-1/2) months prior to the completion of an employee's probationary period. The Police Chief shall submit to the Personnel Officer an Employee Performance Report (EPR) within thirty (30) calendar days prior to the due date, indicating any concern over the employee's performance which would support the extension of a probationary period.

17.2 Rejection of Probationary Employee

During the probationary period, an employee may be rejected at any time without the right of appeal or recourse to the grievance procedure under this MOU or Section 3.15 of the Personnel Rules. Notification of rejection from probation shall be in writing to the employee. Upon notification of rejection from probation, the employee may request a meeting with the Personnel Officer to review the reasons for rejection. An employee rejected during a promotional or transfer probationary period shall be reinstated to a vacant position, if available, in a_ class from which he/she was promoted or transferred, unless rejected on the basis of charges leading to discharge. If no vacancy exists, the employee may exercise displacement procedures set forth in Section 3.13 of the Personnel Rules.

ARTICLE 18: TUITION REIMBURSEMENT

18.1 The City shall establish a Tuition Reimbursement Program for Police Unit members.

18.2 Subject to the availability of funding, the City will reimburse expenses for tuition, books, and curriculum fees incurred by an employee within the representation unit, to a maximum of Four Hundred Dollars ($400.00) per fiscal year, for classes completed in accredited institutions of learning or approved specialized training groups leading to an academic degree or improved job-related skill. The rate of reimbursement shall be one hundred percent (100%) for completion of job-related courses and fifty percent (50%) for the completion of courses leading to an academic degree. Programs must be approved in advance by the Chief of Police to qualify for reimbursement.

ARTICLE 19: SPECIAL ASSIGNMENTS

19.1 Special Assignments shall be at the discretion of the Chief and shall be for no more than four (4) years. In anticipation of the end of an assignment (either the initial four-year assignment, an assignment which has already been in effect for four or more years, or the end of an additional year as provided below), the Department will announce the assignment opportunity and conduct a test to identify a qualified candidate. If there are no qualified candidates, the Department will extend the incumbent member for one (1) additional year. This will be done annually for that position to ensure members have access to the position until it is filled by a new member.

The parties agree that elimination of or a change in assignments is a regular part of the assignment process and shall not be deemed disciplinary in nature.

19.2 Effective upon Adoption of the Agreement, an additional five percent (5%) pay allowance shall be awarded for all special assignments, including:

1. Motorcycles
2. Detective
3. School Resources Officer
4. Field Training Officer (normally four, but subject to change per the Chief)

19.3 The parties may establish additional special assignments by mutual agreement

19.4 Bargaining Unit members shall receive special assignment allowance pay for the entire period that they are in an assignment. However, when a Bargaining Unit member is assigned to a higher classification, and is not performing the duties of the special assignment, he/she will not receive special assignment allowance pay.

For example, if a Police Officer is assigned to the special assignment of Detective, and subsequently is assigned an acting assignment as the Patrol Sergeant, he/she stops working as a Detective. The officer no longer earns a Detective pay differential when serving in an acting capacity as a Sergeant. However, if that same officer is assigned to work as a Detective Sergeant, he or she will continue to earn the differential.

19.5 Canine Pay

19. 5.1 Assignment of a canine shall be at the discretion of the Chief. Each employee who is assigned to the duty of feeding, caring for and supervising police dogs, which duty is performed by the employee at his/her home and during hours when he/she is otherwise not on duty with the Police Department, shall be credited with 3.5 hours of overtime per week.

19.5.2 Such additional compensation shall not be paid for any two (2) biweekly periods when such additional duty is not performed by the employee, whether for the reason that the dog assigned to such employee is boarded at a kennel at City expense or otherwise.

19.5.3 The additional compensation provided for in Section 19.5.1 is granted in recognition of the personal investment, duties and responsibilities of the K-9 assignment including the time spent by the unit employee while off duty in the care and maintenance of the assigned canine, which is estimated to be 4.6 hours per week. The additional compensation is based on the expected additional work required for the care of the dog, given the work historically required for such care. This extra compensation is not to be considered premium pay. The City shall pay costs associated with the "Initial Basic Training of Handler and K-9" when an officer is assigned to canine duty.

19.5.4 The City shall either supply or reimburse the officer for the cost of food and medical care (including prescription medication) for the canine.

19.6 Detective On-call Pay

Detectives assigned to be on-call shall be compensated eight (8) hours at the employee's straight time rate of pay (including premiums expressed as a percentage of base pay) for being on-call seven (7) continuous days. In order to be eligible for the on-call pay the detective shall be available to respond to call out requests five (5) of the seven (7) days the detective is on call.

ARTICLE 20: UNIFORM ALLOWANCE

20.1 Allowance

Employees of the Police Department in the classifications of Police Officer and Police Sergeant, who have been so employed for one (1) year or more with the City of East Palo Alto, and are required to wear a uniform, shall be provided an annual uniform allowance of one-thousand, two hundred dollars ($1200.00). The uniform allowance will be paid monthly, on the last full pay period of each month.

For the first year of service, the Police Department shall issue purchase orders for the purchase of two pants, three shirts, one belt, one pair of shoes, one nameplate, and one set of raingear, consisting of a jacket and pants.

20.2 Safety Equipment

The City shall furnish, at its own expense, all safety equipment required by the City and State Law. Soft body armor, riot helmets and protective gas masks, shall be made available in the manner prescribed in the Department's Operations Manual. Such furnished safety equipment and any and all replacements furnished by the City at any time shall remain the property of and under the control of the City. City shall also furnish ammunition for weapons authorized to be carried on duty by the Chief of Police; supply includes ammunition needed for qualification and on duty use only.

20.3 Plain Clothes Officers

Employees in classifications of Police Officer and Police Sergeant who, in the course of their work, do not wear a uniform, shall be paid an annual clothes allowance of nine hundred dollars ($900.00). The clothing allowance will be paid monthly, on the last full pay period of each month.

20.4 Safety Equipment Standards

City will work with the Association to develop a replacement schedule for safety equipment and vehicles.

ARTICLE21: PREMIUMPAY

21.1 Premium Pay

City agrees to provide qualified employees the following premium payments:

21.1.1 Bi-lingual Pay: On recommendation of the Chief of Police and approval of the City Manager, payment of one hundred and twenty-five dollars ($125.00) per month ($57.70 bi-weekly) will be paid to eligible personnel who are required to use their bilingual skills in the performance of their duties with members of the public in a language other than English. Selection of the language shall be by the City, and all personnel receiving the differential must be certified as proficient by the City.

21.1.2 Intermediate/Advanced POST Certificates:

Police Unit members shall receive a salary adjustment equal to five percent (5%) of hourly base pay for possession of an Intermediate POST Certificate, and shall receive a salary adjustment equal to two and one-half percent (2.5%) of hourly base pay for possession of an Advanced POST Certificate. If a member holds both Intermediate and Advanced POST Certificates he/she will receive a salary adjustment equal to seven and one-half percent (7.5%) of hourly base pay.

It is the employee's responsibility to provide Police Command Staff and the Department of Finance (Support Services Manager) with evidence that they have submitted a complete application to POST. The salary adjustment for Intermediate or Advanced POST will be effective the first full pay period following provision of said evidence. In the event POST does not issue a certificate based on the application provided to Command Staff and the Support Services Manager, the salary adjustment will be null and void and any payments to the employee under this section will be reimbursed through payroll deduction over the same time period as the overpayment.,_

21.1.3 Longevity Pay:

Police unit members with ten (10) years continuous service with City shall receive a 2.5% increase in compensation. Unit Members will receive these increases in the pay period following the anniversary date often (10) years continuous service with the City. The maximum longevity pay any member can receive shall not exceed two point five percent (2.5%).

ARTICLE 22: OUTSIDE EMPLOYMENT

Employees may engage in other employment or enterprise provided:

1. Such employment does not interfere with required duties or conflict with the City interests; and
2. Such employment is approved in advance in writing by the Chief of Police, reviewed by the City Manager, and a copy filed with the Human Resources Department.

Approval may be denied or revoked for non-compliance with the above provisions.

ARTICLE 23: AUTOMATIC PAYROLL DEPOSIT

23.1 All employees covered by this Agreement shall participate in the City's automatic payroll deposit program by completing a payroll authorization form and submitting the form, along with a voided check or savings de Department. It shall be the employee's choice as to which bank he/she designates as the institution receiving the payroll funds.

23.2 When the authorization form is properly executed and filed with the Finance Department, the City shall automatically deposit in the employee's designated bank account the net amount of pay each designated biweekly payday.

ARTICLE 24: HOURS OF WORK

24.1 Work Schedules

Employees may be assigned to a 5-8 work schedule (five eight-hour days followed by two schedules days off), a 4-10 work schedule (four ten-hour days followed by three scheduled days off), or a 12-hour work schedule (two tours, one week consisting of three (3) twelve-hour days followed by four (4) regularly scheduled days off, second week consisting of four (4) twelve-hour days followed by three (3) regularly scheduled days off). The City will provide POA with notice and an opportunity to meet and confer prior to implementing and new unit schedules (e.g., converting the patrol schedule from 12's to 4-10).

The normal workday shall include on-duty time for a meal break. Missed meal breaks do not result in an overtime entitlement for employees.

24.2 Training

1. Employees assigned to training may have their schedule modified to accommodate the training schedule (e.g., an employee may be shifted to a 4-10 or 5-8 work schedule) but will continue to be entitled to on-duty time for a meal break ofup to 1-hour, so long as the on-duty meal break does not result in overtime for the employee. Employees will not be required to use leave time to "make up" for lost hours due to a work schedule modified to accommodate training (e.g., an employee who normal schedule for a week would be 48 hours who is reassigned to a 5-8 schedule for a training week will not be required to use leave time to make up the extra hours).
2. Where an employee's schedule is not changed (e.g., single day or partial week trainings), the employee will be compensated in the following manner: (a) training that falls on a regularly-scheduled workday

will be compensated based on the employee's full shift (including an on-duty meal break ofup to one hour which does not result in overtime); (b) training that falls on a regular day off will be compensated on an hour-for-hour basis (with no on duty meal break).

ARTICLE 25: LAYOFF AND REEMPLOYMENT

25.1 Definition of Layoff

Layoff is defined as the separation of employees from the active work force due to lack of work or funds, organizational or duty changes, or the abolition of positions by the Council. The City Manager shall designate the number and dispositions for layoff as approved by the Council. The decision to layoff shall not be subject to the grievance procedure contained in this Agreement.

25.2 Order of Layoff

Layoff shall be based on seniority in class, which shall be defined as the employee's total continuous time of permanent and probationary employment in the class in which employed. Total continuous time shall include military leave in accordance with State Law. In the event two (2) employees have identical seniority, the employee who had the highest ranking on the employment list for the position currently held shall have precedence. In the absence of a list, the drawing oflots shall decide which employee is senior. No probationary or permanent employee shall be laid off while any temporary employee occupies a position in the same class. The Human Resources Department shall provide seniority lists before layoff notices are prepared.

25.3 Notice to Employees

Permanent and probationary employees shall receive written notice (to be hand-delivered by the department management whenever possible) stating the reason for layoff a minimum of thirty (30) calendar days prior to the date of expected layoff. Similar notice shall be provided to the affected recognized employee organization representing the classes. With such notice, the employee shall be informed of the procedure to be followed and the rights to which he/she is entitled. The Department shall make every effort to allow employees who are to be laid off reasonable time to seek other employment. Pay for such time off shall be provided to full-time permanent and probationary employees only.

25.4 Displacement Rights

A full-time permanent or probationary employee who is laid off from his/her classification shall be entitled to displace another employee with less seniority in an equal or lower paying classification within the representation unit for which he/she meets the minimum qualifications and in which he/she has held prior permanent status. To successfully displace another employee, an employee must be fully qualified, trained, and capable of performing all work in the new classification. Permanent part-time employees may displace only other permanent part-time employees. When minimum qualifications have increased, the Personnel Officer may temporarily waive the increased requirements if previous successful performance is documented, and provided the requirements are met within a reasonable time.

25.5 Reemployment

Permanent and probationary employees who are laid off, demoted, or who have exercised employment rights set forth in this Rule in lieu of layoff shall have their names placed on reemployment lists for the classification from which laid off and any classifications previously held in order of total continuous time served in probationary and permanent status in the City Service.

ARTICLE 26: NO STRIKE

The Union agrees that during the term of this Memorandum of Understanding, neither it nor the employees it represents will engage in, encourage, sanction, and/or support, any: **(1)** strikes; (2) slowdowns;(3) mass resignations; (4) mass absenteeism; and/or (5) picketing, which would involve the suspension of, or interference with, normal work of the Department or other City departments.

ARTICLE 27: SHIFT & VACATION DRAWS AND SPECIAL ASSIGNMENTS

Seniority by classification will govern the selection of vacation days and shift selection.

27.1 Shift Bid

Bi-Annual shift bid shall occur in the months of May and November. The May bid will establish shifts for the period from July through December and the November bid will establish shifts for the period from January through June.

27.2 Vacation Bid

One person per side of the week is allowed for the first half of the year.

Officers and sergeants shall be allowed to sign for two contiguous weeks during the first bid.

One officer per all of patrol shall be allowed for the second half of the year.

Officers can select from any available slot for the entire year during vacation bid.

Officers can select additional vacation time after the mid-year (July) shift change.

Sergeants may, with the approval of the Division Commander, allow a team member to take additional vacation time, as long as it is projected that the team will be at or above minimum staffing levels at the time the vacation is approved.

ARTICLE 28: SUPERSEDENCE

The inclusions oflanguage in this Memorandum of Understanding concerning matters formerly governed by City Rules, Regulations, Resolutions and Ordinances shall not be deemed to be a preemption of the entire subject matter. Accordingly, City Rules, Regulations, Resolutions and Ordinances not in conflict with specific provisions of this Agreement shall not be construed to be superseded by this Agreement and shall continue in full force and effect.

ARTICLE 29: SEPARABILITY

Notwithstanding any other provisions ofthis Agreement to the contrary, in the event that any article, or subsections thereof of this Agreement shall be disclosed invalid by any court of competent jurisdictions, or by an applicable State or Federal Law or regulation, or shall a decision by any court of competent jurisdiction or any applicable State or Federal Law or regulation diminish the benefits provided by this Agreement, or impose additional obligations on the City, the parties shall meet and confer or negotiate on the Article or Subsections thereof affected. All other provisions of this Agreement shall continue in full force and effect.

ARTICLE 30: FULL UNDERSTANDING MODIFICATION AND WAIVER

It is intended that this Agreement sets forth the full and entire understanding of the parties regardi g the matters set forth herein, and any other prior or existing understanding or agreements by the parties, whether formal or informal, regarding any such matters are hereby superseded or terminated in their entirety.

Except as specifically provided herein, it is agreed and understood that each party hereto voluntarily and unqualifiedly waives its right, and agrees that the other shall not be required, although they may mutually agree otherwise, to negotiate with respect to any subject or matter covered herein during the term of this Agreement. Nothing herein shall be viewed as restricting or otherwise limiting the employee's rights under the Meyers-Milias-Brown Act (Government Code Section 3500 et seq.).

Any agreement, alteration, understanding, variation, waiver, or modification of any of the terms or provisions contained herein shall not be binding upon the parties hereto unless made and executed in writing by all parties hereto, and if required, approved and implemented by the City Council.

The waiver of any breach, term or condition of this Agreement by either party shall not constitute a precedent in the future enforcement of all of its terms and provisions.

ARTICLE 31: TERM

July 1, 2022 to June 30, 2024.

POA Representative(s) and the Chief of Police shall continue to work together to reduce overtime and other costs during the term of this agreement.

Matthew Taylor
Chief Negotiator, MAJ Labor

Melvin Gaines
City Manager

Spencer Lawrence-Emanuel
POA President

Ana Torres- Mondragon
Human Resources Manager

Elizabeth Ceja
POA Bargaining Team

Brenna Rowe
Sloan Sakai, Chief Negotiator

Salvador Martinez Perez II
POA Bargaining Team

Joseph Klein
POA Bargaining Team

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITY OF EAST PALO ALTO
AND
EAST PALO ALTO POLICE OFFICERS' ASSOCIATION

Two Year Agreement (July 1, 2022 through June 30, 2024)

PREAMBLE

Having met and conferred in good faith pursuant to the provisions of Government Code Section 3500-3510 the City of East Palo Alto (hereinafter referred to as "CITY") and the Police Officers Association (hereinafter referred to as "ASSOCIATION") have agreed upon this memorandum of understanding ("MOU").

It is the general purpose of this MOU to promote the mutual interest of the City and its employees and to establish rates of pay, and certain other terms and conditions of employment.

ARTICLE 1: RECOGNITION

1.1 Union Recognition

1.1.1 Pursuant to the provisions of the City Employer-Employee Relations Resolution #48-83 and applicable State law, the City of East Palo Alto hereby recognizes the Police Officers Association as the certified majority representative of the employees in each of the classifications listed below:

- Police Officer
- Police Sergeant

1.1.2 The term "employee" or "employees" as used herein shall refer only to individuals employed by the City (excluding temporary and/or contracted) as well as such classes of employees as may be added hereafter through the provisions of the City Employer-Employee Relations Resolution or applicable State law.

1.1.3 The Association agrees to provide the City with a list of Association Officers and representatives who are authorized to meet and confer in good faith or to represent other employees. The Association shall also provide the City with a list of all authorized paid representatives. These lists shall be kept current by the Association.

1.2 Employer Recognition

The City Manager or his/her designee is the representative of the City in employer-employee relations, pursuant to the Employer-Employee Resolution# 48-83 adopted November 21, 1983.

ARTICLE 2: NON-DISCRIMINATOIN

The provisions of this MOU shall be applied equally to all employees covered hereby. Neither the City nor the Association shall unlawfully discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, disability, or religious or political opinion or affiliation or legitimate Association activity. In addition, to the extent prohibited by applicable state and federal law, there shall be no discrimination against any disabled person solely because of such disability unless that disability prevents the person(s) from performing the essential functions and duties of the classification.

ARTICLE 3: RIGHTS OF PARTIES

3.1 Management Rights

3.1.1 The City retains, among other management rights, the exclusive right to determine methods, means, and personnel by which City government operations are to be conducted, as well as to exercise complete control and discretion over its organization, operations, and technology of performing its work; to determine the mission, function and necessity of all or part of each of its constituent departments, boards, and commissions and take all necessary actions to carry out their mission, functions and necessity, or any part thereof, as well as set standards of service to the public.

3.1.2 The City also retains the sole right to administer the Human Resource System, to classify or reclassify positions, add or delete positions or classes to or from the authorized strength and Compensation Rate Schedule; to establish standards for employment, promotions, and transfer of employees; to direct its employees, establish rules and regulations, take disciplinary action for proper cause to establish work schedules and work assignments, contract out work, transfer work out of the unit, and to relieve its employees from duty for lack of work or other legitimate reasons. The City retains the right to be the sole judge, subject to its Personnel Rules and Regulations, of the qualification and competence of its officers and employees.

3.1.3 The City reserves the right to take whatever action may be necessary in an emergency situation.

3.1.4 This section is not intended to restrict consultation with employees or employee representative_ about the practical consequences that decisions on these matters may have on wages, hours and other terms and conditions of employment.

3.2 Employee Rights

3.2.1 Employees of the City shall have the right to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employee relations. Employees shall also have the right to represent themselves individually in their employment relations with the City. No employee shall be interfered with, intimidated, restrained, coerced, unduly influenced or discriminated against because of his/her exercise of these rights.

3.2.2 Management employees shall not represent non-management employees on matters within the scope of representation. Confidential employees shall not represent non-confidential employees on matters within the scope of representation. This provision does not otherwise limit the right of confidential employees to be members of and to hold office in employee organizations of their choice.

3.3 Association Rights

City employees who are Official Representatives or Unit Representatives of the Association shall be given reasonable time off with pay to attend meet-and-confer sessions with Management Representatives, or to be present when unit member grievances are being considered. The use of official time for this purpose shall be reasonable and shall not interfere with the performance of City services as determined by the City Personnel Officer. Whenever possible, such employee representatives shall make a request for excused absence to the Police Chief or his or her designated representative at least two 2 calendar days prior to the scheduled meeting. Except by mutual agreement, the number of employees excused for such purposes shall not exceed two (2).

ARTICLE 4: ASSOCIATION SECURITY

4.1 (a) An employee may at any time execute a payroll deduction authorization form ("Deduction Authorization Form") as furnished by the Association. The Association will be the custodian of record for Deduction Authorization Forms and will provide the City with a written certification that it has and will maintain a Deduction Authorization Form, signed by each individual from whose salary or wages the deduction or reduction is to be made ("Certified List").

(b) The City will direct employee requests to authorize deduction(s), or requests to cancel or change status regarding such deduction(s), to the Association. The Association shall not be required to provide the City a copy of the Deduction Authorization Form unless a dispute arises about the existence or terms of the authorization. However, the Association will provide the City with a Certified List with sufficient information to allow the City to identify the appropriate level of deduction for each member.

(c) The City will deduct membership dues and insurance premiums from employees in the above-mentioned classifications in the first full payroll period after receipt of the Deduction Authorization Form from the Association.

(d) Deductions may be revoked only pursuant to the terms of the member's written authorization. The City shall direct member requests to cancel or change deductions to the Association and shall rely on information provided by the Association regarding whether deductions for a member were properly canceled or changed. However, the parties agree that the City shall automatically cease deductions for any member who is no longer employed in a classification represented by the Association.

(e) Consistent with state law, the Association shall indemnify and save harmless the City, its officers and employees, for (1) any claims made by an employee for deductions made in reliance on the Association's Certified List or a Deduction Authorization Form and (2) any claims made by an employee for deductions made in reliance on information provided by the Association regarding changes or cancellations to the deduction authorization.

4.2 New Hire Orientation

(a) Within five (5) days of hiring a new Bargaining Unit employee, the City will notify the Association in writing of such employment, giving the following information for the new employee: name; date of hire; and job classification. The City will provide the following if the employee has provided this information: home or personal cellular telephone number; personal email address; and mailing address.

(b) During the Department's new hire orientation process, the Department will give the Association access to the employee during their normal work hours, in coordination with the Administrative Sergeant.

4.3 An Employee who is a member of the Association's bargaining team and who attends the regularly scheduled bargaining sessions between the City and the Association shall receive release time conditioned on the following:

4.3.1 Release Time: Means the release from regularly scheduled duty to attend with pay bargaining sessions between the City and the Association's bargaining team during on-duty-time. Release time is time worked.

4.3.2 Hours Eligible for Release Time: Means only those hours scheduled and actually spent in bargaining sessions between the City and the Association on days the Association member is scheduled to work. Hours spent in negotiations in excess of the number the employee was scheduled to work that day, or hours spent in negotiations on a non-duty day, shall not be counted for pay purposes or as hours worked.

4.3.3 Each POA bargaining team member shall notify his/her supervisors of the scheduled time, date and place of the bargaining session between the City and the Association as soon as a session is scheduled and shall re-notify the supervisor at least 72 hours in advance of the bargaining session.

4.4 Scheduled on-duty personnel will be expected to report for duty prior to a scheduled negotiation session unless the start of the shift is the same as the scheduled start of the negotiation session. On-duty personnel shall report for duty after the end of a bargaining session unless the bargaining session exceeds the scheduled duty day. The bargaining session ends when either the City or Association indicates the meeting is over.

4.5 The City shall provide an aggregate of up to ten (10) days off without pay for Association officers to attend seminars or conduct Association business. Such leave without pay must be scheduled and approved in advance by the Police Chief or his/her designated representative. The department retains the right to deny a leave or cancel a leave when such leave will result in an uncovered work assignment or cause overtime. The City shall establish a release time bank for the Association's elected officers. Bargaining unit members may contribute vacation or Compensatory Time Off (CTO) time in full-day increments to the release time bank. This leave will be converted to release time on an hour-for-hour basis. The Association shall designate elected officers who may use the time in the release time bank. Release time shall continue to be at the discretion of the supervisor and shall not be permitted if its use would incur overtime.

ARTICLE 5: BULLETIN BOARDS

5.1 The City shall provide designated bulletin board space on existing bulletin boards for the Association, the size and location to be determined jointly by departmental management and the Association. All materials to be posted must be non-defamatory in nature, must be approved, dated, and signed by an Association official and shall be for the benefit of the membership. Appropriate postings include, but are not limited to the following subjects:

1. Association recreational, social and related news bulletins;

2. Scheduled meetings;

3. Information concerning Association elections or the results thereof; and

4. Reports of official business of the Association, including reports of committees or the Board of Directors.

5.2 Materials posted on the bulletin board shall be removed consistent with Departmental Policy.

5.3 In cases where the Association shares space with employees of another bargaining group, in whole or part,

the space described above will become the bulletin board space for employees represented by each bargaining group. In the event that there is insufficient bulletin board space for both unions, the parties shall meet to discuss appropriate allocation of space.

ARTICLE 6: REOPENER ON HEALTH AND WELFARE

6. 1 Benefits Committee

During the term of this MOU, the City and Unions shall convene the Benefits Committee for the following purposes:

1. To continue ongoing discussions regarding cost structures as a part of an overall strategy to maintain balanced enrollment in City plans,
2. To investigate the feasibility of revising medical and/or dental coverage and/or plan(s) and strategies to participate into benefit insurance cost structure, and
3. The Benefits Committee will commence no later than September 30, 2022. The Committee will be composed of City labor representatives, not to exceed four (4) representatives and four (alternates) from each participating labor organization and four (4) City representatives. These names will be provide to the City no later than August 31, 2022.
4. Any changes to sworn members' benefits must be consented to by the POA and made in writing, through the meet and confer process.

6 Retiree Medical Trust

6.2.1 During the term of the MOU, the POA may enter into an agreement to participate in an established Retiree Medical Trust with no City contribution.

6.2.2 The City will not be signatory to the trust and its responsibilities will be limited to deducting employee contributions and remitting funds to the trust.

ARTICLE 7: MEDICAL AND DENTAL COVERAGE

7.1 Medical Coverage

7.1.1 Employee Coverage:

The City agrees to provide a medical insurance plan or plans (if more than one is available) for eligible employees covered by this bargaining unit. For those employees electing to have employee-only coverage under the City's existing medical plans, the City shall contribute up to the full cost of the employee-only level based on the Kaiser Permanente HMO 8747A premiums. Eligible employees may select coverage from among the available options. Any premiums in excess of the Kaiser Permanente HMO 8747A plan will be paid by the employee.

7.1.2 Dependent Coverage:

A. Employees may insure their eligible dependents (including registered domestic partners) under the medical plans provided by the City, in accordance with the rules and regulations applicable to obtaining said dependent coverage.

B. The City shall contribute up to eighty percent (80%) of the premium of the Kaiser

Permanente HMO 8747A medical plan for those employees electing to have dependent medical coverage under the City's existing medical plans. The employee shall be responsible for the remaining premium for the selected medical coverage, payable through bi-weekly payroll deductions.

7.2 Dental Coverage

7.2.1 Employee Coverage:

A The City agrees to provide a dental insurance plan or plans (if more than one is available) for its employees covered by this bargaining unit. The City shall contribute the full cost of the employee-only level for the dental plan selected by the employee. The contributions are based on regular full-time employment; part-time employees shall receive a prorated contribution based on their percentage of full-time equivalent.

B. Maximum Delta Dental payout per calendar year shall be $2,000.

C. Co-payment for Crown and Cast Restoration, and Prosthodontic benefits shall be 80/20; with the twenty percent (20%) share the responsibility of the employee.

7.2.2 Dependent Coverage:

A. Employee may insure their eligible dependents (including registered domestic partners as defined by State law) under the dental plan(s) in accordance with the rules and regulations applicable to obtaining said dependent coverage.

ARTICLE 8: MEDICAL & DENTAL INSURANCE COVERAGE DURING LEAVES OF ABSENCE

Employees who are placed on unpaid or paid leave of absence resulting from a medical condition including injury, illness, pregnancy or childbirth shall receive the City contribution toward medical and dental plan coverage for a leave as required by state and federal law. Premium amounts exceeding the City contribution and for dependents shall be the responsibility of the employee during the leave period. The City will continue to make its contribution toward health coverage while paid leave is being used and until such time as the paid leave is exhausted.

ARTICLE 9: WAGES & RETIREMENT

9.1 Wages

9.1.1 COLAS.

- 10% Effective the later of City Council adoption or July 1, 2022
- 5% Effective the later of City Council adoption or July 1, 2023

9.1.2 Lump Sum:

Individuals who are members of the bargaining unit represented by POA during the first pay period following City Council adoption of the resolution authorizing amendments to the MOU and who continue to be members of the bargaining unit as of last pay period in November 2022 will receive a one-time lump sum payment of **$10,000.** The Parties intend and understand that this lump sum payment is non-pensionable and will not be reported to CalPERS. The parties also agree that this payment is intended to be specific to the pay period in which it is paid and is to be considered part of the regular rate for this pay period only.

9.2 Step Increases

9.2.1 Employees initially appointed to the first step of the salary range of their classification shall be entitled to a merit increase to the next higher step in the pay range upon successful completion of six (6) months of actual initial or promotional probationary service, so long as they receive a satisfactory performance evaluation. The date of such increase shall be the first full pay period following the evaluation date.

9.2.2 Employees may be appointed to any step in the salary schedule for their classification as recommended by the Chief of Police and approved by the City Manager. Employees appointed to the second step and above are eligible to receive a merit increase the first full pay period following successful completion of twelve (12) months of actual service, so long as they receive a satisfactory performance evaluation.

9.2.3 Each twelve (12) months of actual service after the evaluation date, each employee receiving a satisfactory performance evaluation shall receive a merit increase to the next higher step (effective the first full pay period following the evaluation date) until the top step of the pay range for the job class has been reached. An employee shall not receive a merit increase beyond the maximum steps established for the job classification.

9.2.4 For purposes of this section, an employee who has not received any performance evaluation as of the evaluation date shall be deemed to have received a satisfactory performance evaluation effective the evaluation date. However, the evaluation must still be completed in a timely manner. Nothing in this section shall limit the employer's ability to take disciplinary or other action for performance issues which occur during a time period when no performance evaluation was completed.

9.3 Effect of Promotion, Demotion or Transfer on Salaries

9.3.1 Pay Following Promotion

An employee promoted to a higher-paid classification shall be assigned to the first step in the new pay range or at the step which equals no less than a five percent (5%) increase over his/her

current base pay rate, whichever is more, provided the maximum pay step for the new range is not exceeded.

9.3.2 Pay Following Demotion

An employee involuntarily demoted to a lower-paid classification shall be assigned to a step in the new pay range recommended by the Chief of Police and approved by the City Manager. An employee voluntarily demoted shall be paid at the step of the new pay range closest to the employee's base pay in the higher-paid classification, but not exceeding the maximum step in the range.

9.3.3 Pay Following Transfer

An employee transferred to a position within the same classification or to another classification with the same pay range shall retain the same rate of base pay and the same evaluation date. A merit increase shall not be applicable at the successful completion of any probation or evaluation period required as a result of a transfer.

9.4 Working Out of Classification

An employee who is officially designated by their department head and approved by the City Manager to perform all, or substantially all, of the duties of a higher paid classification, shall be paid at the step of the higher pay range or at the first step which is not less than five percent (5%) more than his/her current base rate after a full shift served in the higher paid classification.
Once an employee has worked in the acting assignment for a full shift , he or she shall be entitled to acting pay for the entire length of the assignment, retroactive to the first day of the assignment, including applicable overtime. However, overtime shall not be paid for employees Working Out of Class in FLSA exempt assignments

Example 1: Employee 1 is a Police Officer assigned to work out of class as a Sergeant for a full shift on Employee 1's regular day off. Employee 1 will be paid at the step of a Sergeant pay range which is not less than five percent (5%) more than his/her current base rate, including overtime for hours worked in an overtime capacity.

Example 2: Employee 2 is a Sergeant assigned to work out of class as a Commander for a full shift. Employee 2 will be paid at the step of the Commander pay range which is not less than five percent (5%) more than his/her current base rate, but will not earn overtime when acting as a Commander.

9.5 Shift Changes

The Chief of Police shall post shift changes fourteen (14) days in advance of such change, subject only to exigent circumstances as determined by the Chief of Police or his/her authorized designee. Said exigent circumstances shall be explained to affected personnel in writing and/or posted where such notices are customarily located in the department.

9.6 Retirement

Tier 1

Employees who do not meet the definition of "new employees," as defined by the Public Employees' Retirement System (PERS) shall be subject to the 3% @ 55 retirement formula. Tier **1** Employees will continue to pay the employee contribution of 9%.

Tier2

For new employees, as defined by the Public Employees' Retirement System {PERS), hired on or after January 1, 2013, retirement benefits shall be those established by the Public Employees' Retirement System (PERS) for

Local Safety Members, with a 2.7% at age 57 retirement formula based upon an average of the three (3) highest years of compensation. Employees will pay the full employee contribution (50% of the Normal Cost of the benefit).

9.7 Timesheets

It is the employee's responsibility to fill out their own timesheet. If an employee is unable to fill out his/her timesheet in person, that employee shall communicate with his/her supervisor who (upon authorization from the employee) will fill out the timesheet for that employee. If a member neglects to fill out his or her timesheet, their paycheck may be incorrect and will not be resolved until the payroll period after the employee submits an accurate timesheet and notifies the Department of the error.

9.8 Overpayments

Employees will be notified by Payroll or Human Resources prior to the recovery of overpayments on paychecks. Such Notice will include the Option for the employee either to make payment through payment/deduction in a lump sum or through biweekly deductions over a specified timeframe. Employees shall be granted at the minimum, the same number of pay periods for repayment as occurred during the overpayment. In the event the repayment constitutes an excessive burden on the employee, he/she shall be permitted the opportunity to meet with the city to develop a mutually agreeable repayment plan.

Following notice to the overpaid employee, the employee shall have five (5) days in which to submit in writing a request for a grace period for repayment. No grace period shall be allowed for an overpayment of five hundred dollars ($500.00) or less. The grace period shall not exceed two (2) pay periods. The City shall not unreasonably deny a request for a grace period.

If an overpaid employee does not make a written request for a grace period as set forth in this section, or at the expiration of the grace period, the overpaid monies shall be repaid to the City via biweekly deductions pursuant to the Option selected by the employee. If the employee has not selected a repayment Option, repayment shall be made over the time period the City deems appropriate.

Upon separation of employment, the overpaid employee's grace period is automatically terminated, and any remaining amounts of overpayments shall be deducted from the separated employee's final paycheck.

ARTICLE 10: GRIEVANCE PROCEDURE

10.1 Grievance Defined

A grievance is defined as an allegation by an employee, group of employees, or the Association that the Employer has failed to provide a condition of employment as required by Memorandum of Understanding, written departmental rules, or written City Rules and Regulations, provided that the enjoyment of such right is not made subject to the discretion of the Police Chief or the City by terms of Memorandum of Understanding or lawt and, provided further, that the condition of employment which is the subject matter within the scope of representation as defined in California Government Code Section 3504.

10.2 Grievance Procedure

Step 1. Informal Discussion.

An employee shall discuss the act in dispute with his/her immediate supervisor no later than seven (7) calendar days after the event giving rise to the dispute, or no later than seven (7) calendar days after the employee knew or reasonably should have known of the event giving rise to the grievance. The Supervisor shall give the employee an oral reply within fifteen (15) calendar days after the discussion. If the employee is

not satisfied with the response, he/she may proceed to Step 2.

Step 2. Division Head.

Any dispute not resolved at Step **1** may be submitted to the Division Head in writing, citing the specific provision of this Agreement in dispute and setting the desired solution within fifteen (15) calendar days after the Supervisor's response. A copy shall be provided to the Immediate Supervisor and the Personnel Officer. Within fifteen (15) calendar days thereafter, a meeting shall be scheduled with the employee by the Division Head.2..who shall attempt to resolve the matter. The Division Head shall give the employee a written reply within fifteen (15) calendar days after such meeting and shall file a copy with the Personnel Officer. If the employee is not satisfied with the response, he/she may proceed to Step 3. Employees who are supervised directly by Chief of Police shall by-pass Step 2 and proceed directly to Step 3.

Step 3. Chief of Police.

Any dispute not resolved at Step 2 may be submitted in writing to the Chief of Police within fifteen (15) calendar days of the division head's response, with a copy to the Immediate Supervisor and the Personnel Officer. Within fifteen (15) calendar days thereafter, a meeting shall be scheduled with the employee by the Chief of Police, who shall attempt to resolve the matter. The Chief of Police shall give the employee a written reply within fifteen (15) calendar days after the meeting and file a copy with the Personnel Officer. If the employee is not satisfied with the response, he/she may proceed to Step 4.

Step 4. Final Level of Review.

If the POA is not satisfied with the Chief of Police's response, it may appeal the dispute to advisory arbitration in writing within fifteen (15) calendar days after the date of the Step 3 response. Within ten (10) calendar days of the appeal, the parties shall meet to select an arbitrator. If the parties are unable to reach mutual agreement on an arbitrator, the parties shall jointly request a list of seven (7) labor arbitrators from the California State Mediation Service and shall alternately strike names until only one name remains. If the City and the Association cannot agree within five (5) calendar days after receipt of such list on one of seven (7) persons to act as the arbitrator, they shall alternately strike names from the list until one name remains and that person shall then become the arbitrator. The party making the first strike shall be determined by a flip of a coin.

Costs for the arbitration (including the cost of the list, arbitrator fees, and any court reporter) shall be shared equally by the parties. The parties shall each pay for their own representative. The decision of the arbitrator shall be advisory to the City Manager. The City Manager or designee shall have ten (10) calendar days after the service of the decision to notify the Union of his decision either to adopt or revoke the decision of the arbitrator. If the City Manager or designee takes no action within the ten (10) calendar day period, the City Manager shall be deemed to have adopted the decision. A decision adopted by the City Manager or designee will be final and binding upon the parties. A decision revoked by the City Manager or designee shall be deemed to have no effect and the Step 3 reply shall be final and binding upon the parties.

ARTICLE 11: LEAVES

11.1 Sick Leave

11.1.1 Intent

Sick leave shall be allowed and used only in case of actual personal sickness or disability, medical or dental treatment, family illness and injuryt and as an income supplement to Workers'

Compensation payments. Sick leave shall not be considered as a right which an employee may use at his/her discretion, but shall be allowed only in case of necessity as described herein. Employees shall not be entitled to sick leave for sickness or injury during leave of absence without pay. This section is intended to be interpreted in a manner consistent with the provisions of the Family Medical Leave Act and the California Family Rights Act.

11.1.2 Accrual

Full-time, regular and probationary employees shall accrue sick leave at the rate of three and seven-tenths (3.7) hours per bi-weekly pay period of actual service. Part-time, regular employees who customarily work at least twenty (20) hours per week shall receive a pro-rated sick leave accrual based on actual hours worked each bi-weekly pay period.

11.1.3 Employees may accumulate and carry over the full amount of unused accrued sick leave from calendar year to calendar year. There shall be no upper limit on the accumulation of sick leave.

11.1.4 Use of Sick Leave

A. Off-duty employees who become sick or injured and unable to report to work must notify the Department no later than one (1) hour prior to their next scheduled shift.

B. Employees shall report their sick leave status to their on-duty supervisor, or in his/her absence, to the Watch Commander. The Supervisor receiving the notification shall complete an "Absentee Report" form and insure that form is forwarded to the appropriate Commander or Supervisor.

C. Employees who become sick while on duty, not related to their work, and are unable to continue working shall notify their immediate supervisor prior to going home. The supervisor shall notify the Division Commander and complete an Absentee Report.

D. When a supervisor has a reasonable suspicion of sick leave abuse or for employees who have been on sick leave for more than three (3) consecutive calendar days they are required to present written verification of inability to work signed by a treating physician or other health care provider to their immediate supervisor upon returning to work. The written verification must also include a release for the employee to return to work, together with any restrictions. That Supervisor shall attach the medical verification to the completed Absentee Report form and forward both to the Administrative Division. The City reserves the right to determine whether it can reasonably accommodate the employee's work restrictions.

E. Employees may use sick leave for the illness or injury of a member of the employee's immediate household.

11.2 Bereavement Leave

11.2.1 Bereavement Leave

Employees shall be entitled up to three (3) calendar days of paid leave for an occurrence of death

or serious illness or accident determined to possibly lead to death in the immediate family; five (5) calendar days if out of state. Additional days may be approved by the City Manager and charged to the employee's available unused leave. This leave shall not be accumulated and is in addition to sick leave and vacation benefits except where additional time off is taken as provided above. Request for funeral/emergency leave must be in writing, state the relationship of the family member, and be approved in advance by the Chief of Police and City Manager. In special emergencies, an employee may request formal approval after the fact; if approved, leave records shall be adjusted accordingly. Death following a serious illness shall generally be regarded as one (1) occurrence; however, the Chief shall be responsible for recommending otherwise when, in his/her judgment, the nature or severity of the illness and/or lapse of time warrants.

11.2.2. Immediate Family

Immediate family shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, unole, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners.

11.3 Disability Leave

11.3.1 Sworn Police Unit personnel who are unable to work due to an injury or illness arising out of and in the cause of his/her duties which is declared to be compensable under the State of California Workers' Compensation Law, shall be granted industrial disability leave and temporary disability benefits in accordance with Section 4850 of the California Labor Code.

11.3.2 Employees on an extended leave of absence for 4850 (medical), sick leave, FMLA, or Administrative Leave shall be assigned to the Professional Standards Unit (PSU) and be considered working a Day shift Monday through Friday administration schedule (either 80-hours or 84-hours consistent with their schedule prior to being placed on leave) after their first full pay period of absence.

Employees on an 80-hour workweek schedule will be scheduled as 8am-4pm, Monday through Friday.

Employees on an 84-hour workweek schedule will be scheduled as 8am-4pm on Monday, Thursday and Friday. On Tuesday and Wednesday, they will be scheduled as 8am-5pm to give them the 84 hours per pay period.

11.4 Military Leave

11.4.1 Military leave shall be granted by the City in accordance with the provisions of State and Federal Laws and there may be a deduction for any military compensation that the employee receives for service during the period that he is receiving full pay from the City, to the extent permitted by law. All employees taking military leave shall give the City an opportunity, within the limits of military regulations, to determine when such military leave shall be taken.

11.4.2 An employee returning from military leave may be required to pass a medical examination to be paid by the City, and shall be required to submit proof of actual service before returning to work.

11.4.3 This provision will sunset and be deleted from this MOU once the parties reach agreement on a City Policy covering this issue.

11.5 Leave of Absence

11.5.1 When determined to be in the best interests of the employee and the City, the City Manager may approve a leave of absence without pay for a regular or probationary employee for a period up to six (6) months. Such leave is a privilege, not a right, and must be requested in writing by the employee, stating the reason and requested dates, and must be recommended by the Chief of Police. The request shall include the address and the phone number where the employee may be contacted during the leave, if approved.

11.5.2 Leave for one **(1)** calendar week or less may be granted by the Chief of Police upon his/her determination that such leave is justified.

11.5.3 Employee benefits shall not be continued during leave in excess of one **(1)** calendar week unless any insurance contract provisions permit and the employee agrees in writing to pay the total monthly cost or a portion thereof, as appropriate, by a method satisfactory to the Finance Director. Benefits not paid as agreed shall terminate. Employees on leave of absence without pay in excess of one (1) calendar week shall not accrue leave nor service credit, but shall retain unused accruals as of the date leave began. Employees on leave in excess of thirty (30) calendar days shall return City property as set forth in Section 3.13.06 of the Personnel Policies and Procedures.

11.5.4 An employee returning to the same classification from which he/she took leave shall be paid at the current rate in the same step and range of the class in which employed.

11.5.5 An employee on leave shall confirm in advance of the leave expiration date his/her intention to return. An employee who fails to report promptly at the expiration of his/her leave without sufficient cause shall be subject to disciplinary action and possible termination of his/her right to continued employment. A leave of absence may be revoked by the City Manager upon a determination that the reason for leave was not stated and did not serve the City's best interests.

ARTICLE 12: VACATION

12.1 Vacation Accumulation

An employee with less than ten (10) years of consecutive City service shall not accumulate more than two-hundred and eighty-eight (288) hours of vacation. An employee with more than ten (10) years of consecutive City service shall not accumulate more than three-hundred and twenty (320) hours of vacation. Once the accrual cap is reached, an employee will not accrue any additional vacation until he or she reduces the accumulated hours below the accrual cap, either through usage or cash out. An employee shall receive reasonable notice of the amount of accumulated vacation leave in advance of each anniversary date.

The Chief of Police shall give employees reasonable advance notice if vacation leave will conflict with the department needs and shall advise the City Manager if vacation denial is the reason for employee's deferral request. Requests for deferring vacation use must be presented to the City Manager prior to the start of the vacation unless the vacation is cancelled by the Department, in which case the deferral request must be presented to the City Manager within thirty (30) calendar days after the vacation was originally scheduled to start. In granting deferred vacation, the City Manager may specify a time within which such excess vacation leave must

be used.

12.2 Crediting Vacation

Full-time employees, excluding seasonal and temporary, shall be credited with vacation as follows:

Minimum Continuous Service	Amount of Vacation Earned Annually
0-4.99 years:	80 hours (3.08 hrs bi-weekly)
5-9.99 years:	120 hours (4.62 hrs bi-weekly)
10-14.99 years:	160 hours (6.15 hrs bi-weekly)
15-plus years:	200 hours (7.69 hrs bi-weekly)

12.3 Use of Vacation

The time at which an employee may use vacation leave and the amount to be taken at any one time shall be determined by the Chief or designee with particular regard for the needs of the City and, insofar as possible, considering the wishes of the employee. Except in unusual circumstances, use of vacation leave shall be scheduled and approved in advance of the first day of absence. Approval of use of vacation leave shall be in a form and manner prescribed by the Personnel Officer. Said approval of vacation leave shall not be unreasonably withheld.

In addition, the Chief or designee may require any unit member to use up to two weeks of vacation for operational reasons, including the good of the Department. Unlike other paid leaves, mandatory vacation under this paragraph shall be deemed hours worked for overtime purposes.

12.4 Vacation Cash out

Members of the bargaining unit may make an irrevocable election to cash out vacation during the month of December each year. To qualify for vacation cash out, an employee must have more than eighty (80) hours of accrued vacation. Bargaining unit members may cash out up to a maximum of eighty (80) hours of vacation, so long as the member maintains a balance of at least eighty (80) hours. Elections will be cashed out in December the following year.

12.5 Work During Vacation

Employees shall not work for the City or be called back during vacation leave except in an emergency as determined by the Chief of Police and approved by the City Manager. An employee required to work shall not be charged for leave and shall be compensated as if working on his/her regular schedule.

ARTICLE 13: HOLIDAYS

13.1 The City recognize the following thirteen (13) holidays (note: holidays are recognized on the identified dates, even if they fall on a weekend):

Holiday
New Year's Day
Martin Luther King Birthday
Lincoln's Birthday
Washington's Birthday
Cesar Chavez Day
Memorial Day
Juneteenth

Date Recognized
January 1st
3rd Monday in January
February 12th
3rd Monday in February
last Monday in March
last Monday in May
June 19

Independence Day	July 4th
Labor Day	1st Monday in September
Veteran's Day	November 11th
Thanksgiving Day	4th Thursday in November
Day after Thanksgiving	4th Friday in November
Christmas Day	December 25th

13.2 Each bargaining unit employee in paid status the day before and the day after a recognized holiday will receive eight (8) hours of Holiday Leave for that holiday. Holiday Leave will be credited in the pay period in which the holiday falls.

Example: Christmas Day falls on a Saturday. For purposes of this MOU, the holiday is recognized on that day, even though City Hall may be closed on the preceding Friday. Each bargaining unit member will be credited eight (8) hours of Holiday Leave during the pay period in which Christmas Day falls.

13.3 Holiday Leave is paid time off and may be scheduled in the same manner as an employee schedules vacation. Any bargaining unit member who is not required to work on a designated holiday may use Holiday Leave, Vacation, CTO, or other discretionary leave to cover the holiday.

Example: An officer assigned to CID is not required to work on Thanksgiving Day. The Officer has a bank of twenty (20) hours of Holiday Leave. The Officer may use ten (10) hours of Holiday Leave or other discretionary leave to cover that absence.

13.4 Employees may make an irrevocable election to cash out up to forty-eight (48) hours of Holiday Leave in the first pay period of December each year.

13.5 Employees may accrue a maximum of one hundred-four (104) hours of holiday leave. Once employees have reached the maximum, they will no longer accrue Holiday Leave.

13.6 Holiday leave will be cashed out (at the employee's salary rate before promotion) upon promotion.

13.7 Employees required to work on a holiday which is not their regularly scheduled workday will be paid overtime consistent with Section 15.2 of this MOU.

13.8 Employee may cash-out an additional twelve (12) hours of Holiday Leave per pay period; however, the employee is required to make the request in accordance with the IRS constructive right of receipt rules. This is subject to written pre-approval by the Chief and or designee. Should a request be denied, the request may be appealed to the City Manager.

13.9 Detectives

Detectives are not regularly scheduled to work on designated holidays. However, individual detectives may request to work specific holidays. Except where exigent circumstances preclude it (e.g., the sudden availability of a witness), such request shall be made no more than two weeks prior to the date of the holiday. The Commander will determine whether to authorize work on the holiday. Work on a requested holiday shall be paid at straight time. Nothing in this section affects the Department's existing ability to reassign or callback employees on designated holidays.

ARTICLE 14: LEAVE DONATION

14.1 Employees shall be eligible to participate as donors and recipients in the leave donation program, which

provides a mechanism for assisting employees who have exhausted paid leave due to a catastrophic illness or injury. This program allows a regular City employee represented by the Association to donate, on an hour-for-hour basis, accrued vacation, or Compensatory Time Off hours to a specific, eligible employee who has exhausted his/her own available leave balances. Catastrophic illness or injury is defined as the employee's own adverse medical condition which requires the employee to be absent from work for more than twenty (20) consecutive work days, or similarly debilitating illness or injury of the employee's immediate family member who has a catastrophic illness or injury (as verified by a physician's statement).

14.2 To receive leave donations, an employee:

14.2.1 Must have been employed in a regular position for a minimum of one year; and

14.2.2 Must be absent from work due to his/her own catastrophic illness or injury for more than twenty (20) consecutive days (as verified by a physician's statement); or be absent from work in order to attend his/her immediate family member who has a catastrophic illness or injury (as verified by a physician's statement); and

14.2.3. Must have exhausted all earned leave balances (including sick leave (ifrelated to the employee's own illness), vacation, overtime and CTO accruals. However, the Personnel Officer may approve the solicitation/acceptance of leave donations prior to all balances being exhausted, when the physician's statement and leave balance indicate the probable exhaustion of balances within two pay periods.

14.3 Donations:

1. Are voluntary;
2. Are made from accrued vacation and/or CTO balances;
3. May not be made through_donation of sick leave;
4. Must be for a minimum of eight (8) hours, in whole hour increments;
5. Are irrevocable, and
6. Are taxable on the part of the recipient, in accordance with IRS regulations, and are subject to withholding as required by law.

14.4 Donations shall be processed in the order received. However, a donor's leave shall not be reduced until the recipient actually uses the leave. Unused donations shall remain with the donor.

14.5 An employee may not donate more than eighty (80) hours to any other individual employee.

14.6 The total donations received into his/her vacation balance by an employee shall normally not exceed 1040 hours; however, donations in excess of 1040 hours may be considered and approved by the Personnel Officer.

14.7 Upon approval of a request for donations, the Personnel Officer (or his/her designee) shall, at the employee's request, post a notice of the eligible employee's need for donations on departmental bulletin boards accessible to employees; confidential medical information shall not be included in the notice.

14.8 Nothing in this section shall be construed to modify the employment relationship between the City and the receiving employee, or to restrict the City's management rights. Neither shall this section modify existing City rules, policies or agreements regarding unpaid leave of absence or family leave.

14.9 This provision will sunset and be deleted from this MOU once the parties reach agreement on a City Policy covering this issue.

ARTICLE 15: OVERTIME

15.1 The City shall determine those classifications eligible for overtime compensation. Regular full-time employees in those classifications represented by the Association when properly authorized in advance by the Department Head or his/her designated representative shall receive overtime compensation in accordance with the following provisions.

Employees working in exempt positions (either as a regular assignment or when working out of class) shall not qualify for overtime.

15.2 Except as provided below, overtime for eligible employees shall be defined as follows:

15.2.1 For employees assigned to a 12/84 work schedule, work in excess of eighty-four (84) hours in a fourteen (14) day work period, exclusive of stand-by and call-back pay.

15.2.2. For all other employees represented by the Association, that time worked in excess of forty (40) hours in a seven day work period, exclusive of stand-by and call back pay, provided, however, such law enforcement personnel in attendance at the P.O.S.T or F.B.I academies shall accrue overtime for hours worked in excess of 240 hours in a 28-day cycle. Such cycle shall be established by the City. For the purpose of computing overtime, all regular, scheduled work hours including paid leave time shall be considered time worked.

15.2.3 For the purpose of computing overtime, all regularly scheduled work hours, including paid leave time, shall be considered time worked.

15.3 Overtime is compensable at the rate of time and one-half the regular hourly rate, computed in accordance with FLSA. Hours worked shall accrue in increments of one tenth (1/10) of an hour (6 minutes), subject to a minimum of two-tenths (2/10) of an hour (12 minutes).

15.4 Overtime shall be placed in a compensatory time off (CTO) account or paid in the pay period in which earned at the discretion of the Chief of Police or his/her designated representative. The maximum allowable balance in the CTO account shall be 120 hours. Employees will not be permitted to accrue additional CTO over the 120 hour cap. In the event that an employee accrues more than 120 hours, any hours in excess of 120 will be paid out no later than the next full pay period.

CTO will be cashed out (at the employee's salary rate before promotion) upon promotion.

15.5 When an employee wishes to take compensatory time off and requests time off at least ninety-six hours prior to the time such hours would be taken off, the Chief of Police will make every effort to comply with the employee's request. Approval of this request is subject to a determination by the Chief of Police of whether or not it would unduly disrupt the operations of the department. Compensatory time off shall be used before any leaves-of-absence-without pay and granted pursuant to the City Policies and Procedures.

15.6 All unused hours in the compensatory overtime account shall be cashed out in the last full pay period including December at the employee's regular rate of pay.

15.7 Computation of probationary periods, retirement benefits, sick leave, vacation time, merit increase periods, or other similarly computed periods of benefits shall be based only on regularly scheduled hours of work, and shall not include overtime hours worked.

15.8 When an employee is off duty, not on standby, and called back to work, said employee shall be given credit for at least four (4) hours of work time.

15.9 Court Standby

Sworn employees off-duty and under subpoena for a criminal case shall receive 2 hours of overtime standby pay at the rate of time and one-half of the employee's straight time rate of pay (including premiums expressed as a percentage of base pay) if they are off-duty during the entire time court is in session. For the purpose of this issue, court is deemed to be in session starting at 9 am and concluding at 5 pm. Members placed on standby status by the district attorney are required to have the subpoena renewed after five court days if they are still on stand-by status.

Members under subpoena in a civil matter must require the Attorney of record on the subpoena to deposit the required funds in the form of a cashier's check to the City of East Palo Alto to cover the five days in advance of the court date.

15.10 Court Callback

Sworn employees subpoenaed to court as an Officer of the City during off-duty hours shall be compensated for such court time at the rate of time and one-half (1-1/2) the employee's regular rate of pay. For said court time, employees shall be paid a minimum of four (4) hours at the premium rate specified above. Court time in excess of four (4) hours shall be compensated at the premium rate specified above on the basis of hours actually spent at the court and charged in thirty (30) minute increments. The employee must be off-duty to qualify for court time pay and shall submit an Overtime Request Form.

Employees receiving court callback pay do not qualify for court standby pay.

ARTICLE 16: VEHICLE DAMAGE REIMBURSEMENT

16.1 The City has provided a secured parking location for officers' privately owned vehicles.

16.2 In the event (a) the City ceases providing a secure parking area, or there are no available spaces in the secured parking area, and (b) an officer's privately owned vehicle is vandalized outside a secured parking area while the officer is on-duty, City agrees to pay a maximum of$250 per incident, up to a maximum of $1,000 per year per officer toward the cost of any deductible owed to the officer's insurance company. Said payment will be made to the officer upon submittal of proof of insurance and of deductible owed. An officer who discovers that his/her car has been vandalized shall report such damage within one (1) hour after discovery to their immediate supervisor. An Incident or Malicious Mischief Report shall be prepared, along with a picture of the damage, by a person other than the employee, within 24 hours after discovery and submitted along with the claim for reimbursement.

16.3 DMV PULL NOTICE PROGRAM

Employees whose positions require that they operate vehicles on city business, must possess and maintain a valid California driver's license appropriate for the job and vehicle(s) to be operated. The City will enroll all bargaining unit members in the City's department of motor vehicles employer pull-notice program.

ARTICLE 17: PROBATION

17.1 Probationary Period

Unit members covered by this agreement shall have an initial probationary period of eighteen (18) months of actual service for new officers. The probationary period for promotional positions within the Department and for lateral hires (i.e.• employees who are already possess a basic POST certificate at the time of hire) shall be twelve (12) months. Upon request of the Chief of Police, the Personnel Officer or designee may extend the probationary period of a unit member by a period not to exceed three (3) months. The Personnel Officer or

designees shall notify the Police Chief at least one-and-one-half (1-1/2) months prior to the completion of an employee's probationary period. The Police Chief shall submit to the Personnel Officer an Employee Performance Report (EPR) within thirty (30) calendar days prior to the due date, indicating any concern over the employee's performance which would support the extension of a probationary period.

17.2 Rejection of Probationary Employee

During the probationary period, an employee may be rejected at any time without the right of appeal or recourse to the grievance procedure under this MOU or Section 3.15 of the Personnel Rules. Notification of rejection from probation shall be in writing to the employee. Upon notification of rejection from probation, the employee may request a meeting with the Personnel Officer to review the reasons for rejection. An employee rejected during a promotional or transfer probationary period shall be reinstated to a vacant position, if available, in a_ class from which he/she was promoted or transferred, unless rejected on the basis of charges leading to discharge. If no vacancy exists, the employee may exercise displacement procedures set forth in Section 3.13 of the Personnel Rules.

ARTICLE 18: TUITION REIMBURSEMENT

18.1 The City shall establish a Tuition Reimbursement Program for Police Unit members.

18.2 Subject to the availability of funding, the City will reimburse expenses for tuition, books, and curriculum fees incurred by an employee within the representation unit, to a maximum of Four Hundred Dollars ($400.00) per fiscal year, for classes completed in accredited institutions of learning or approved specialized training groups leading to an academic degree or improved job-related skill. The rate of reimbursement shall be one hundred percent (100%) for completion of job-related courses and fifty percent (50%) for the completion of courses leading to an academic degree. Programs must be approved in advance by the Chief of Police to qualify for reimbursement.

ARTICLE 19: SPECIAL ASSIGNMENTS

19.1 Special Assignments shall be at the discretion of the Chief and shall be for no more than four (4) years. In anticipation of the end of an assignment (either the initial four-year assignment, an assignment which has already been in effect for four or more years, or the end of an additional year as provided below), the Department will announce the assignment opportunity and conduct a test to identify a qualified candidate. If there are no qualified candidates, the Department will extend the incumbent member for one (1) additional year. This will be done annually for that position to ensure members have access to the position until it is filled by a new member.

The parties agree that elimination of or a change in assignments is a regular part of the assignment process and shall not be deemed disciplinary in nature.

19.2 Effective upon Adoption of the Agreement, an additional five percent (5%) pay allowance shall be awarded for all special assignments, including:

1. Motorcycles
2. Detective
3. School Resources Officer
4. Field Training Officer (normally four, but subject to change per the Chief)

19.3 The parties may establish additional special assignments by mutual agreement

19.4 Bargaining Unit members shall receive special assignment allowance pay for the entire period that they are in an assignment. However, when a Bargaining Unit member is assigned to a higher classification, and is not performing the duties of the special assignment, he/she will not receive special assignment allowance pay.

For example, if a Police Officer is assigned to the special assignment of Detective, and subsequently is assigned an acting assignment as the Patrol Sergeant, he/she stops working as a Detective. The officer no longer earns a Detective pay differential when serving in an acting capacity as a Sergeant. However, if that same officer is assigned to work as a Detective Sergeant, he or she will continue to earn the differential.

19.5 Canine Pay

19. 5.1 Assignment of a canine shall be at the discretion of the Chief. Each employee who is assigned to the duty of feeding, caring for and supervising police dogs, which duty is performed by the employee at his/her home and during hours when he/she is otherwise not on duty with the Police Department, shall be credited with 3.5 hours of overtime per week.

19.5.2 Such additional compensation shall not be paid for any two (2) biweekly periods when such additional duty is not performed by the employee, whether for the reason that the dog assigned to such employee is boarded at a kennel at City expense or otherwise.

19.5.3 The additional compensation provided for in Section 19.5.1 is granted in recognition of the personal investment, duties and responsibilities of the K-9 assignment including the time spent by the unit employee while off duty in the care and maintenance of the assigned canine, which is estimated to be 4.6 hours per week. The additional compensation is based on the expected additional work required for the care of the dog, given the work historically required for such care. This extra compensation is not to be considered premium pay. The City shall pay costs associated with the "Initial Basic Training of Handler and K-9" when an officer is assigned to canine duty.

19.5.4 The City shall either supply or reimburse the officer for the cost of food and medical care (including prescription medication) for the canine.

19.6 Detective On-call Pay

Detectives assigned to be on-call shall be compensated eight (8) hours at the employee's straight time rate of pay (including premiums expressed as a percentage of base pay) for being on-call seven (7) continuous days. In order to be eligible for the on-call pay the detective shall be available to respond to call out requests five (5) of the seven (7) days the detective is on call.

ARTICLE 20: UNIFORM ALLOWANCE

20.1 Allowance

Employees of the Police Department in the classifications of Police Officer and Police Sergeant, who have been so employed for one (1) year or more with the City of East Palo Alto, and are required to wear a uniform, shall be provided an annual uniform allowance of one-thousand, two hundred dollars ($1200.00). The uniform allowance will be paid monthly, on the last full pay period of each month.

For the first year of service, the Police Department shall issue purchase orders for the purchase of two pants, three shirts, one belt, one pair of shoes, one nameplate, and one set of raingear, consisting of a jacket and pants.

20.2 Safety Equipment

The City shall furnish, at its own expense, all safety equipment required by the City and State Law. Soft body armor, riot helmets and protective gas masks, shall be made available in the manner prescribed in the Department's Operations Manual. Such furnished safety equipment and any and all replacements furnished by the City at any time shall remain the property of and under the control of the City. City shall also furnish ammunition for weapons authorized to be carried on duty by the Chief of Police; supply includes ammunition needed for qualification and on duty use only.

20.3 Plain Clothes Officers

Employees in classifications of Police Officer and Police Sergeant who, in the course of their work, do not wear a uniform, shall be paid an annual clothes allowance of nine hundred dollars ($900.00). The clothing allowance will be paid monthly, on the last full pay period of each month.

20.4 Safety Equipment Standards

City will work with the Association to develop a replacement schedule for safety equipment and vehicles.

ARTICLE21: PREMIUMPAY

21.1 Premium Pay

City agrees to provide qualified employees the following premium payments:

21.1.1 Bi-lingual Pay: On recommendation of the Chief of Police and approval of the City Manager, payment of one hundred and twenty-five dollars ($125.00) per month ($57.70 bi-weekly) will be paid to eligible personnel who are required to use their bilingual skills in the performance of their duties with members of the public in a language other than English. Selection of the language shall be by the City, and all personnel receiving the differential must be certified as proficient by the City.

21.1.2 Intermediate/Advanced POST Certificates:

Police Unit members shall receive a salary adjustment equal to five percent (5%) of hourly base pay for possession of an Intermediate POST Certificate, and shall receive a salary adjustment equal to two and one-half percent (2.5%) of hourly base pay for possession of an Advanced POST Certificate. If a member holds both Intermediate and Advanced POST Certificates he/she will receive a salary adjustment equal to seven and one-half percent (7.5%) of hourly base pay.

It is the employee's responsibility to provide Police Command Staff and the Department of Finance (Support Services Manager) with evidence that they have submitted a complete application to POST. The salary adjustment for Intermediate or Advanced POST will be effective the first full pay period following provision of said evidence. In the event POST does not issue a certificate based on the application provided to Command Staff and the Support Services Manager, the salary adjustment will be null and void and any payments to the employee under this section will be reimbursed through payroll deduction over the same time period as the overpayment.,_

21.1.3 Longevity Pay:

Police unit members with ten (10) years continuous service with City shall receive a 2.5% increase in compensation. Unit Members will receive these increases in the pay period following the anniversary date often (10) years continuous service with the City. The maximum longevity pay any member can receive shall not exceed two point five percent (2.5%).

ARTICLE 22: OUTSIDE EMPLOYMENT

Employees may engage in other employment or enterprise provided:

1. Such employment does not interfere with required duties or conflict with the City interests; and
2. Such employment is approved in advance in writing by the Chief of Police, reviewed by the City Manager, and a copy filed with the Human Resources Department.

Approval may be denied or revoked for non-compliance with the above provisions.

ARTICLE 23: AUTOMATIC PAYROLL DEPOSIT

23.1 All employees covered by this Agreement shall participate in the City's automatic payroll deposit program by completing a payroll authorization form and submitting the form, along with a voided check or savings de Department. It shall be the employee's choice as to which bank he/she designates as the institution receiving the payroll funds.

23.2 When the authorization form is properly executed and filed with the Finance Department, the City shall automatically deposit in the employee's designated bank account the net amount of pay each designated biweekly payday.

ARTICLE 24: HOURS OF WORK

24.1 Work Schedules

Employees may be assigned to a 5-8 work schedule (five eight-hour days followed by two schedules days off), a 4-10 work schedule (four ten-hour days followed by three scheduled days off), or a 12-hour work schedule (two tours, one week consisting of three (3) twelve-hour days followed by four (4) regularly scheduled days off, second week consisting of four (4) twelve-hour days followed by three (3) regularly scheduled days off). The City will provide POA with notice and an opportunity to meet and confer prior to implementing and new unit schedules (e.g., converting the patrol schedule from 12's to 4-10).

The normal workday shall include on-duty time for a meal break. Missed meal breaks do not result in an overtime entitlement for employees.

24.2 Training

1. Employees assigned to training may have their schedule modified to accommodate the training schedule (e.g., an employee may be shifted to a 4-10 or 5-8 work schedule) but will continue to be entitled to on-duty time for a meal break ofup to 1-hour, so long as the on-duty meal break does not result in overtime for the employee. Employees will not be required to use leave time to "make up" for lost hours due to a work schedule modified to accommodate training (e.g., an employee who normal schedule for a week would be 48 hours who is reassigned to a 5-8 schedule for a training week will not be required to use leave time to make up the extra hours).
2. Where an employee's schedule is not changed (e.g., single day or partial week trainings), the employee will be compensated in the following manner: (a) training that falls on a regularly-scheduled workday

will be compensated based on the employee's full shift (including an on-duty meal break ofup to one hour which does not result in overtime); (b) training that falls on a regular day off will be compensated on an hour-for-hour basis (with no on duty meal break).

ARTICLE 25: LAYOFF AND REEMPLOYMENT

25.1 Definition of Layoff

Layoff is defined as the separation of employees from the active work force due to lack of work or funds, organizational or duty changes, or the abolition of positions by the Council. The City Manager shall designate the number and dispositions for layoff as approved by the Council. The decision to layoff shall not be subject to the grievance procedure contained in this Agreement.

25.2 Order of Layoff

Layoff shall be based on seniority in class, which shall be defined as the employee's total continuous time of permanent and probationary employment in the class in which employed. Total continuous time shall include military leave in accordance with State Law. In the event two (2) employees have identical seniority, the employee who had the highest ranking on the employment list for the position currently held shall have precedence. In the absence of a list, the drawing oflots shall decide which employee is senior. No probationary or permanent employee shall be laid off while any temporary employee occupies a position in the same class. The Human Resources Department shall provide seniority lists before layoff notices are prepared.

25.3 Notice to Employees

Permanent and probationary employees shall receive written notice (to be hand-delivered by the department management whenever possible) stating the reason for layoff a minimum of thirty (30) calendar days prior to the date of expected layoff. Similar notice shall be provided to the affected recognized employee organization representing the classes. With such notice, the employee shall be informed of the procedure to be followed and the rights to which he/she is entitled. The Department shall make every effort to allow employees who are to be laid off reasonable time to seek other employment. Pay for such time off shall be provided to full-time permanent and probationary employees only.

25.4 Displacement Rights

A full-time permanent or probationary employee who is laid off from his/her classification shall be entitled to displace another employee with less seniority in an equal or lower paying classification within the representation unit for which he/she meets the minimum qualifications and in which he/she has held prior permanent status. To successfully displace another employee, an employee must be fully qualified, trained, and capable of performing all work in the new classification. Permanent part-time employees may displace only other permanent part-time employees. When minimum qualifications have increased, the Personnel Officer may temporarily waive the increased requirements if previous successful performance is documented, and provided the requirements are met within a reasonable time.

25.5 Reemployment

Permanent and probationary employees who are laid off, demoted, or who have exercised employment rights set forth in this Rule in lieu of layoff shall have their names placed on reemployment lists for the classification from which laid off and any classifications previously held in order of total continuous time served in probationary and permanent status in the City Service.

ARTICLE 26: NO STRIKE

The Union agrees that during the term of this Memorandum of Understanding, neither it nor the employees it represents will engage in, encourage, sanction, and/or support, any: **(1)** strikes; (2) slowdowns;(3) mass resignations; (4) mass absenteeism; and/or (5) picketing, which would involve the suspension of, or interference with, normal work of the Department or other City departments.

ARTICLE 27: SHIFT & VACATION DRAWS AND SPECIAL ASSIGNMENTS

Seniority by classification will govern the selection of vacation days and shift selection.

27.1 Shift Bid

Bi-Annual shift bid shall occur in the months of May and November. The May bid will establish shifts for the period from July through December and the November bid will establish shifts for the period from January through June.

27.2 Vacation Bid

One person per side of the week is allowed for the first half of the year.

Officers and sergeants shall be allowed to sign for two contiguous weeks during the first bid.

One officer per all of patrol shall be allowed for the second half of the year.

Officers can select from any available slot for the entire year during vacation bid.

Officers can select additional vacation time after the mid-year (July) shift change.

Sergeants may, with the approval of the Division Commander, allow a team member to take additional vacation time, as long as it is projected that the team will be at or above minimum staffing levels at the time the vacation is approved.

ARTICLE 28: SUPERSEDENCE

The inclusions oflanguage in this Memorandum of Understanding concerning matters formerly governed by City Rules, Regulations, Resolutions and Ordinances shall not be deemed to be a preemption of the entire subject matter. Accordingly, City Rules, Regulations, Resolutions and Ordinances not in conflict with specific provisions of this Agreement shall not be construed to be superseded by this Agreement and shall continue in full force and effect.

ARTICLE 29: SEPARABILITY

Notwithstanding any other provisions ofthis Agreement to the contrary, in the event that any article, or subsections thereof of this Agreement shall be disclosed invalid by any court of competent jurisdictions, or by an applicable State or Federal Law or regulation, or shall a decision by any court of competent jurisdiction or any applicable State or Federal Law or regulation diminish the benefits provided by this Agreement, or impose additional obligations on the City, the parties shall meet and confer or negotiate on the Article or Subsections thereof affected. All other provisions of this Agreement shall continue in full force and effect.

ARTICLE 30: FULL UNDERSTANDING MODIFICATION AND WAIVER

It is intended that this Agreement sets forth the full and entire understanding of the parties regardi g the matters set forth herein, and any other prior or existing understanding or agreements by the parties, whether formal or informal, regarding any such matters are hereby superseded or terminated in their entirety.

Except as specifically provided herein, it is agreed and understood that each party hereto voluntarily and unqualifiedly waives its right, and agrees that the other shall not be required, although they may mutually agree otherwise, to negotiate with respect to any subject or matter covered herein during the term of this Agreement. Nothing herein shall be viewed as restricting or otherwise limiting the employee's rights under the Meyers-Milias-Brown Act (Government Code Section 3500 et seq.).

Any agreement, alteration, understanding, variation, waiver, or modification of any of the terms or provisions contained herein shall not be binding upon the parties hereto unless made and executed in writing by all parties hereto, and if required, approved and implemented by the City Council.

The waiver of any breach, term or condition of this Agreement by either party shall not constitute a precedent in the future enforcement of all of its terms and provisions.

ARTICLE 31: TERM

July 1, 2022 to June 30, 2024.

POA Representative(s) and the Chief of Police shall continue to work together to reduce overtime and other costs during the term of this agreement.

Matthew Taylor
Chief Negotiator, MAJ Labor

Melvin Gaines
City Manager

Spencer Lawrence-Emanuel
POA President

Ana Torres- Mondragon
Human Resources Manager

Elizabeth Ceja
POA Bargaining Team

Brenna Rowe
Sloan Sakai, Chief Negotiator

Salvador Martinez Perez II
POA Bargaining Team

Joseph Klein
POA Bargaining Team

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITY OF EAST PALO ALTO
AND THE
EAST PALO ALTO MANAGEMENT EMPLOYEES' ASSOCIATION
(MANAGEMENT UNIT)

Eighteen Month Agreement (August 1, 2022 through December 31, 2023)

PREAMBLE

This Memorandum of Understanding is entered into by and between the City of East Palo Alto, hereafter referred to as "City", acting through its negotiator, and employees of the City as represented by the **East Palo Alto Management Employees' Association**, hereafter referred to as "Union", pursuant to the Meyers-Milias-Brown Act (MMBA) (Government Code Section 3500-35100). Pursuant to Federal and California law, the City and Union have met and conferred in good faith and have fully communicated and exchanged information concerning wages, hours, and other terms and conditions of employment for the term of this agreement. It is the intent of the parties to set forth herein their entire agreement covering rates of pay, wages, working hours, and other terms and conditions of employment and to provide for prompt and fair settlement of grievances without interruption or other interference with the normal operations of the City.

This Agreement constitutes a mutual understanding between the parties of those wages, hours, terms, and conditions of employment which are to be in effect during the period of the Agreement. Both parties have mutually agreed that their objective is for the good of the City of East Palo Alto and Union members alike. Both parties agree further that, in the interest of collective bargaining and harmonious relations, they will at all times abide by the terms and conditions as hereinafter set forth.

It is agreed that the delivery of quality municipal services in the most efficient, effective, and courteous manner is of paramount importance to the City, Union, and the represented employees. Such achievement, and the maintenance of a competent organization that delivers sustained quality municipal services is hereby recognized to be a mutual goal of the parties to this Agreement within their respective roles and responsibilities.

Unless separately identified in another provision of this Agreement, any notification given pursuant to the terms of this agreement shall be sent to the following:

For the City:	For the Union:
City Manager Representative City of East Palo Alto 2415 University Avenue East Palo Alto, CA 94303	Management Employees' Association (MEA) 2415 University Avenue East Palo Alto, CA 94303

ARTICLE 1.0: RECOGNITION

1.1 Union Recognition

The Union has been recognized as an Employee Organization pursuant to the Employer-Employee Relations Resolution # 48-83, adopted by the City November 21, 1983 for the regular full-time employees assigned to the classifications set forth in Appendix A.

Pursuant to Section 3500-35100 of the Government Code of the State of California, the City recognizes the East Palo Alto Management Employees' Association as the exclusive bargaining agent for the purpose of establishing salaries, wages, hours, terms, and other conditions of employment for all regular full-time management and mid-management employees in the City, except those in confidential classifications, which are unrepresented. Pursuant to the language in the MOU, this list can be amended from time to time.

1.2 Job Descriptions

The City will make Job Descriptions for all filled bargaining unit positions available to the Union upon request and will provide the Union with drafts of revised job descriptions before approval by the City Manager. Upon request, the City will meet and confer with the Union over changes in job descriptions for bargaining unit members (to the extent those changes fall within the scope of representation) prior to approval by the City Manager.

1.3 Establishment of New Classifications

The City will provide reasonable advance written notice to the Union prior to establishing any new classifications appropriate to the MEA unit or removing classifications from the MEA unit. The City will provide its notice no later than one-week prior to any City Council action required to establish the new classification or modify the bargaining unit assignment of an existing classification. Upon written request from MEA prior to the establishment of the classification by the City Council, the City shall meet and confer regarding the job description and salary range for the new position.

1.4 Reclassification

A. When necessary, the Union may request that the City reclassify Union positions. These requests shall be made in writing and shall indicate the position's current classification, the proposed reclassification, and a detailed statement of the reasons that the reclassification is appropriate. The Human Resources Manager or designee shall respond to the reclassification requests made by MEA in writing not later than three (3) months after the submission of the request, unless this deadline is mutually extended by the parties. The Human Resources Manager or designee will meet with the Union and each incumbent employee during the process.

B. In the event that the Human Resources Manager or designee, determines that the reclassification is not appropriate, the Union may appeal the decision to the City Manager in writing, not later than ten (10) calendar days after the date of the Human Resources Manager or designee's decision. The City Manager shall render a decision within ten (10) calendar days of the appeal. The decision of the City Manager shall be final. This section is not subject to the grievance procedure.

C. Reclassifications will be effective either the date of the Human Resources Manager or designee's decision or three (3) months after the submission of the request, whichever is earlier.

1.5 Position Recruitment

A. Human Resources to define Internal and External Recruitments (prescribe when appropriate)

B. Postings

Open recruitments for promotional opportunities for permanent City positions in classifications within the representation unit will be posted at all work locations and on the City's website for at least fourteen (14) calendar days prior to closing applications and shall be mailed to the Union and emailed to bargaining unit members with City email accounts. Such postings shall include a description of the type of examination and screening process that will be used in filing the position. Any test given shall relate to the skills, knowledge, and abilities necessary to perform the job.

"Internal Posting" promotional opportunities for permanent City classifications within the representation unit will be posted at all work locations for at least seven (7) calendar days prior to closing applications and shall be mailed to the Union and emailed to bargaining unit members with City email accounts. All internal and external employment opportunities announcements will be emailed to all employees.

Such postings shall include a description of the type of examination and screening process that will be used in filling the position. Any test given shall relate to the skills, knowledge, and abilities necessary to perform the job.

C. The top two (2) permanent bargaining unit members applying for promotional opportunities for classifications within the representation unit and who meet the minimum qualifications for the position will be interviewed regardless of the number of interviewees otherwise requested by the hiring department. When possible, the top two (2) permanent bargaining unit members applying for promotional opportunities outside of the representation unit and who meet the minimum qualifications for the position will be interviewed.

D. Once a list of reachable candidates has been generated and upon request by any Department Head, the Human Resources Manager shall refer to the requesting Department a list of the top seven (7) candidates as well as a list of all internal applicants on the recruitment list. The Department Head shall have the discretion to interview any of the candidate whose names have been referred by the Human Resources Manager.

1.5 Contracting Out

A. The parties have a shared interest in eliminating unnecessary consulting contracts and hiring permanent employees to perform the work of the City. Conditioned upon having

available funds, the City will make every effort to recruit and fill all authorized positions which belong to the bargaining unit. The City will retain the right as to how the services will be delivered to the citizens of East Palo Alto.

B. Whenever possible, the City agrees to notify the Union ninety (90) days in advance of contracting out work that results in or is the result of elimination or not filing a bargaining unit position and will negotiate with the Union regarding the effects of contracting out on remaining bargaining unit members. In the event the City is moving forward with such a contract in a timeframe shorter than ninety (90) days prior to contracting out work that results in or is the result of the elimination or not filling a bargaining unit position, the City will notify the Union as soon as possible.

C. This provision shall not apply in situations where the City is preparing for or holding a recruitment for a bargaining unit employee to perform the work or where a recruitment has been unsuccessful in filling the unit position in the last twelve (12) months. However, if a recruitment is unsuccessful the City will run a new recruitment within twelve (12) months after the contracting out of work.

D. The City will provide the Union with a list of active Purchase Orders twice per year.

ARTICLE 2.0: NON-DISCRIMINATION

2.1 Non-Discrimination

The provisions of this Memorandum of Understanding (MOU) be applied equally to all employees covered hereby without unlawful discrimination because of race, religious creed or political opinion or affiliation or legitimate union activity, color, national origin, age, ancestry, physical and/or mental disability (including HIV and AIDS), medical condition, genetic information, marital status, sex (childbirth, breastfeeding and medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, gender expression, age, sexual orientation, and military and/or veteran status, against any employee or applicant for employment by the Union or by the City or by anyone employed by the City; and to the extent prohibited by applicable state and federal law.
Further information pertaining to Non-Discrimination is more fully detailed in the Citywide Diversity, Equity, and Inclusion Staff Retention Policy.

ARTICLE 3.0: UNION SECURITY

3.1 .

3.2 Dues Deductions

The City will deduct dues and remit them to the Union pursuant to State law. As of the date of execution of this MOU, the Union is not collecting dues from members.

ARTICLE 4.0: RIGHTS OF PARTIES

4.1 Management Rights

The City hereby retains and reserves unto itself, without limitation, all powers, rights, authority, duties and responsibilities conferred upon and vested in it by the laws of the Constitution of the State of California and of the United States, including but not limited to the generality of the foregoing, the right:

a. To set standards and levels of service;
b. To determine the procedures and standards of selection for employment and promotions;
c. To direct its employees;
d. To determine the methods and means to relieve its employees from duty because of lack of funds or other lawful reasons;
e. To determine the methods, means, numbers and kinds of personnel by which City operations are to be conducted;
f. To determine the methods of financing;
g. To determine the size and composition of the work force and allocate and assign work by which the City operations will be conducted;
h. To determine and change the number of locations, relocation and type of operations, processes and materials to be used in carrying out all City functions;
1. To establish employee performance standards including, but not limited, quality and standards, and to require compliance therewith;
j. To take necessary actions to carry out its mission in emergencies;
k. To exercise complete control and discretion over its organization and the technology of performing its work;
l. To take any and all steps necessary to discharge the City's responsibilities to provide for the safety of the public it serves and to provide employees with a safe working environment; provided, however, nothing herein shall preclude the Union from providing input, consulting and/or meeting and conferring with the City as required by law on such safety issues so long as such actions do not prevent the City from discharging these responsibilities;
m. The exercise of the foregoing powers, rights, authorities, duties, and responsibilities by the City, the adoption of policies, rules, regulations and practices in furtherance thereof, and the use of judgment and discretion in connection therewith, shall be limited only by the specific and express terms of this memorandum and then only to the extent such express terms hereof are in conformance with the Constitution and laws of the United States and the Constitution of the State of California; and
n. The exercise by the City through its City Council and management representatives of its rights hereunder shall not in any way, directly or indirectly, be subject to any grievance procedure nor subject to meeting and conferring.

4.2 Employee Rights

Employees of the City shall have the right to form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employee relations. Employees also have the right not to participate in the activities of any employee organization.

Neither the City nor the Union shall interfere with, intimidate, restrain, coerce, unduly influence or discriminate against any bargaining unit member because of his/her exercise

of these rights.

4.3 Union Rights

4.3.1 Union Access

A qualified representative of the Union shall be allowed to visit City work locations for the purpose of ascertaining whether or not this Agreement is being observed. The right shall be exercised reasonably. The qualified representative shall report to management before proceeding to any work locations that are not open to the public. The representative shall not meet with employees during work time (not including breaks) and shall not interfere with the normal conduct of work. Activities such as solicitation of membership, collection of dues, holding membership meetings, campaigning for office, conducting elections and distributing literature is strictly prohibited during working hours without prior approval of the City Manager or his/her designee.

4.3.2 Notification to the Union

The City will comply with all conditions established by the MMBA.

4.3.3 Bulletin Boards

Posting of information on City premises shall be limited to approved bulletin boards. Adequate space shall be made available to the Union for posting information on approved bulletin boards, provided the posted material is not derogatory to the City, employees of the City, or other employee organizations, and does not support or oppose candidates for public office or ballot issues.

4.3.4 Release Time

1. The Union shall be limited to no more than one (1) Representative for every three (3) members of the unit. However, Union may identify one (1) alternate Representative. The Alternate steward shall share the three (3) hours of release time with the primary steward for which they are the alternate. The Union shall provide the City with a list of all the primary Representatives and alternate Representatives, including work assignment and contact information.

2. Representatives shall be allowed no more than three (3) hours per month of release time to represent workers in meetings related to grievances, to investigate grievances, to orient new employees, and to meet with executives/management to discuss Union activities. The monthly allotment of hours provided for Representatives cannot be transferred or accumulated from month to month. If HR requires more than three (3) hours of meeting time, HR may request for MEA representative is authorized for extended time for these meetings on a case-by-case basis.

3. Release time must be pre-approved and is at the discretion of the City designated Manager/Director but shall not be unreasonably denied. Moreover, Representative shall not participate during a time that it is foreseeable that such action will create a gap in work production or staff supervision which may result in critical service interruption.

4. A Representative who is released to investigate a grievance or to meet with City officials shall return promptly to his/her regularly assigned duties.

5. Only one Steward shall be relieved from assigned work duties for any given matter.

4.3.5 List of Bargaining Unit Members

On a semi-annual basis every six (6) months the City will provide to the Union a list of bargaining unit employees including vacancies. This list will be in Excel format and will include the following: first and last name; position title; department; Management status (mid-management or management); and employment date.

4.3.6 Bargaining Team

Subject to the City's operational needs, the City shall allow three (3) Union Bargaining Team members reasonable time from work to attend required bargaining meetings during negotiations over a successor MOU. Additionally, negotiators will normally be granted one-half hour caucus time before, exclusive of travel to and from their worksite to the negotiations site. Reasonable requests for additional prep time will be granted. Should a conflict arise between negotiations and City business, the City will notify Union immediately and the parties will work to resolve scheduling issues. The City will not reimburse bargaining unit team members for time spent bargaining outside of normal work hours.

4.3.7 New Worker Orientation

The City will give new bargaining unit members contact information for the Union and any relevant materials (including the MOU) provided by the Union. The City will allow each new bargaining unit member thirty (30) minutes of release time to meet with a local union Representative. This time must be used during the member's first pay period of employment with the City. The City will give the Union at least one-week advance notice of a new employee being hired. The City will give the Union at least one-week advance notice of a new employee being hired. The City shall grant release time to at least one appointed Union Representative to conduct the new worker orientation.

4.3.8 Use of City Facilities

The parties agree that work time is for work. Therefore, Union meetings and other Union activities shall not occur during participating employees' work time. Union meetings may occur on participating employees' non-work time in City-controlled public meeting facilities. However, the Union shall limit its use of City facilities to comply with City Policies, Rules, and Regulations. The Union shall procure prior City approval for the use of such facilities and shall schedule the use of City facilities according to City procedure.

ARTICLE 5.0: LAYOFF

5.1 Layoff

The parties agree to abide by the City's personnel rules in regard to layoffs as detailed in Personnel Policies and Procedures Sections.

ARTICLE 6.0: FURLOUGH

The parties agree to abide by the City's personnel rules in regard to furloughs as detailed in Personnel Policies and Procedures Sections.

ARTICLE 7.0: LEAVE OF ABSENCE (PAID AND UNPAID)

7.1 Management Leave

FLSA Exempt bargaining unit employees often put in hours to meet the demands of their position. While some extra work time is an expected component of their position, the City wishes to provide a benefit in recognition of this service. The City Council has previously authorized standard criteria for Union positions to be eligible for up to sixty (60) hours of Management Leave annually for those employees who are exempt from the overtime provisions of the FLSA.

Accrual of Management Leave shall be in addition to earned vacation benefits and is not intended to be balanced hour for hour with extra time worked by FLSA exempt employees.

Each FLSA exempt Management employee shall receive sixty (60) hours of Management Leave annually, accrued in total as of January 1. Management leave for FLSA exempt employees hired after January 1 will be prorated.

If the leave is not used by December 31, of each year, the unused balance will not carry forward unless approval by the City Manager is received before December 31. The City Manager may authorize a carryover of unused balance. Any unused leave not taken within the extension period, authorized by the City Manager, will be lost. Management leave must be taken as time off and is not compensated upon termination.

7.2 Vacation Leave Credits

All full-time employees covered by this MOU shall earn vacation credits as follows:

Minimum Continuous City Service	Amount of Vacation Earned Annually
0-4.99 years:	80 hours (3.08 hrs bi-weekly)
5-9.99 yrs.:	120 hours (4.62 hrs bi-weekly)
10-14.99 years:	160 hours (6.15 hrs bi-weekly)
15-plus years:	200 hours (7.69 hrs bi-weekly)

7.2.1 Vacation Accumulation

A Management employee with less than ten (10) years of consecutive public service shall not accumulate more than two-hundred and eighty-eight (288) hours of vacation.

A Management employee with more than ten (10) years of consecutive public service shall not accumulate more than three-hundred and twenty (320) hours of vacation.

Once the accrual cap is reached, a Management employee shall not accrue any additional vacation until he or she reduces the accumulated hours below the accrual cap, either through usage and/or cash-out (as described in Section 7.2.4).

A Management employee shall receive reasonable notice of the amount of accumulated vacation leave in advance of each anniversary date. Requests for deferring vacation use must be presented to the City Manager sixty (60) calendar days before the end of the calendar year in which the vacation leave was to be taken. In granting deferred vacation, the City Manager may specify a time within which such excess vacation leave must be used.

7.2.2 Vacation Authorization

The City values vacation and believe that an employee's ability to utilize vacation is an important goal. To that end, the City and Union wish to emphasize that MEA bargaining unit employees are not expected to be "on call" during vacation. Of course, because of the importance of their positions, bargaining unit employees must provide adequate contact information in the event it becomes necessary to contact them prior to their return from vacation. If an employee is required to return to work from vacation, the employee shall not be charged vacation for the period during which they have returned to work.

The time at which an employee may use vacation leave and the amount to be taken, at any one time, shall be determined by the City Manager or Designee, with particular regard for the needs of the City and, insofar as possible, considering the desires of the employee. Except in unusual circumstances, use of vacation leave shall be scheduled and approved in advance of the first day of absence. Approval of use of vacation leave shall be in a form and manner prescribed by the City Manager. Said approval of vacation leave shall not be unreasonably withheld.

7.2.3 Use of Vacation

Vacation leave may be taken by the management employee as it is credited. Accrued vacation time may be used, at a minimum, in blocks of four (4) hour increments. The date of vacation may be selected by the employee but shall be approved by the City Manager or designee, who shall consider the wishes of the employee and the needs of the department and/or the City organization.

7.2.4 Vacation Cash Out

Members of the bargaining unit may make an irrevocable election to cash out vacation during the month of December each year. Employee must complete the “Irrevocable Annual Vacation Cash Out Election Form” each calendar year for the following year. To qualify for vacation cash out, an employee must have more than eighty (80) hours of accrued vacation. During the term of this MOU, Bargaining units shall be allowed to cash out up to 80 hours of leave vacation, so long as the member maintains a balance of at least eighty (80) hours. Elections will be cashed out December the following year.

7.2.5 Pay for Vacation Time

Upon termination of employment the Management employee shall receive all earned vacation on record based on the pay level of the employee at the time of the separation of employment. Such payment shall be received in his/her final paycheck from the City.

7.3 Holidays

7.3.1 Official Holidays

All Management employees shall receive twelve (12) designated paid holidays per year to be observed during each fiscal year (July 1 through June 30). Holiday Leave shall be administered as provided for in Section 3.10 of the City of East Palo Alto Personnel Policies and Procedures and subsequent amendments adopted by City Council. Paid holidays shall have a length of eight (8) hours. If an employee desires to take more than eight (8) hours of holiday time (e.g., an employee on a 4-10 schedule), the employee will be permitted to use leave time to make up the difference.

Specified holidays authorized by the City Council are as follows:

1. New Year's Day, January 1
2. Martin Luther King Day, 3rd Monday in January
3. Lincoln's Birthday, February 12
4. Washington's Birthday, February 22 or its legal substitute (third Monday in February)
5. Cesar Chavez Day, last Monday in March
6. Memorial Day, May 31 or its legal substitute (third Monday in May)
7. Independence Day, July 4
8. Labor Day, first Monday in September
9. Veteran's Day, November 11
10. Thanksgiving Day, third Thursday in November
11. Day after Thanksgiving,
12. Christmas Day, December 25

Note: When any day recognized as a holiday falls on Sunday, the holiday shall be observed on the following Monday. When any day recognized as a holiday falls on a Saturday, the holiday shall be observed on the preceding Friday. When a holiday falls on an employee's designated day off which is not a Saturday or Sunday, the employee shall be permitted to schedule eight hours of holiday time for another day within the same pay period as the holiday. A employee may schedule holiday time under this provision in the same manner as vacation is scheduled (pursuant to Section 7.2.3).

7.3.2 Other Holidays

In addition, any day proclaimed by the President of the United States, the Governor of the State of California, and recognized by the City Council as a public holiday, day of mourning or day of thanksgiving shall be provided as a holiday. This shall be administered in compliance with Resolution 0210 (Section 3.10.02).

7.3.3 Other Religious Holidays

A Management employee may request, in advance, to be excused from work for the observance of a bona fide religious holiday, subject to approval of the City Manager. If approved, such time off shall be charged to the Management employee's unused available Vacation or Management Leave balance, whichever the employee designates. Approval of time off is subject to the needs of the City. If not approved, no pay or other time off shall be authorized in lieu thereof.

7.3.4 Effect of Other Leave While on Vacation

When a day designated as a holiday, in Section 7.3.1, occurs during the Management employee's vacation leave, for payroll purposes, the day shall be charged as a holiday instead of vacation. Sick Leave shall not be approved for official holidays. A Management employee in no pay status shall not receive or accrue holiday leave.

7.3.5 Pay for Official Holidays

Management employees shall receive eight-hours of pay for each of the twelve (12) official holidays.

7.4 Sick Leave

7.4.1 Accrual

All Management employees shall accrue sick leave at a rate of three and seven tenths (3.7) hours per bi-weekly pay period, beginning at the end of the first thirty-one days of employment, and sick leave may be accrued with no maximum limit.

7.4.2 Personal Use

Use of accrued sick leave may begin as it is accrued. It is to be used for illness or injury and may not be used to supplement days off.

7.4.3 Family Care Use

Accrued sick leave may be used to care for children, siblings and parents, (be they natural, adoptive, step or foster, grandparents, aunts, uncles, of the employee their current spouse or domestic partner, to a maximum of eighty (80) hours in a calendar year (January through December). It is further provided that leave and or vacation accrual may be used for family care up to twelve (12) weeks in any twelve (12) month period. If all bank accruals have been used, without pay, may be used for such care in unusual or emergency cases with the approval of the City Manager.

7.4.4 Documentation

Employee Leave forms must be filed in all cases and a physician's certification may be required at the discretion of the City Manager and/or designee for absences of three (3) consecutive workdays or more.

7.4.5 Leave Donations

Bargaining Unit members may use up to one-half of their annual accrual of sick leave for the diagnosis, care, or treatment of an existing health condition of, or preventive care for, a member of the employee's immediate family. For the purpose of this section, the immediate family of an employee shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners.

Employees shall be eligible to participate as donors and recipients in the leave donation program, which provides a mechanism for assisting employees who have exhausted paid leave due to a catastrophic illness and/or injury. This program allows a permanent City employee to donate accrued vacation time hours to a specific eligible employee who has exhausted his/her own available leave balances on an hour for hour basis. Catastrophic illness or injury is defined as the employee's own adverse medical condition which requires the employee to be absent from work for more than twenty (20) consecutive work days, or similarly debilitating illness or injury of the employee's immediate family member who has a catastrophic illness or injury as verified by a physician's statement.

A. To receive leave donations, an employee:

1. Must have been employed in a regular full-time position with the City for a minimum of one year; and
2. Must be absent from work due to his/her own catastrophic illness or injury for more than twenty (20) consecutive days (as verified by a physician's statement); or be absent from work in order to attend to his/her immediate family member who has a catastrophic illness or injury (as verified by a physician's statement); and
3. Must have exhausted all earned leave balances (including sick leave if related to the employee's own illness) vacation, and management leave; except however, donations may be made prior to all balances being exhausted, when the physician's statement and leave balance indicate the probable exhaustion of balances within two (2) pay periods.

B. Donations

1. Are voluntary.
2. Are made from accrued Vacation and/or Management Leave balances; donations of Sick Leave are not permitted.
3. Must be for a minimum of eight (8) hours, in whole hour increments.
4. Are irrevocable.
5. Are taxable on the part of the recipient, in accordance with IRS Regulations, and are subject to withholding as required by law.
6. Donations shall be processed in the order received. However, a donor's leave shall not be reduced until the recipient actually uses the leave. Unused donation shall remain with the donor.
7. An employee may not donate more that eighty (80) hours to any other individual employee.
8. The total donation received into an employee's donated leave balance shall

normally not exceed 1040 hours; however, donations in excess of 1040 hours may be considered when approved by the Human Resources Manager.

9. Upon approval of the request for donations, the Human Resources Manager (or his/her designee) shall, at the employee's request, post a notice of the eligible employee's need for donations on departmental bulletin boards accessible to employees. Confidential medical information shall not be included in the notice.
10. Nothing in this section shall be construed to modify the employment relationship between the City and the receiving employee, or to restrict the City's management rights. Neither shall this section modify existing City rules, policies or agreements regarding unpaid leave of absence or family leave.

"This provision (7.4.5) shall sunset upon the parties' mutual agreement on a City-wide policy on Leave Donation."

7.5 Fitness for Duty Examinations.

City retains the right to require employees, covered by this agreement, to take a City-requested examination at a physician of the City's choosing. The parties agree that any City order that an employee submit to fitness for duty examination will be made in compliance with applicable laws and judicial decisions.

7.6 Family Medical Leave

7.6.1 Family Medical Leave Act and California Family Rights Act

Management employees shall be entitled to and the City shall comply with leave as provided for in the Family Medical Leave Act (FMLA) and the California Family Rights Act (CFRA).

7.6.2 Immediate Family

Immediate Family shall mean the following: related by blood, marriage or adoption; spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and first and second level cousin. Immediate family shall also include a registered domestic partner.

7.7 Bereavement Leave

A. Management employees shall be entitled to up to three (3) calendar days of paid leave for an occurrence of death or serious illness or accident determined to possibly lead to death in the immediate family; five (5) calendar days if out of state. Additional days may be approved by the City Manager or designee and charged to the employee's available unused leave. This leave shall not be accumulated and is in addition to sick leave and vacation benefits except where additional time off is taken as provided above.

B. Immediate family shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners;

C. Request for funeral/emergency leave must be in writing, state the relationship of the family member, and be approved in advance of the City Manager. In special

emergencies, an employee may request formal approval after the fact; if approved, leave records shall be adjusted accordingly. Death following a serious illness or injury shall generally be regarded as one (1) occurrence; however, the City Manager reserves authority for determining the nature and/or severity of the illness and the amount of time the occurrence warrants.

7.8 Jury Duty Leave

A. Management employees required to report for jury duty during regularly scheduled work hours shall notify the City Manager as soon as possible and shall be entitled to leave with pay until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees except those specifically allowed for mileage and subsistence.

B. A Management employee subpoenaed to appear in court during regularly scheduled working hours, solely as a result of employment with the City, shall receive full pay for such appearance until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees except those specifically allowed for mileage and subsistence.

C. A Management employee is responsible for keeping the City Manager informed of his/her court schedule.

7.9 Military Leave

A. Military leave shall be granted in accordance with the Military and Veteran's Code of the State of California and/or federal regulations as amended. All employees entitled to military leave shall be given such leave within such limits as the appropriate military regulations may determine, when leave is requested in addition to the rights of workers returning from such leave.

B. Every permanent classified officer or employee of the City who is actually inducted into, or enters, any branch of the military, Army, Navy, Air Force, Marines, National Guard, or Coast Guard Service of the United States of America, pursuant to and under the terms and conditions set forth in Section 395, et seq., as amended, of the Military and Veteran's Code, shall be entitled to a military leave of absence from his/her City position and shall be entitled to receive regular compensation and benefits in accordance with state law and any current City Resolution.

C. This provision (7.7) shall sunset upon the parties' mutual agreement on a City-wide policy on Military Leave.

7.10 Leave of Absence without Pay

If the circumstances of the particular case warrants, the City Manager may grant leaves of absence without pay for a maximum of ninety (90) working days to any employee. The leave shall be governed by the Personnel Policies and Procedures Section 3.12.13 or as amended by the City Council.

7.11 Industrial Accident Leave

The City agrees to comply with all State and Federal statues, regulations and rulings with respect to compensation of employees who suffer industrial injury or illness.

ARTICLE 8.0 HEALTH, DENTAL, VISION, LONG TERM DISABILITY, LIFE INSURANCE, DEFERRED COMPENSATION, RETIREMENT, COBRA AND 125 FLEXIBLE SPENDING PLANS

8.1 Medical Insurance

A. The City shall provide a medical insurance plan or plans (if more than one is available) for eligible employees covered by this bargaining unit.

B. The City shall contribute up to the full cost of the employee-only level based on the Kaiser Permanente HMO premium. Eligible employees may select coverage from among the available options. Any premiums in excess of Kaiser Permanente HMO plan will be paid by the employee.

C. The City shall contribute up to sixty five percent (65%) of the premium of the Kaiser Permanente HMO medical plan for those employees electing to have dependent medical coverage under the City's medical plans. The employee shall be responsible for the remaining premium for the elected medical coverage, payable through bi-weekly payroll deductions.

D. Medical coverage starts the first day of the month following date of hire.

E. Employees who fail to authorize payroll deduction or make payment pursuant to the approved schedule shall not be provided with dependent coverage.

F. Employees may insure their eligible dependents (including registered domestic partners, as defined by State law) in the Medical Plans offered by the City.

G. Employees electing not to take health coverage shall be required to complete and sign a "Waiver Form" and such form shall be filed in the personnel file.

H. Benefits Committee

During the term of this MOU, the City and Unions shall convene the Benefits Committee for the following purposes:

1. To continue ongoing discussions regarding cost structures as a part of an overall strategy to maintain balanced enrollment in City plans,
2. To investigate the feasibility of revising medical and/or dental coverage and/or plan(s) and strategies to participate into benefit insurance cost structure, and

The benefits Committee will commence no later than September 30,2022. The Committee will be composed of City labor representatives, not to exceed four (4) representatives and four (alternates) from each participating labor organization and four (4) representatives. These names will be provided to the City no later than August 31, 2022.

8.2 Dental Insurance

A. The City agrees to provide and contribute the full cost of a dental insurance plan(s) (if more than one is available) for its employees. Employees may insure their eligible dependents (including registered domestic partners, as defined by State law) in the Dental Plan(s) offered by the City. Dependent dental insurance coverage shall be paid for by the employee.

B. Employees electing not to take dental coverage shall be required to complete and sign a "Waiver Form" and such form shall be filed in the personnel file.

8.3 Long Term Disability Insurance

Management employees covered under this resolution may participate in the group long-term disability insurance program, at the City's expense. For an overview of the plan see the certificate of insurance on file in the City's Finance Department.

8.4 Life Insurance

The City agrees to provide and pay the full costs for a Basic Term life insurance policy in the amount of $100,000 for Management employees responsible for a Division, and $75,000 for Mid-management employee covered under this resolution. Any additional options available through the plan shall be at the employee's expense. The City shall provide each member a copy of the plan as provided by the insurer.

8.5 Deferred Compensation

The City agrees to provide, at the employee's expense, a deferred compensation (457) plan approved by resolution of the City Council.

8.6 Retirement

Effective on or about June 29, 2008, the City implemented the 2.5% @ 55 retirement enhancement. Eligible employees hired on or after January 1, 2013, and who meet the definition of "new member" under Government Code § 7522.04(f), shall be covered by the PERS retirement plan two percent (2%) at sixty-two (62) full formula for local miscellaneous employees.

Employees will pay the employee contribution in effect for the applicable formula.

8.7 Consolidated Omnibus Budget Reconciliation Act (COBRA)

The Consolidated Omnibus Budget Reconciliation Act (COBRA) of 1985 requires the City to offer employees and their families an opportunity for a temporary extension of health coverage upon separation of employment. The separated employee and/or dependent must pay premiums in advance plus the applicable administrative fee. The specific provisions and restrictions of the Act are available through the Human Resources Department.

8.8 Flexible Spending Plan (125 Plan)

The City shall establish and offer a Flexible Spending Plan (125 Plan) for employees. Enrollment options shall be at the discretion of the employee. The costs of the plan will be paid for by the employee.

8.9 Short Term Disability Insurance (SDI)

MEA bargaining unit employees participate in the State Disability Insurance (SDI) system administered by the State of California Employment Development Department. Coverage shall be limited to the "State Plan" and shall not include any additional voluntary plan design. SDI premiums shall be 100% employee paid on an after-tax basis. Payment shall be made by mandatory payroll deduction for every Management employee.

ARTICLE 9.0 PROFESSIONAL DUES, SUBSCRIPTIONS, LICENSES, AND CERTIFICATES

A. In order to support each MEA bargaining unit employee in the performance of his/her job duties, the City will pay for the costs of dues and subscriptions for professional/technical licensing and association membership as required, and as approved by the City Manager and/or designee.

B. The City shall cover costs for non-personal, job related expenses incurred by MEA bargaining unit employees in the course of employment. All such expenses shall be reimbursed or paid upon presentation of duly executed Purchase Orders, Claims Forms, and receipts with Department Head's approval.

C. Workers who are required by State and/or Federal agencies to be licensed or secure a certificate shall be reimbursed for the fees for the licenses or certificates. This provision excludes licenses required by the Department of Motor Vehicles.

ARTICLE 10.0 AUTOMOBILE USE

(Article 10.0 will be placed in the Personnel Policies and Procedures. Not the MOU)

ARTICLE 11.0 EDUCATION INCENTIVE

A. No Management employee covered by this MOU shall receive any additional pay as an educational bonus or "certificate pay" unless specifically provided for herein.

B. Subject to the availability of funding, the City shall make available $5,000 for tuition reimbursement annually for the employees represented by the Union for purposes of continuing education and update of certification. The maximum per individual is $500 per fiscal year, limited to the class tuition and required textbooks (neither supplies, nor parking or mileage reimbursements will be considered). Coursework must be on the employee's own time.

C. Tuition reimbursement shall be available only for coursework that is job-related and taken at an accredited institution and must be approved in advance by the City Manager. Tuition reimbursement is only available for coursework in which the employee receives a passing grade. The decision of the City Manager is final. The funds shall be subject to budgetary constraints and may not be available from year to year.

D. In the event that the employees have not exhausted the $5,000 reimbursement pool by May 31 of any fiscal year, any member who has received the maximum individual reimbursement ($500), but has expended more than that amount on textbooks or tuition for approved coursework, may apply to the City Manager for reimbursement of the remainder of the appropriate expenses up to an additional $1,000 maximum per employee. Employees must submit a written request for additional reimbursement on or before May 31st. If the balance remaining in the reimbursement pool is not sufficient to pay the additional expenses for applications received by May 31, the pool shall be distributed equally to each applicant up to the amount of each reimbursement request.

ARTICLE 12.0 TRAVEL AND TRAINING EXPENSES

A. The City will pay the travel and subsistence expenses of MEA bargaining unit employees, in accordance with the Annual Approved Travel Plan and Budget (including any approved Plan modifications) for travel, meetings and occasions required to pursue the official business of the City, subject to prior approval by the City Manager.

B. Pursuant to City Policy, the City will advance 75% of the allowable reimbursement for meals consumed by MEA bargaining unit employees during travel on City business. For reimbursement exceeding the 75% advance, upon return from travel, employees are required to submit receipts for meal reimbursement to the City's Finance Department and will be reimbursed up to the allowable amount.

ARTICLE 13.0 HOURS OF WORK

A. Salaries approved for MEA bargaining unit employees recognize the advanced level of skills required and possessed by these employees, the high level of responsibility delegated to these employees and the potential for longer working hours necessitated by meeting attendance, response to emergency situations, and attendance at court and/or the necessity for meeting project deadlines.

B. There is no specific compensation for hours worked by FLSA Exempt employees beyond the minimum workweek of forty (40) hours. The following shall serve as basic guidelines to be used in the management of employee work hours:

1. In order to fulfill their job duties, employees may be expected to attend City Council meetings, as well as other Board, Commission, and Committee meetings during the evening and/or on the weekend. FLSA exempt employees shall not receive overtime or additional compensation in any other form for attendance at such meetings/activities. However, non-exempt FLSA employees may receive overtime or compensatory time off with the approval of the City Manager.

2. All FLSA exempt employees covered under this resolution shall be eligible to use

Management Leave during the calendar year as provided in Section 7.1 of this MOU.

C. In recognition that FLSA exempt MEA bargaining unit employees are often required to attend early morning, lunch, and evening meetings and due to the fact that their work is results oriented without a specific workweek, a system of flexible time is available for their use, subject to the operational needs of the City and as determined by their immediate Supervisor/Manager/Director.

It is expected that all MEA bargaining unit employees work a minimum of forty (40) hours a week, plus any additional work time reasonably required to discharge the duties and responsibilities of the position.

D. "Flex" Hours
With the approval of their supervisor, FLSA non-exempt (overtime eligible) employees assigned to work off hours, such as attendance at evening meetings or early morning training, may flex their schedules to accommodate the additional work, so long as the "flexed" hours occur within the same workweek. If the employee's request to flex his or her schedule is denied, the employee may appeal the denial to his or her Department Head.

E. Alternate Work Schedules
The City may establish alternate workweeks (including 4/10, 9/80 or other schedules) for individuals or groups of employees by providing employees with written notice. The City and Union agree that the availability of alternate work schedules may be a valuable benefit to workers and the City. Alternate work schedules requests may be initiated by employee(s) or at the initiative of the City. Alternate work schedules must be recommended by the Department/Division Manager and approved by the City Manager, with the needs of the City, service to the public, and the needs of the employee(s) being considered. At the request of either party, the parties will meet and confer over the establishment of alternative work schedules in specific work locations. Should a department or division establish an alternative work schedule as a result of meet and confer, the City will notify the Union of any issues with the alternative work schedule as well as any plans to eliminate the schedule.

In all decisions regarding alternative work schedules, the City Manager or designee's decision will be final.

ARTICLE 14.0 RELATIONSHIP TO PERSONNEL REGULATIONS

The "Personnel Rules and Regulations of the City of East Palo Alto", as amended from time to time and as presently adopted by Resolution 0210 provide policies and regulations governing aspects of employee compensation, benefits and conditions of employment. In any conflict between this MOU and Resolution 0210, the provisions in this MOU, or its successor, shall prevail.

ARTICLE 15.0 GRIEVANCE PROCEDURE

A. This grievance procedure is intended to assure that every reasonable effort will be made to resolve problems as near as possible to the point of origin.

B. A permanent classified employee or his/her Union representative may submit a dispute according to this procedure. The Union may utilize this procedure in the event a dispute is not directly related to an individual employee and complies with all the provisions of this Article.

C. Definition. A grievance is defined as a dispute involving the interpretation, application or alleged violation of this Memorandum of Understanding (MOU) and shall not include any appeal of a disciplinary action. No dispute shall be considered a grievance if it does not conform to this definition. Where City Codes or Rules and Regulations provide another appeal process, the Grievant shall choose which process is to be used but shall not use both.

D. Grievance Procedure

Step 1 - Informal Discussion

Within ten (10) working days of the occurrence of an act in dispute, an employee shall discuss it with the Department Head, who shall investigate and attempt to resolve the matter. The Department Head shall give the employee an oral reply within ten (10) working days after the discussion. If the employee is not satisfied with the response, he/she may proceed to Step 2.

Step 2 - Formal Written Grievance

Any dispute not resolved at Step 1 may be submitted to the City Manager in writing citing the specific provision of the rule in dispute and stating the desired solution within ten (10) working days after the Department Head's Step 1 response. Ten (10) working days thereafter, a meeting shall be scheduled with the employee and the City Manager or designee. The City Manager or designee shall provide the employee a written reply within ten (10) working days after such meeting. If the employee is not satisfied with the response, he/she may proceed to Step 3.

Step 3 - Advisory Arbitration

If the Union is not satisfied with the City Manager or designee's response, it may appeal the dispute to advisory arbitration in writing within ten (10) calendar days after the date of the Step 2 response. Within ten (10) calendar days of the appeal, the parties shall meet to select an arbitrator. If the parties are unable to reach mutual agreement on an arbitrator, the parties shall jointly request a list of seven (7) labor arbitrators from the California State Mediation Service and shall alternately strike names until only one name remains. The party making the first strike shall be determined by a flip of a coin.

Costs for the arbitration (including arbitrator fees and any court reporter) shall be shared equally by the parties. The parties shall each pay for their own representative. The decision of the arbitrator shall be advisory to the City Manager. The City Manager or designee shall have ten (10) calendar days after the receipt of the decision to notify the Union of his/her decision either to adopt or revoke the decision of the arbitrator. If the City Manager or designee takes no action within the ten (10) calendar day period, the City Manager shall be deemed to have adopted the decision.

A decision adopted by the City Manager or designee will be final and binding upon the parties. A decision revoked by the City Manager or designee shall be deemed to have no effect and the Step 2 reply shall be final and binding upon the parties.

E. Copies of all City responses shall be sent to the Grievant, Union, and to the Grievant representative at the address indicated on the grievance form.

F. Failure of the City to adhere to the designated time deadlines shall be deemed a denial and the Grievant may appeal the grievance to the next level. Failure of the Grievant to adhere to the time deadlines shall mean that the grievance is settled. The grievant and the City may extend any time deadline by mutual agreement.

G. An employee may have a representative of his/her choice present at all stages of the grievance procedure.

H. An employee shall not be penalized in any way for availing himself/herself of this procedure.

ARTICLE 16.0 DISCIPLINE

16.1 Discipline

Except for employees in the classifications of Chief Building Official and Planning Manager, who serve at the will of the City Manager, the City may reprimand, place on disciplinary probation, discharge, suspend, reduce salary, or demote any employee who has completed the specified probationary period for cause, including, but not limited to:

- Dishonesty;
- Insubordination;
- Immoral or unprofessional conduct;
- Intoxication or the use of controlled substances while on duty;
- Incompetence;
- Willful negligence;
- Excessive absences and/or tardiness;
- Inexcusable absence without leave;
- Misuse of City property;
- Failure to maintain licenses or certificates required by law, City requirements, or job description;
- Failure to perform work as required; or
- Failure to comply with or violation of the City's reasonable rules regarding safety, conduct and operations.

16.2 Right to Representation

Except in situations requiring immediate action, such as, but not limited to, allegations of

theft or urgent safety matters, an employee shall be entitled to a representative of his or her choice at an investigative interview that the employee reasonably believes may result in disciplinary action. The employee may request a representative either during or prior to the interview and must make a selection of which individual will be representing him or her within a reasonable time. The employee's choice of representative will not be permitted to delay the investigation, if the resulting delay would harm the investigation.

16.3 Procedure

A. Notice of Intent to Discipline

A Notice of Intent to discharge, demote or suspend must be served on the employee and the Union in person or by certified mail.

The Notice shall include:

1. A statement of the nature of the disciplinary action;
2. The effective date of the action;
3. A statement of the cause thereof;
4. A statement of the act(s) or omission(s) upon which the causes are based;
5. A statement of the employee's right to respond to the charges, either orally or in writing, prior to the action becoming effective; and
6. A statement advising the employee of the right to Union representation.

The Notice shall be accompanied by all documentation upon which the City relied in determining the need for disciplinary action.

B. Employee Response/Skelly Meeting

The employee may respond to the Notice of Intent to Discipline either in person or in writing.

1. If the employee elects to respond in writing, the employee or his representative must file the employee's response within ten (10) workdays after service of the Notice of Intent to Discipline.

2. If the employee elects to respond in person, the employee or his or her representative must request a meeting with the Department Head within ten (10) workdays after service of the Notice of Intent to Discipline. The Department Head shall hold a meeting with the employee within twenty (20) days of the employee's request.

C. Notice of Discipline

If the Department Head determines that discipline is warranted, the Department Head shall issue a written Notice of Disciplinary Action within ten (10) workdays after either the filing of a written response or the date of the Skelly Meeting. If the employee did not request a meeting or file a written response, the Department Head's decision is due twenty (20) workdays after the service of the Notice of Intent to Discipline. The Department Head shall furnish a copy of the Notice of Disciplinary Action to the Union and appropriate Steward.

D. Appeal to Personnel Officer

1. In the event an employee feels that the disciplinary action is unjust, the employee or his or her representative may appeal the action to the Personnel Officer. An appeal of the Notice of Disciplinary Action must be in writing and must be filed with the Personnel Officer within ten (10) workdays of the date of service of the Notice of Disciplinary Action.

2. For any matter subject to binding arbitration pursuant to Section E, below, the Personnel Officer or designee shall hold an appeal meeting within twenty (20) days.

3. For any matter not subject to binding arbitration pursuant to Section E, below, the Personnel Officer or designee may either hold an appeal meeting within twenty (20) days or may refer the matter to advisory arbitration.

   A. Advisory arbitration shall be heard by a neutral arbitrator mutually selected by the parties or chosen by the alternating strike method from a list provided by the State Mediation and Conciliation Service. The arbitrator shall have the power to:

      - Compel the attendance of witnesses;
      - Require the production of evidence by subpoena;
      - Administer oaths to witnesses;
      - Receive evidence from the department head and the employee, allowing reasonable cross examination of witnesses; and
      - Complete a record of the proceedings, including a certified reporter's transcript.

   B. The arbitrator shall prepare a report to the Personnel Officer with his/her findings and recommendations within forty- five (45) calendar days after the date of referral by the Personnel Officer. The report of the arbitrator shall be non-binding and advisory to the Personnel Officer who shall exercise his/her discretion to accept or reject all or part of the report.

4. The Personnel Officer shall issue his/her decision within ten (10) workdays after either meeting with the employee or receipt of the arbitrator's report, whichever is later.

5. Except for matters which are subject to arbitration pursuant to Section E, the decision of the Personnel Officer shall be final.

E. Arbitration of Serious Discipline

In the event an employee feels that a discharge, suspension of three (3) or more days, or a reduction in pay for sixty (60) or more days is unjust, the Union shall have the right to appeal the case to binding arbitration. Any appeal under this provision must be filed within twenty (20) days after receipt of the Personnel Officer's decision. The expenses of any arbitration convened pursuant to this section, including the fee for the services of the Arbitrator and court reporter shall be borne equally by the parties. All other

expenses which the parties may incur individually, including witness and attorneys' fees, are to be borne by the party incurring such expenses.

16.4 Exceptions

The foregoing provisions shall not apply to employees in the classifications of Chief Building Official and Planning Manager. Employees in those classifications shall continue to be "at will" employees who serve at the will of the City Manager.

ARTICLE 17.0 WAGE AND SALARY SCHEDULE COST OF LIVING ADJUSTMENTS

17.1. Wages

A. Employees in this unit will receive a salary increase of 5% (five) effective the first full payroll immediately following adoption of this agreement by City Council

B. Employees in this unit will receive a one-time payment of $2,500 effective the first full payroll following Dec 1, 2022.

17.3. Merit Step Increases

Upon the completion of six (6) months of actual initial or promotional probationary service and after receiving a satisfactory performance evaluation, eligible full-time employees who were initially appointed to the "Step A" of the salary range in effect for the class to which appointed will be granted a merit increase to the next higher step in the pay range.

Employees who are at the "Step B" of the salary range or higher shall receive a merit increase to the next higher step until the top step of the pay range each twelve (12) months of actual service after receiving a satisfactory performance evaluation. Regular part-time employees shall be entitled to merit increases after receiving a satisfactory performance evaluation upon completion of not less than twelve (12) months of actual service in each step of the range.

An employee shall not receive a merit increase beyond the maximum step established for the job classification.

Merit increases shall be effective on the first pay period following the anniversary date (i.e., six (6) months after the initial appointment to the classification at Step A and every twelve (12) months after that), regardless of the date of evaluation.

ARTICLE 19.0 BILINGUAL EXAMINATION AND DIFFERENTIAL

19.1 Bilingual Differential

Employees who are assigned to job duties requiring the use of bilingual skills are eligible to receive$50.00 per pay period. No employee shall be required to use bilingual skills who is not compensated under this section.

19.2 Eligibility
Bilingual Differential shall be available only to employees who are regularly required to speak, read, or translate in a language other than English in order to perform assigned job duties arising during the normal course of work.

19.3 Examination Process
The City shall establish a test for Bilingual Differential. This test shall include a written and verbal certification, including translation, given by an individual or entity designated by the City. The Human Resources Department shall be responsible for overseeing the administration of the test and certifying test results.

Eligible bargaining unit members may request to take the Bilingual Differential test by submitting a request in writing to the Human Resources Department. Within thirty (30) days of receiving such a request, the Human Resources Department shall decide, in its sole discretion, whether the employee is eligible for Bilingual Differential based on whether bilingual skills are essential to successful performance of the employee's assigned job duties and shall issue notice if its decision to the employee. The decision of the Human Resources Department to arrange for testing shall be final.

If the Human Resources Department approves an employee's request for bilingual testing, the Department shall arrange for testing to be completed within thirty (30) days of the approval.

19.4 Effective Date
Bilingual Differential shall be paid beginning on the first day of the first pay period following the Human Resources Department's certification that the employee has passed the test for Bilingual Differential and otherwise met the requirements to receive Bilingual Differential. Bilingual Differential shall be based solely on the date of the Department's certification and shall not be paid retroactively.

ARTICLE 20: BOOTS

20.1 Boots
Employee represented by this bargaining group who are required to wear protective footwear will be reimbursed up to $250 per year for the purchase of safety boots approved by OSHA/ANSI.

In the event an employee's shoes are damaged and/or worn, and/or unsafe as determined by the City, the employee may request that damaged shoes be replaced provided:

A. The division head/manager concludes the shoes are damaged and need to be replaced.
B. The employee furnishes proof of purchase for the damaged shoes. Purchase shall have been within the current fiscal year.
C. The employee has fully expended the boot allowance. If not fully expended, the employee must use the balance of his/her allowance for the purchase of replacement shoes. Requests for replacement equipment shall be made to the City in writing on a City-provided form. The City shall normally respond to such requests within five (5) working days. Denials may be appealed to the Human Resources Manager in writing within five (5) working days. The decision of the Human Resources Manager is final and shall not be appealed.

Denials of replacement equipment shall not be subject to the grievance procedure.

ARTICLE 21.0: CONTRACT TERM
The term of the MOU shall be from August 1, 2022 to Dec 31,2023 equivalent to sixteen months.

ARTICLE 22.0 OVERTIME
For overtime-eligible classifications, overtime, overtime is limited to "actual hours worked" (not including sick leave, vacation, compensatory time, or other paid or unpaid leave).

ARTICLE 23.0: PAYROLL DEPOSIT
All bargaining unit members will enroll in direct payroll deposit.

ACCEPTED BY:

For the Management Employees' Association Union:	**For the City of East Palo Alto:**
_____ Stanley Young, MEA Representative	_____ Melvin Gaines, City Manager
_____ Romeo Herrera, MEA President	_____ Ana M Torres-Mondragon, Human Resources Manager
Kevin Lewis	_____ Brenna Rowe, Chief Spokesperson Sloan Sakai Yeung & Wong LLP

Memorandum of Understanding
Between
The City of East Palo Alto
And the
East Palo Alto Management Employees' Association
(Management Unit)

Appendix A – Management Bargaining Unit

This unit of employees shall, for the purpose of identification, be titled the Management Unit.

- Administrative Services Manager, Police Department
- Chief Building Official
- City Engineer
- Community Programs Manager
- Deputy City Clerk
- Financial Services Manager
- Fiscal Analyst
- Housing Project Manager
- Maintenance Manager
- Management Analyst
- Planning Manager
- Police Records Supervisor
- Rent Stabilization Administrator
- Senior Engineer
- Senior Planner

Memorandum of Understanding
Between
The City of East Palo Alto
And the
East Palo Alto Management Employees' Association
(Management Unit)

Appendix B – Basic Term Life Insurance Policy

Position	Designation/Policy Amount

Administrative Services Manager (PD)	Management $100,000
Chief Building Official	Management $100,000
City Engineer	Management $100,000
Community Programs Manager	Management $100,000
Deputy City Clerk	Mid-management $ 75,000
Financial Services Manager	Management $100,000
Fiscal Analyst	Mid-management $ 75,000
Housing Project Manager	Mid-management $ 75,000
Maintenance Manager	Management $100,000
Management Analyst	Mid-management $ 75,000
Planning Manager	Management $100,000
Police Records Supervisor	Mid-management $ 75,000
Rent Stabilization Administrator	Mid-management $ 75,000
Senior Engineer	Mid-management $ 75,000
Senior Planner	Mid-management $ 75,000

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITY OF EAST PALO ALTO
AND THE
EAST PALO ALTO MANAGEMENT EMPLOYEES' ASSOCIATION
(MANAGEMENT UNIT)

Eighteen Month Agreement (August 1, 2022 through December 31, 2023)

PREAMBLE

This Memorandum of Understanding is entered into by and between the City of East Palo Alto, hereafter referred to as "City", acting through its negotiator, and employees of the City as represented by the **East Palo Alto Management Employees' Association**, hereafter referred to as "Union", pursuant to the Meyers-Milias-Brown Act (MMBA) (Government Code Section 3500-35100). Pursuant to Federal and California law, the City and Union have met and conferred in good faith and have fully communicated and exchanged information concerning wages, hours, and other terms and conditions of employment for the term of this agreement. It is the intent of the parties to set forth herein their entire agreement covering rates of pay, wages, working hours, and other terms and conditions of employment and to provide for prompt and fair settlement of grievances without interruption or other interference with the normal operations of the City.

This Agreement constitutes a mutual understanding between the parties of those wages, hours, terms, and conditions of employment which are to be in effect during the period of the Agreement. Both parties have mutually agreed that their objective is for the good of the City of East Palo Alto and Union members alike. Both parties agree further that, in the interest of collective bargaining and harmonious relations, they will at all times abide by the terms and conditions as hereinafter set forth.

It is agreed that the delivery of quality municipal services in the most efficient, effective, and courteous manner is of paramount importance to the City, Union, and the represented employees. Such achievement, and the maintenance of a competent organization that delivers sustained quality municipal services is hereby recognized to be a mutual goal of the parties to this Agreement within their respective roles and responsibilities.

Unless separately identified in another provision of this Agreement, any notification given pursuant to the terms of this agreement shall be sent to the following:

For the City:	For the Union:
City Manager Representative City of East Palo Alto 2415 University Avenue East Palo Alto, CA 94303	Management Employees' Association (MEA) 2415 University Avenue East Palo Alto, CA 94303

ARTICLE 1.0: RECOGNITION

1.1 Union Recognition

The Union has been recognized as an Employee Organization pursuant to the Employer-Employee Relations Resolution # 48-83, adopted by the City November 21, 1983 for the regular full-time employees assigned to the classifications set forth in Appendix A.

Pursuant to Section 3500-35100 of the Government Code of the State of California, the City recognizes the East Palo Alto Management Employees' Association as the exclusive bargaining agent for the purpose of establishing salaries, wages, hours, terms, and other conditions of employment for all regular full-time management and mid-management employees in the City, except those in confidential classifications, which are unrepresented. Pursuant to the language in the MOU, this list can be amended from time to time.

1.2 Job Descriptions

The City will make Job Descriptions for all filled bargaining unit positions available to the Union upon request and will provide the Union with drafts of revised job descriptions before approval by the City Manager. Upon request, the City will meet and confer with the Union over changes in job descriptions for bargaining unit members (to the extent those changes fall within the scope of representation) prior to approval by the City Manager.

1.3 Establishment of New Classifications

The City will provide reasonable advance written notice to the Union prior to establishing any new classifications appropriate to the MEA unit or removing classifications from the MEA unit. The City will provide its notice no later than one-week prior to any City Council action required to establish the new classification or modify the bargaining unit assignment of an existing classification. Upon written request from MEA prior to the establishment of the classification by the City Council, the City shall meet and confer regarding the job description and salary range for the new position.

1.4 Reclassification

A. When necessary, the Union may request that the City reclassify Union positions. These requests shall be made in writing and shall indicate the position's current classification, the proposed reclassification, and a detailed statement of the reasons that the reclassification is appropriate. The Human Resources Manager or designee shall respond to the reclassification requests made by MEA in writing not later than three (3) months after the submission of the request, unless this deadline is mutually extended by the parties. The Human Resources Manager or designee will meet with the Union and each incumbent employee during the process.

B. In the event that the Human Resources Manager or designee, determines that the reclassification is not appropriate, the Union may appeal the decision to the City Manager in writing, not later than ten (10) calendar days after the date of the Human Resources Manager or designee's decision. The City Manager shall render a decision within ten (10) calendar days of the appeal. The decision of the City Manager shall be final. This section is not subject to the grievance procedure.

C. Reclassifications will be effective either the date of the Human Resources Manager or designee's decision or three (3) months after the submission of the request, whichever is earlier.

1.5 Position Recruitment

A. Human Resources to define Internal and External Recruitments (prescribe when appropriate)

B. Postings

Open recruitments for promotional opportunities for permanent City positions in classifications within the representation unit will be posted at all work locations and on the City's website for at least fourteen (14) calendar days prior to closing applications and shall be mailed to the Union and emailed to bargaining unit members with City email accounts. Such postings shall include a description of the type of examination and screening process that will be used in filing the position. Any test given shall relate to the skills, knowledge, and abilities necessary to perform the job.

"Internal Posting" promotional opportunities for permanent City classifications within the representation unit will be posted at all work locations for at least seven (7) calendar days prior to closing applications and shall be mailed to the Union and emailed to bargaining unit members with City email accounts. All internal and external employment opportunities announcements will be emailed to all employees.

Such postings shall include a description of the type of examination and screening process that will be used in filling the position. Any test given shall relate to the skills, knowledge, and abilities necessary to perform the job.

C. The top two (2) permanent bargaining unit members applying for promotional opportunities for classifications within the representation unit and who meet the minimum qualifications for the position will be interviewed regardless of the number of interviewees otherwise requested by the hiring department. When possible, the top two (2) permanent bargaining unit members applying for promotional opportunities outside of the representation unit and who meet the minimum qualifications for the position will be interviewed.

D. Once a list of reachable candidates has been generated and upon request by any Department Head, the Human Resources Manager shall refer to the requesting Department a list of the top seven (7) candidates as well as a list of all internal applicants on the recruitment list. The Department Head shall have the discretion to interview any of the candidate whose names have been referred by the Human Resources Manager.

1.5 Contracting Out

A. The parties have a shared interest in eliminating unnecessary consulting contracts and hiring permanent employees to perform the work of the City. Conditioned upon having

available funds, the City will make every effort to recruit and fill all authorized positions which belong to the bargaining unit. The City will retain the right as to how the services will be delivered to the citizens of East Palo Alto.

B. Whenever possible, the City agrees to notify the Union ninety (90) days in advance of contracting out work that results in or is the result of elimination or not filing a bargaining unit position and will negotiate with the Union regarding the effects of contracting out on remaining bargaining unit members. In the event the City is moving forward with such a contract in a timeframe shorter than ninety (90) days prior to contracting out work that results in or is the result of the elimination or not filling a bargaining unit position, the City will notify the Union as soon as possible.

C. This provision shall not apply in situations where the City is preparing for or holding a recruitment for a bargaining unit employee to perform the work or where a recruitment has been unsuccessful in filling the unit position in the last twelve (12) months. However, if a recruitment is unsuccessful the City will run a new recruitment within twelve (12) months after the contracting out of work.

D. The City will provide the Union with a list of active Purchase Orders twice per year.

ARTICLE 2.0: NON-DISCRIMINATION

2.1 Non-Discrimination

The provisions of this Memorandum of Understanding (MOU) be applied equally to all employees covered hereby without unlawful discrimination because of race, religious creed or political opinion or affiliation or legitimate union activity, color, national origin, age, ancestry, physical and/or mental disability (including HIV and AIDS), medical condition, genetic information, marital status, sex (childbirth, breastfeeding and medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, gender expression, age, sexual orientation, and military and/or veteran status, against any employee or applicant for employment by the Union or by the City or by anyone employed by the City; and to the extent prohibited by applicable state and federal law.
Further information pertaining to Non-Discrimination is more fully detailed in the Citywide Diversity, Equity, and Inclusion Staff Retention Policy.

ARTICLE 3.0: UNION SECURITY

3.1 .

3.2 Dues Deductions

The City will deduct dues and remit them to the Union pursuant to State law. As of the date of execution of this MOU, the Union is not collecting dues from members.

ARTICLE 4.0: RIGHTS OF PARTIES

4.1 Management Rights

The City hereby retains and reserves unto itself, without limitation, all powers, rights, authority, duties and responsibilities conferred upon and vested in it by the laws of the Constitution of the State of California and of the United States, including but not limited to the generality of the foregoing, the right:

a. To set standards and levels of service;
b. To determine the procedures and standards of selection for employment and promotions;
c. To direct its employees;
d. To determine the methods and means to relieve its employees from duty because of lack of funds or other lawful reasons;
e. To determine the methods, means, numbers and kinds of personnel by which City operations are to be conducted;
f. To determine the methods of financing;
g. To determine the size and composition of the work force and allocate and assign work by which the City operations will be conducted;
h. To determine and change the number of locations, relocation and type of operations, processes and materials to be used in carrying out all City functions;
1. To establish employee performance standards including, but not limited, quality and standards, and to require compliance therewith;
j. To take necessary actions to carry out its mission in emergencies;
k. To exercise complete control and discretion over its organization and the technology of performing its work;
l. To take any and all steps necessary to discharge the City's responsibilities to provide for the safety of the public it serves and to provide employees with a safe working environment; provided, however, nothing herein shall preclude the Union from providing input, consulting and/or meeting and conferring with the City as required by law on such safety issues so long as such actions do not prevent the City from discharging these responsibilities;
m. The exercise of the foregoing powers, rights, authorities, duties, and responsibilities by the City, the adoption of policies, rules, regulations and practices in furtherance thereof, and the use of judgment and discretion in connection therewith, shall be limited only by the specific and express terms of this memorandum and then only to the extent such express terms hereof are in conformance with the Constitution and laws of the United States and the Constitution of the State of California; and
n. The exercise by the City through its City Council and management representatives of its rights hereunder shall not in any way, directly or indirectly, be subject to any grievance procedure nor subject to meeting and conferring.

4.2 Employee Rights

Employees of the City shall have the right to form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employee relations. Employees also have the right not to participate in the activities of any employee organization.

Neither the City nor the Union shall interfere with, intimidate, restrain, coerce, unduly influence or discriminate against any bargaining unit member because of his/her exercise

of these rights.

4.3 Union Rights

4.3.1 Union Access

A qualified representative of the Union shall be allowed to visit City work locations for the purpose of ascertaining whether or not this Agreement is being observed. The right shall be exercised reasonably. The qualified representative shall report to management before proceeding to any work locations that are not open to the public. The representative shall not meet with employees during work time (not including breaks) and shall not interfere with the normal conduct of work. Activities such as solicitation of membership, collection of dues, holding membership meetings, campaigning for office, conducting elections and distributing literature is strictly prohibited during working hours without prior approval of the City Manager or his/her designee.

4.3.2 Notification to the Union

The City will comply with all conditions established by the MMBA.

4.3.3 Bulletin Boards

Posting of information on City premises shall be limited to approved bulletin boards. Adequate space shall be made available to the Union for posting information on approved bulletin boards, provided the posted material is not derogatory to the City, employees of the City, or other employee organizations, and does not support or oppose candidates for public office or ballot issues.

4.3.4 Release Time

1. The Union shall be limited to no more than one (1) Representative for every three (3) members of the unit. However, Union may identify one (1) alternate Representative. The Alternate steward shall share the three (3) hours of release time with the primary steward for which they are the alternate. The Union shall provide the City with a list of all the primary Representatives and alternate Representatives, including work assignment and contact information.

2. Representatives shall be allowed no more than three (3) hours per month of release time to represent workers in meetings related to grievances, to investigate grievances, to orient new employees, and to meet with executives/management to discuss Union activities. The monthly allotment of hours provided for Representatives cannot be transferred or accumulated from month to month. If HR requires more than three (3) hours of meeting time, HR may request for MEA representative is authorized for extended time for these meetings on a case-by-case basis.

3. Release time must be pre-approved and is at the discretion of the City designated Manager/Director but shall not be unreasonably denied. Moreover, Representative shall not participate during a time that it is foreseeable that such action will create a gap in work production or staff supervision which may result in critical service interruption.

4. A Representative who is released to investigate a grievance or to meet with City officials shall return promptly to his/her regularly assigned duties.

5. Only one Steward shall be relieved from assigned work duties for any given matter.

4.3.5 List of Bargaining Unit Members

On a semi-annual basis every six (6) months the City will provide to the Union a list of bargaining unit employees including vacancies. This list will be in Excel format and will include the following: first and last name; position title; department; Management status (mid-management or management); and employment date.

4.3.6 Bargaining Team

Subject to the City's operational needs, the City shall allow three (3) Union Bargaining Team members reasonable time from work to attend required bargaining meetings during negotiations over a successor MOU. Additionally, negotiators will normally be granted one-half hour caucus time before, exclusive of travel to and from their worksite to the negotiations site. Reasonable requests for additional prep time will be granted. Should a conflict arise between negotiations and City business, the City will notify Union immediately and the parties will work to resolve scheduling issues. The City will not reimburse bargaining unit team members for time spent bargaining outside of normal work hours.

4.3.7 New Worker Orientation

The City will give new bargaining unit members contact information for the Union and any relevant materials (including the MOU) provided by the Union. The City will allow each new bargaining unit member thirty (30) minutes of release time to meet with a local union Representative. This time must be used during the member's first pay period of employment with the City. The City will give the Union at least one-week advance notice of a new employee being hired. The City will give the Union at least one-week advance notice of a new employee being hired. The City shall grant release time to at least one appointed Union Representative to conduct the new worker orientation.

4.3.8 Use of City Facilities

The parties agree that work time is for work. Therefore, Union meetings and other Union activities shall not occur during participating employees' work time. Union meetings may occur on participating employees' non-work time in City-controlled public meeting facilities. However, the Union shall limit its use of City facilities to comply with City Policies, Rules, and Regulations. The Union shall procure prior City approval for the use of such facilities and shall schedule the use of City facilities according to City procedure.

ARTICLE 5.0: LAYOFF

5.1 Layoff

The parties agree to abide by the City's personnel rules in regard to layoffs as detailed in Personnel Policies and Procedures Sections.

ARTICLE 6.0: FURLOUGH

The parties agree to abide by the City's personnel rules in regard to furloughs as detailed in Personnel Policies and Procedures Sections.

ARTICLE 7.0: LEAVE OF ABSENCE (PAID AND UNPAID)

7.1 Management Leave

FLSA Exempt bargaining unit employees often put in hours to meet the demands of their position. While some extra work time is an expected component of their position, the City wishes to provide a benefit in recognition of this service. The City Council has previously authorized standard criteria for Union positions to be eligible for up to sixty (60) hours of Management Leave annually for those employees who are exempt from the overtime provisions of the FLSA.

Accrual of Management Leave shall be in addition to earned vacation benefits and is not intended to be balanced hour for hour with extra time worked by FLSA exempt employees.

Each FLSA exempt Management employee shall receive sixty (60) hours of Management Leave annually, accrued in total as of January 1. Management leave for FLSA exempt employees hired after January 1 will be prorated.

If the leave is not used by December 31, of each year, the unused balance will not carry forward unless approval by the City Manager is received before December 31. The City Manager may authorize a carryover of unused balance. Any unused leave not taken within the extension period, authorized by the City Manager, will be lost. Management leave must be taken as time off and is not compensated upon termination.

7.2 Vacation Leave Credits

All full-time employees covered by this MOU shall earn vacation credits as follows:

Minimum Continuous City Service	Amount of Vacation Earned Annually
0-4.99 years:	80 hours (3.08 hrs bi-weekly)
5-9.99 yrs.:	120 hours (4.62 hrs bi-weekly)
10-14.99 years:	160 hours (6.15 hrs bi-weekly)
15-plus years:	200 hours (7.69 hrs bi-weekly)

7.2.1 Vacation Accumulation

A Management employee with less than ten (10) years of consecutive public service shall not accumulate more than two-hundred and eighty-eight (288) hours of vacation.

A Management employee with more than ten (10) years of consecutive public service shall not accumulate more than three-hundred and twenty (320) hours of vacation.

Once the accrual cap is reached, a Management employee shall not accrue any additional vacation until he or she reduces the accumulated hours below the accrual cap, either through usage and/or cash-out (as described in Section 7.2.4).

A Management employee shall receive reasonable notice of the amount of accumulated vacation leave in advance of each anniversary date. Requests for deferring vacation use must be presented to the City Manager sixty (60) calendar days before the end of the calendar year in which the vacation leave was to be taken. In granting deferred vacation, the City Manager may specify a time within which such excess vacation leave must be used.

7.2.2 Vacation Authorization

The City values vacation and believe that an employee's ability to utilize vacation is an important goal. To that end, the City and Union wish to emphasize that MEA bargaining unit employees are not expected to be "on call" during vacation. Of course, because of the importance of their positions, bargaining unit employees must provide adequate contact information in the event it becomes necessary to contact them prior to their return from vacation. If an employee is required to return to work from vacation, the employee shall not be charged vacation for the period during which they have returned to work.

The time at which an employee may use vacation leave and the amount to be taken, at any one time, shall be determined by the City Manager or Designee, with particular regard for the needs of the City and, insofar as possible, considering the desires of the employee. Except in unusual circumstances, use of vacation leave shall be scheduled and approved in advance of the first day of absence. Approval of use of vacation leave shall be in a form and manner prescribed by the City Manager. Said approval of vacation leave shall not be unreasonably withheld.

7.2.3 Use of Vacation

Vacation leave may be taken by the management employee as it is credited. Accrued vacation time may be used, at a minimum, in blocks of four (4) hour increments. The date of vacation may be selected by the employee but shall be approved by the City Manager or designee, who shall consider the wishes of the employee and the needs of the department and/or the City organization.

7.2.4 Vacation Cash Out

Members of the bargaining unit may make an irrevocable election to cash out vacation during the month of December each year. Employee must complete the “Irrevocable Annual Vacation Cash Out Election Form” each calendar year for the following year. To qualify for vacation cash out, an employee must have more than eighty (80) hours of accrued vacation. During the term of this MOU, Bargaining units shall be allowed to cash out up to 80 hours of leave vacation, so long as the member maintains a balance of at least eighty (80) hours. Elections will be cashed out December the following year.

7.2.5 Pay for Vacation Time

Upon termination of employment the Management employee shall receive all earned vacation on record based on the pay level of the employee at the time of the separation of employment. Such payment shall be received in his/her final paycheck from the City.

7.3 Holidays

7.3.1 Official Holidays

All Management employees shall receive twelve (12) designated paid holidays per year to be observed during each fiscal year (July 1 through June 30). Holiday Leave shall be administered as provided for in Section 3.10 of the City of East Palo Alto Personnel Policies and Procedures and subsequent amendments adopted by City Council. Paid holidays shall have a length of eight (8) hours. If an employee desires to take more than eight (8) hours of holiday time (e.g., an employee on a 4-10 schedule), the employee will be permitted to use leave time to make up the difference.

Specified holidays authorized by the City Council are as follows:

1. New Year's Day, January 1
2. Martin Luther King Day, 3rd Monday in January
3. Lincoln's Birthday, February 12
4. Washington's Birthday, February 22 or its legal substitute (third Monday in February)
5. Cesar Chavez Day, last Monday in March
6. Memorial Day, May 31 or its legal substitute (third Monday in May)
7. Independence Day, July 4
8. Labor Day, first Monday in September
9. Veteran's Day, November 11
10. Thanksgiving Day, third Thursday in November
11. Day after Thanksgiving,
12. Christmas Day, December 25

Note: When any day recognized as a holiday falls on Sunday, the holiday shall be observed on the following Monday. When any day recognized as a holiday falls on a Saturday, the holiday shall be observed on the preceding Friday. When a holiday falls on an employee's designated day off which is not a Saturday or Sunday, the employee shall be permitted to schedule eight hours of holiday time for another day within the same pay period as the holiday. A employee may schedule holiday time under this provision in the same manner as vacation is scheduled (pursuant to Section 7.2.3).

7.3.2 Other Holidays

In addition, any day proclaimed by the President of the United States, the Governor of the State of California, and recognized by the City Council as a public holiday, day of mourning or day of thanksgiving shall be provided as a holiday. This shall be administered in compliance with Resolution 0210 (Section 3.10.02).

7.3.3 Other Religious Holidays

A Management employee may request, in advance, to be excused from work for the observance of a bona fide religious holiday, subject to approval of the City Manager. If approved, such time off shall be charged to the Management employee's unused available Vacation or Management Leave balance, whichever the employee designates. Approval of time off is subject to the needs of the City. If not approved, no pay or other time off shall be authorized in lieu thereof.

7.3.4 Effect of Other Leave While on Vacation

When a day designated as a holiday, in Section 7.3.1, occurs during the Management employee's vacation leave, for payroll purposes, the day shall be charged as a holiday instead of vacation. Sick Leave shall not be approved for official holidays. A Management employee in no pay status shall not receive or accrue holiday leave.

7.3.5 Pay for Official Holidays

Management employees shall receive eight-hours of pay for each of the twelve (12) official holidays.

7.4 Sick Leave

7.4.1 Accrual

All Management employees shall accrue sick leave at a rate of three and seven tenths (3.7) hours per bi-weekly pay period, beginning at the end of the first thirty-one days of employment, and sick leave may be accrued with no maximum limit.

7.4.2 Personal Use

Use of accrued sick leave may begin as it is accrued. It is to be used for illness or injury and may not be used to supplement days off.

7.4.3 Family Care Use

Accrued sick leave may be used to care for children, siblings and parents, (be they natural, adoptive, step or foster, grandparents, aunts, uncles, of the employee their current spouse or domestic partner, to a maximum of eighty (80) hours in a calendar year (January through December). It is further provided that leave and or vacation accrual may be used for family care up to twelve (12) weeks in any twelve (12) month period. If all bank accruals have been used, without pay, may be used for such care in unusual or emergency cases with the approval of the City Manager.

7.4.4 Documentation

Employee Leave forms must be filed in all cases and a physician's certification may be required at the discretion of the City Manager and/or designee for absences of three (3) consecutive workdays or more.

7.4.5 Leave Donations

Bargaining Unit members may use up to one-half of their annual accrual of sick leave for the diagnosis, care, or treatment of an existing health condition of, or preventive care for, a member of the employee's immediate family. For the purpose of this section, the immediate family of an employee shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners.

Employees shall be eligible to participate as donors and recipients in the leave donation program, which provides a mechanism for assisting employees who have exhausted paid leave due to a catastrophic illness and/or injury. This program allows a permanent City employee to donate accrued vacation time hours to a specific eligible employee who has exhausted his/her own available leave balances on an hour for hour basis. Catastrophic illness or injury is defined as the employee's own adverse medical condition which requires the employee to be absent from work for more than twenty (20) consecutive work days, or similarly debilitating illness or injury of the employee's immediate family member who has a catastrophic illness or injury as verified by a physician's statement.

A. To receive leave donations, an employee:

1. Must have been employed in a regular full-time position with the City for a minimum of one year; and
2. Must be absent from work due to his/her own catastrophic illness or injury for more than twenty (20) consecutive days (as verified by a physician's statement); or be absent from work in order to attend to his/her immediate family member who has a catastrophic illness or injury (as verified by a physician's statement); and
3. Must have exhausted all earned leave balances (including sick leave if related to the employee's own illness) vacation, and management leave; except however, donations may be made prior to all balances being exhausted, when the physician's statement and leave balance indicate the probable exhaustion of balances within two (2) pay periods.

B. Donations

1. Are voluntary.
2. Are made from accrued Vacation and/or Management Leave balances; donations of Sick Leave are not permitted.
3. Must be for a minimum of eight (8) hours, in whole hour increments.
4. Are irrevocable.
5. Are taxable on the part of the recipient, in accordance with IRS Regulations, and are subject to withholding as required by law.
6. Donations shall be processed in the order received. However, a donor's leave shall not be reduced until the recipient actually uses the leave. Unused donation shall remain with the donor.
7. An employee may not donate more that eighty (80) hours to any other individual employee.
8. The total donation received into an employee's donated leave balance shall

normally not exceed 1040 hours; however, donations in excess of 1040 hours may be considered when approved by the Human Resources Manager.

9. Upon approval of the request for donations, the Human Resources Manager (or his/her designee) shall, at the employee's request, post a notice of the eligible employee's need for donations on departmental bulletin boards accessible to employees. Confidential medical information shall not be included in the notice.
10. Nothing in this section shall be construed to modify the employment relationship between the City and the receiving employee, or to restrict the City's management rights. Neither shall this section modify existing City rules, policies or agreements regarding unpaid leave of absence or family leave.

"This provision (7.4.5) shall sunset upon the parties' mutual agreement on a City-wide policy on Leave Donation."

7.5 Fitness for Duty Examinations.

City retains the right to require employees, covered by this agreement, to take a City-requested examination at a physician of the City's choosing. The parties agree that any City order that an employee submit to fitness for duty examination will be made in compliance with applicable laws and judicial decisions.

7.6 Family Medical Leave

7.6.1 Family Medical Leave Act and California Family Rights Act

Management employees shall be entitled to and the City shall comply with leave as provided for in the Family Medical Leave Act (FMLA) and the California Family Rights Act (CFRA).

7.6.2 Immediate Family

Immediate Family shall mean the following: related by blood, marriage or adoption; spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and first and second level cousin. Immediate family shall also include a registered domestic partner.

7.7 Bereavement Leave

A. Management employees shall be entitled to up to three (3) calendar days of paid leave for an occurrence of death or serious illness or accident determined to possibly lead to death in the immediate family; five (5) calendar days if out of state. Additional days may be approved by the City Manager or designee and charged to the employee's available unused leave. This leave shall not be accumulated and is in addition to sick leave and vacation benefits except where additional time off is taken as provided above.

B. Immediate family shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners;

C. Request for funeral/emergency leave must be in writing, state the relationship of the family member, and be approved in advance of the City Manager. In special

emergencies, an employee may request formal approval after the fact; if approved, leave records shall be adjusted accordingly. Death following a serious illness or injury shall generally be regarded as one (1) occurrence; however, the City Manager reserves authority for determining the nature and/or severity of the illness and the amount of time the occurrence warrants.

7.8 Jury Duty Leave

A. Management employees required to report for jury duty during regularly scheduled work hours shall notify the City Manager as soon as possible and shall be entitled to leave with pay until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees except those specifically allowed for mileage and subsistence.

B. A Management employee subpoenaed to appear in court during regularly scheduled working hours, solely as a result of employment with the City, shall receive full pay for such appearance until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees except those specifically allowed for mileage and subsistence.

C. A Management employee is responsible for keeping the City Manager informed of his/her court schedule.

7.9 Military Leave

A. Military leave shall be granted in accordance with the Military and Veteran's Code of the State of California and/or federal regulations as amended. All employees entitled to military leave shall be given such leave within such limits as the appropriate military regulations may determine, when leave is requested in addition to the rights of workers returning from such leave.

B. Every permanent classified officer or employee of the City who is actually inducted into, or enters, any branch of the military, Army, Navy, Air Force, Marines, National Guard, or Coast Guard Service of the United States of America, pursuant to and under the terms and conditions set forth in Section 395, et seq., as amended, of the Military and Veteran's Code, shall be entitled to a military leave of absence from his/her City position and shall be entitled to receive regular compensation and benefits in accordance with state law and any current City Resolution.

C. This provision (7.7) shall sunset upon the parties' mutual agreement on a City-wide policy on Military Leave.

7.10 Leave of Absence without Pay

If the circumstances of the particular case warrants, the City Manager may grant leaves of absence without pay for a maximum of ninety (90) working days to any employee. The leave shall be governed by the Personnel Policies and Procedures Section 3.12.13 or as amended by the City Council.

7.11 Industrial Accident Leave

The City agrees to comply with all State and Federal statues, regulations and rulings with respect to compensation of employees who suffer industrial injury or illness.

ARTICLE 8.0 HEALTH, DENTAL, VISION, LONG TERM DISABILITY, LIFE INSURANCE, DEFERRED COMPENSATION, RETIREMENT, COBRA AND 125 FLEXIBLE SPENDING PLANS

8.1 Medical Insurance

A. The City shall provide a medical insurance plan or plans (if more than one is available) for eligible employees covered by this bargaining unit.

B. The City shall contribute up to the full cost of the employee-only level based on the Kaiser Permanente HMO premium. Eligible employees may select coverage from among the available options. Any premiums in excess of Kaiser Permanente HMO plan will be paid by the employee.

C. The City shall contribute up to sixty five percent (65%) of the premium of the Kaiser Permanente HMO medical plan for those employees electing to have dependent medical coverage under the City's medical plans. The employee shall be responsible for the remaining premium for the elected medical coverage, payable through bi-weekly payroll deductions.

D. Medical coverage starts the first day of the month following date of hire.

E. Employees who fail to authorize payroll deduction or make payment pursuant to the approved schedule shall not be provided with dependent coverage.

F. Employees may insure their eligible dependents (including registered domestic partners, as defined by State law) in the Medical Plans offered by the City.

G. Employees electing not to take health coverage shall be required to complete and sign a "Waiver Form" and such form shall be filed in the personnel file.

H. Benefits Committee

During the term of this MOU, the City and Unions shall convene the Benefits Committee for the following purposes:

1. To continue ongoing discussions regarding cost structures as a part of an overall strategy to maintain balanced enrollment in City plans,
2. To investigate the feasibility of revising medical and/or dental coverage and/or plan(s) and strategies to participate into benefit insurance cost structure, and

The benefits Committee will commence no later than September 30,2022. The Committee will be composed of City labor representatives, not to exceed four (4) representatives and four (alternates) from each participating labor organization and four (4) representatives. These names will be provided to the City no later than August 31, 2022.

8.2 Dental Insurance

A. The City agrees to provide and contribute the full cost of a dental insurance plan(s) (if more than one is available) for its employees. Employees may insure their eligible dependents (including registered domestic partners, as defined by State law) in the Dental Plan(s) offered by the City. Dependent dental insurance coverage shall be paid for by the employee.

B. Employees electing not to take dental coverage shall be required to complete and sign a "Waiver Form" and such form shall be filed in the personnel file.

8.3 Long Term Disability Insurance

Management employees covered under this resolution may participate in the group long-term disability insurance program, at the City's expense. For an overview of the plan see the certificate of insurance on file in the City's Finance Department.

8.4 Life Insurance

The City agrees to provide and pay the full costs for a Basic Term life insurance policy in the amount of $100,000 for Management employees responsible for a Division, and $75,000 for Mid-management employee covered under this resolution. Any additional options available through the plan shall be at the employee's expense. The City shall provide each member a copy of the plan as provided by the insurer.

8.5 Deferred Compensation

The City agrees to provide, at the employee's expense, a deferred compensation (457) plan approved by resolution of the City Council.

8.6 Retirement

Effective on or about June 29, 2008, the City implemented the 2.5% @ 55 retirement enhancement. Eligible employees hired on or after January 1, 2013, and who meet the definition of "new member" under Government Code § 7522.04(f), shall be covered by the PERS retirement plan two percent (2%) at sixty-two (62) full formula for local miscellaneous employees.

Employees will pay the employee contribution in effect for the applicable formula.

8.7 Consolidated Omnibus Budget Reconciliation Act (COBRA)

The Consolidated Omnibus Budget Reconciliation Act (COBRA) of 1985 requires the City to offer employees and their families an opportunity for a temporary extension of health coverage upon separation of employment. The separated employee and/or dependent must pay premiums in advance plus the applicable administrative fee. The specific provisions and restrictions of the Act are available through the Human Resources Department.

8.8 Flexible Spending Plan (125 Plan)

The City shall establish and offer a Flexible Spending Plan (125 Plan) for employees. Enrollment options shall be at the discretion of the employee. The costs of the plan will be paid for by the employee.

8.9 Short Term Disability Insurance (SDI)

MEA bargaining unit employees participate in the State Disability Insurance (SDI) system administered by the State of California Employment Development Department. Coverage shall be limited to the "State Plan" and shall not include any additional voluntary plan design. SDI premiums shall be 100% employee paid on an after-tax basis. Payment shall be made by mandatory payroll deduction for every Management employee.

ARTICLE 9.0 PROFESSIONAL DUES, SUBSCRIPTIONS, LICENSES, AND CERTIFICATES

A. In order to support each MEA bargaining unit employee in the performance of his/her job duties, the City will pay for the costs of dues and subscriptions for professional/technical licensing and association membership as required, and as approved by the City Manager and/or designee.

B. The City shall cover costs for non-personal, job related expenses incurred by MEA bargaining unit employees in the course of employment. All such expenses shall be reimbursed or paid upon presentation of duly executed Purchase Orders, Claims Forms, and receipts with Department Head's approval.

C. Workers who are required by State and/or Federal agencies to be licensed or secure a certificate shall be reimbursed for the fees for the licenses or certificates. This provision excludes licenses required by the Department of Motor Vehicles.

ARTICLE 10.0 AUTOMOBILE USE

(Article 10.0 will be placed in the Personnel Policies and Procedures. Not the MOU)

ARTICLE 11.0 EDUCATION INCENTIVE

A. No Management employee covered by this MOU shall receive any additional pay as an educational bonus or "certificate pay" unless specifically provided for herein.

B. Subject to the availability of funding, the City shall make available $5,000 for tuition reimbursement annually for the employees represented by the Union for purposes of continuing education and update of certification. The maximum per individual is $500 per fiscal year, limited to the class tuition and required textbooks (neither supplies, nor parking or mileage reimbursements will be considered). Coursework must be on the employee's own time.

C. Tuition reimbursement shall be available only for coursework that is job-related and taken at an accredited institution and must be approved in advance by the City Manager. Tuition reimbursement is only available for coursework in which the employee receives a passing grade. The decision of the City Manager is final. The funds shall be subject to budgetary constraints and may not be available from year to year.

D. In the event that the employees have not exhausted the $5,000 reimbursement pool by May 31 of any fiscal year, any member who has received the maximum individual reimbursement ($500), but has expended more than that amount on textbooks or tuition for approved coursework, may apply to the City Manager for reimbursement of the remainder of the appropriate expenses up to an additional $1,000 maximum per employee. Employees must submit a written request for additional reimbursement on or before May 31st. If the balance remaining in the reimbursement pool is not sufficient to pay the additional expenses for applications received by May 31, the pool shall be distributed equally to each applicant up to the amount of each reimbursement request.

ARTICLE 12.0 TRAVEL AND TRAINING EXPENSES

A. The City will pay the travel and subsistence expenses of MEA bargaining unit employees, in accordance with the Annual Approved Travel Plan and Budget (including any approved Plan modifications) for travel, meetings and occasions required to pursue the official business of the City, subject to prior approval by the City Manager.

B. Pursuant to City Policy, the City will advance 75% of the allowable reimbursement for meals consumed by MEA bargaining unit employees during travel on City business. For reimbursement exceeding the 75% advance, upon return from travel, employees are required to submit receipts for meal reimbursement to the City's Finance Department and will be reimbursed up to the allowable amount.

ARTICLE 13.0 HOURS OF WORK

A. Salaries approved for MEA bargaining unit employees recognize the advanced level of skills required and possessed by these employees, the high level of responsibility delegated to these employees and the potential for longer working hours necessitated by meeting attendance, response to emergency situations, and attendance at court and/or the necessity for meeting project deadlines.

B. There is no specific compensation for hours worked by FLSA Exempt employees beyond the minimum workweek of forty (40) hours. The following shall serve as basic guidelines to be used in the management of employee work hours:

1. In order to fulfill their job duties, employees may be expected to attend City Council meetings, as well as other Board, Commission, and Committee meetings during the evening and/or on the weekend. FLSA exempt employees shall not receive overtime or additional compensation in any other form for attendance at such meetings/activities. However, non-exempt FLSA employees may receive overtime or compensatory time off with the approval of the City Manager.

2. All FLSA exempt employees covered under this resolution shall be eligible to use

Management Leave during the calendar year as provided in Section 7.1 of this MOU.

C. In recognition that FLSA exempt MEA bargaining unit employees are often required to attend early morning, lunch, and evening meetings and due to the fact that their work is results oriented without a specific workweek, a system of flexible time is available for their use, subject to the operational needs of the City and as determined by their immediate Supervisor/Manager/Director.

It is expected that all MEA bargaining unit employees work a minimum of forty (40) hours a week, plus any additional work time reasonably required to discharge the duties and responsibilities of the position.

D. "Flex" Hours
With the approval of their supervisor, FLSA non-exempt (overtime eligible) employees assigned to work off hours, such as attendance at evening meetings or early morning training, may flex their schedules to accommodate the additional work, so long as the "flexed" hours occur within the same workweek. If the employee's request to flex his or her schedule is denied, the employee may appeal the denial to his or her Department Head.

E. Alternate Work Schedules
The City may establish alternate workweeks (including 4/10, 9/80 or other schedules) for individuals or groups of employees by providing employees with written notice. The City and Union agree that the availability of alternate work schedules may be a valuable benefit to workers and the City. Alternate work schedules requests may be initiated by employee(s) or at the initiative of the City. Alternate work schedules must be recommended by the Department/Division Manager and approved by the City Manager, with the needs of the City, service to the public, and the needs of the employee(s) being considered. At the request of either party, the parties will meet and confer over the establishment of alternative work schedules in specific work locations. Should a department or division establish an alternative work schedule as a result of meet and confer, the City will notify the Union of any issues with the alternative work schedule as well as any plans to eliminate the schedule.

In all decisions regarding alternative work schedules, the City Manager or designee's decision will be final.

ARTICLE 14.0 RELATIONSHIP TO PERSONNEL REGULATIONS

The "Personnel Rules and Regulations of the City of East Palo Alto", as amended from time to time and as presently adopted by Resolution 0210 provide policies and regulations governing aspects of employee compensation, benefits and conditions of employment. In any conflict between this MOU and Resolution 0210, the provisions in this MOU, or its successor, shall prevail.

ARTICLE 15.0 GRIEVANCE PROCEDURE

A. This grievance procedure is intended to assure that every reasonable effort will be made to resolve problems as near as possible to the point of origin.

B. A permanent classified employee or his/her Union representative may submit a dispute according to this procedure. The Union may utilize this procedure in the event a dispute is not directly related to an individual employee and complies with all the provisions of this Article.

C. Definition. A grievance is defined as a dispute involving the interpretation, application or alleged violation of this Memorandum of Understanding (MOU) and shall not include any appeal of a disciplinary action. No dispute shall be considered a grievance if it does not conform to this definition. Where City Codes or Rules and Regulations provide another appeal process, the Grievant shall choose which process is to be used but shall not use both.

D. Grievance Procedure

Step 1 - Informal Discussion

Within ten (10) working days of the occurrence of an act in dispute, an employee shall discuss it with the Department Head, who shall investigate and attempt to resolve the matter. The Department Head shall give the employee an oral reply within ten (10) working days after the discussion. If the employee is not satisfied with the response, he/she may proceed to Step 2.

Step 2 - Formal Written Grievance

Any dispute not resolved at Step 1 may be submitted to the City Manager in writing citing the specific provision of the rule in dispute and stating the desired solution within ten (10) working days after the Department Head's Step 1 response. Ten (10) working days thereafter, a meeting shall be scheduled with the employee and the City Manager or designee. The City Manager or designee shall provide the employee a written reply within ten (10) working days after such meeting. If the employee is not satisfied with the response, he/she may proceed to Step 3.

Step 3 - Advisory Arbitration

If the Union is not satisfied with the City Manager or designee's response, it may appeal the dispute to advisory arbitration in writing within ten (10) calendar days after the date of the Step 2 response. Within ten (10) calendar days of the appeal, the parties shall meet to select an arbitrator. If the parties are unable to reach mutual agreement on an arbitrator, the parties shall jointly request a list of seven (7) labor arbitrators from the California State Mediation Service and shall alternately strike names until only one name remains. The party making the first strike shall be determined by a flip of a coin.

Costs for the arbitration (including arbitrator fees and any court reporter) shall be shared equally by the parties. The parties shall each pay for their own representative. The decision of the arbitrator shall be advisory to the City Manager. The City Manager or designee shall have ten (10) calendar days after the receipt of the decision to notify the Union of his/her decision either to adopt or revoke the decision of the arbitrator. If the City Manager or designee takes no action within the ten (10) calendar day period, the City Manager shall be deemed to have adopted the decision.

A decision adopted by the City Manager or designee will be final and binding upon the parties. A decision revoked by the City Manager or designee shall be deemed to have no effect and the Step 2 reply shall be final and binding upon the parties.

E. Copies of all City responses shall be sent to the Grievant, Union, and to the Grievant representative at the address indicated on the grievance form.

F. Failure of the City to adhere to the designated time deadlines shall be deemed a denial and the Grievant may appeal the grievance to the next level. Failure of the Grievant to adhere to the time deadlines shall mean that the grievance is settled. The grievant and the City may extend any time deadline by mutual agreement.

G. An employee may have a representative of his/her choice present at all stages of the grievance procedure.

H. An employee shall not be penalized in any way for availing himself/herself of this procedure.

ARTICLE 16.0 DISCIPLINE

16.1 Discipline

Except for employees in the classifications of Chief Building Official and Planning Manager, who serve at the will of the City Manager, the City may reprimand, place on disciplinary probation, discharge, suspend, reduce salary, or demote any employee who has completed the specified probationary period for cause, including, but not limited to:

- Dishonesty;
- Insubordination;
- Immoral or unprofessional conduct;
- Intoxication or the use of controlled substances while on duty;
- Incompetence;
- Willful negligence;
- Excessive absences and/or tardiness;
- Inexcusable absence without leave;
- Misuse of City property;
- Failure to maintain licenses or certificates required by law, City requirements, or job description;
- Failure to perform work as required; or
- Failure to comply with or violation of the City's reasonable rules regarding safety, conduct and operations.

16.2 Right to Representation

Except in situations requiring immediate action, such as, but not limited to, allegations of

theft or urgent safety matters, an employee shall be entitled to a representative of his or her choice at an investigative interview that the employee reasonably believes may result in disciplinary action. The employee may request a representative either during or prior to the interview and must make a selection of which individual will be representing him or her within a reasonable time. The employee's choice of representative will not be permitted to delay the investigation, if the resulting delay would harm the investigation.

16.3 Procedure

A. Notice of Intent to Discipline

A Notice of Intent to discharge, demote or suspend must be served on the employee and the Union in person or by certified mail.

The Notice shall include:

1. A statement of the nature of the disciplinary action;
2. The effective date of the action;
3. A statement of the cause thereof;
4. A statement of the act(s) or omission(s) upon which the causes are based;
5. A statement of the employee's right to respond to the charges, either orally or in writing, prior to the action becoming effective; and
6. A statement advising the employee of the right to Union representation.

The Notice shall be accompanied by all documentation upon which the City relied in determining the need for disciplinary action.

B. Employee Response/Skelly Meeting

The employee may respond to the Notice of Intent to Discipline either in person or in writing.

1. If the employee elects to respond in writing, the employee or his representative must file the employee's response within ten (10) workdays after service of the Notice of Intent to Discipline.

2. If the employee elects to respond in person, the employee or his or her representative must request a meeting with the Department Head within ten (10) workdays after service of the Notice of Intent to Discipline. The Department Head shall hold a meeting with the employee within twenty (20) days of the employee's request.

C. Notice of Discipline

If the Department Head determines that discipline is warranted, the Department Head shall issue a written Notice of Disciplinary Action within ten (10) workdays after either the filing of a written response or the date of the Skelly Meeting. If the employee did not request a meeting or file a written response, the Department Head's decision is due twenty (20) workdays after the service of the Notice of Intent to Discipline. The Department Head shall furnish a copy of the Notice of Disciplinary Action to the Union and appropriate Steward.

D. Appeal to Personnel Officer

1. In the event an employee feels that the disciplinary action is unjust, the employee or his or her representative may appeal the action to the Personnel Officer. An appeal of the Notice of Disciplinary Action must be in writing and must be filed with the Personnel Officer within ten (10) workdays of the date of service of the Notice of Disciplinary Action.

2. For any matter subject to binding arbitration pursuant to Section E, below, the Personnel Officer or designee shall hold an appeal meeting within twenty (20) days.

3. For any matter not subject to binding arbitration pursuant to Section E, below, the Personnel Officer or designee may either hold an appeal meeting within twenty (20) days or may refer the matter to advisory arbitration.

   A. Advisory arbitration shall be heard by a neutral arbitrator mutually selected by the parties or chosen by the alternating strike method from a list provided by the State Mediation and Conciliation Service. The arbitrator shall have the power to:

      - Compel the attendance of witnesses;
      - Require the production of evidence by subpoena;
      - Administer oaths to witnesses;
      - Receive evidence from the department head and the employee, allowing reasonable cross examination of witnesses; and
      - Complete a record of the proceedings, including a certified reporter's transcript.

   B. The arbitrator shall prepare a report to the Personnel Officer with his/her findings and recommendations within forty- five (45) calendar days after the date of referral by the Personnel Officer. The report of the arbitrator shall be non-binding and advisory to the Personnel Officer who shall exercise his/her discretion to accept or reject all or part of the report.

4. The Personnel Officer shall issue his/her decision within ten (10) workdays after either meeting with the employee or receipt of the arbitrator's report, whichever is later.

5. Except for matters which are subject to arbitration pursuant to Section E, the decision of the Personnel Officer shall be final.

E. Arbitration of Serious Discipline

In the event an employee feels that a discharge, suspension of three (3) or more days, or a reduction in pay for sixty (60) or more days is unjust, the Union shall have the right to appeal the case to binding arbitration. Any appeal under this provision must be filed within twenty (20) days after receipt of the Personnel Officer's decision. The expenses of any arbitration convened pursuant to this section, including the fee for the services of the Arbitrator and court reporter shall be borne equally by the parties. All other

expenses which the parties may incur individually, including witness and attorneys' fees, are to be borne by the party incurring such expenses.

16.4 Exceptions

The foregoing provisions shall not apply to employees in the classifications of Chief Building Official and Planning Manager. Employees in those classifications shall continue to be "at will" employees who serve at the will of the City Manager.

ARTICLE 17.0 WAGE AND SALARY SCHEDULE COST OF LIVING ADJUSTMENTS

17.1. Wages

A. Employees in this unit will receive a salary increase of 5% (five) effective the first full payroll immediately following adoption of this agreement by City Council

B. Employees in this unit will receive a one-time payment of $2,500 effective the first full payroll following Dec 1, 2022.

17.3. Merit Step Increases

Upon the completion of six (6) months of actual initial or promotional probationary service and after receiving a satisfactory performance evaluation, eligible full-time employees who were initially appointed to the "Step A" of the salary range in effect for the class to which appointed will be granted a merit increase to the next higher step in the pay range.

Employees who are at the "Step B" of the salary range or higher shall receive a merit increase to the next higher step until the top step of the pay range each twelve (12) months of actual service after receiving a satisfactory performance evaluation. Regular part-time employees shall be entitled to merit increases after receiving a satisfactory performance evaluation upon completion of not less than twelve (12) months of actual service in each step of the range.

An employee shall not receive a merit increase beyond the maximum step established for the job classification.

Merit increases shall be effective on the first pay period following the anniversary date (i.e., six (6) months after the initial appointment to the classification at Step A and every twelve (12) months after that), regardless of the date of evaluation.

ARTICLE 19.0 BILINGUAL EXAMINATION AND DIFFERENTIAL

19.1 Bilingual Differential

Employees who are assigned to job duties requiring the use of bilingual skills are eligible to receive$50.00 per pay period. No employee shall be required to use bilingual skills who is not compensated under this section.

19.2 Eligibility
Bilingual Differential shall be available only to employees who are regularly required to speak, read, or translate in a language other than English in order to perform assigned job duties arising during the normal course of work.

19.3 Examination Process
The City shall establish a test for Bilingual Differential. This test shall include a written and verbal certification, including translation, given by an individual or entity designated by the City. The Human Resources Department shall be responsible for overseeing the administration of the test and certifying test results.

Eligible bargaining unit members may request to take the Bilingual Differential test by submitting a request in writing to the Human Resources Department. Within thirty (30) days of receiving such a request, the Human Resources Department shall decide, in its sole discretion, whether the employee is eligible for Bilingual Differential based on whether bilingual skills are essential to successful performance of the employee's assigned job duties and shall issue notice if its decision to the employee. The decision of the Human Resources Department to arrange for testing shall be final.

If the Human Resources Department approves an employee's request for bilingual testing, the Department shall arrange for testing to be completed within thirty (30) days of the approval.

19.4 Effective Date
Bilingual Differential shall be paid beginning on the first day of the first pay period following the Human Resources Department's certification that the employee has passed the test for Bilingual Differential and otherwise met the requirements to receive Bilingual Differential. Bilingual Differential shall be based solely on the date of the Department's certification and shall not be paid retroactively.

ARTICLE 20: BOOTS

20.1 Boots
Employee represented by this bargaining group who are required to wear protective footwear will be reimbursed up to $250 per year for the purchase of safety boots approved by OSHA/ANSI.

In the event an employee's shoes are damaged and/or worn, and/or unsafe as determined by the City, the employee may request that damaged shoes be replaced provided:

A. The division head/manager concludes the shoes are damaged and need to be replaced.
B. The employee furnishes proof of purchase for the damaged shoes. Purchase shall have been within the current fiscal year.
C. The employee has fully expended the boot allowance. If not fully expended, the employee must use the balance of his/her allowance for the purchase of replacement shoes. Requests for replacement equipment shall be made to the City in writing on a City-provided form. The City shall normally respond to such requests within five (5) working days. Denials may be appealed to the Human Resources Manager in writing within five (5) working days. The decision of the Human Resources Manager is final and shall not be appealed.

Denials of replacement equipment shall not be subject to the grievance procedure.

ARTICLE 21.0: CONTRACT TERM

The term of the MOU shall be from August 1, 2022 to Dec 31,2023 equivalent to sixteen months.

ARTICLE 22.0 OVERTIME

For overtime-eligible classifications, overtime, overtime is limited to "actual hours worked" (not including sick leave, vacation, compensatory time, or other paid or unpaid leave).

ARTICLE 23.0: PAYROLL DEPOSIT

All bargaining unit members will enroll in direct payroll deposit.

ACCEPTED BY:

For the Management Employees' Association Union:	**For the City of East Palo Alto:**
_____ Stanley Young, MEA Representative	_____ Melvin Gaines, City Manager
_____ Romeo Herrera, MEA President	_____ Ana M Torres-Mondragon, Human Resources Manager
Kevin Lewis, MEA Member	_____ Brenna Rowe, Chief Spokesperson Sloan Sakai Yeung & Wong LLP

Memorandum of Understanding
Between
The City of East Palo Alto
And the
East Palo Alto Management Employees' Association
(Management Unit)

Appendix A – Management Bargaining Unit

This unit of employees shall, for the purpose of identification, be titled the Management Unit.

- Administrative Services Manager, Police Department
- Chief Building Official
- City Engineer
- Community Programs Manager
- Deputy City Clerk
- Financial Services Manager
- Fiscal Analyst
- Housing Project Manager
- Maintenance Manager
- Management Analyst
- Planning Manager
- Police Records Supervisor
- Rent Stabilization Administrator
- Senior Engineer
- Senior Planner

Memorandum of Understanding
Between
The City of East Palo Alto
And the
East Palo Alto Management Employees' Association
(Management Unit)

Appendix B – Basic Term Life Insurance Policy

Position	Designation/Policy Amount
Administrative Services Manager (PD)	Management $100,000
Chief Building Official	Management $100,000
City Engineer	Management $100,000
Community Programs Manager	Management $100,000
Deputy City Clerk	Mid-management $ 75,000
Financial Services Manager	Management $100,000
Fiscal Analyst	Mid-management $ 75,000
Housing Project Manager	Mid-management $ 75,000
Maintenance Manager	Management $100,000
Management Analyst	Mid-management $ 75,000
Planning Manager	Management $100,000
Police Records Supervisor	Mid-management $ 75,000
Rent Stabilization Administrator	Mid-management $ 75,000
Senior Engineer	Mid-management $ 75,000
Senior Planner	Mid-management $ 75,000

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City Bargaining with SEIU 2022

City of East Palo proposal to SEIU

Distributed *June 2023*

SEIU ARTICLE 4: RIGHTS OF PARTIES

Agreement: ***TA***

A. Release Time.

The Union shall be limited to no more than one steward for every seven (7) members of the unit. However, the Union may identify alternate stewards. Each alternate steward shall share the three (3) hours of release time with the primary steward for which they are the alternate. The Union shall provide the City with a list of all the primary and alternate stewards, including work assignment and contact information.

SEIU ARTICLE 5: LAYOFF

5.1 Layoff

The parties

agree to abide by the City Personnel Rules related to layoff and the applicable requirements of Meyers – Milias-Brown Act (MMBA).

5.2 Negotiations Over Layoff Procedures

The parties agree to meet and confer over the revision of the layoff rules in the Personnel Policies and Procedures. In consideration of the City's current staffing, a good faith effort will be made to begin negotiations over revisions of the layoff rules prior to the expiration of this MOU. ***TBA***

SEIU ARTICLE 11: HOURS OF WORK

Reject proposal

SEIU ARTICLE 16: LEAVE PROVISIONS

Reject proposal

SEIU ARTICLE 19: DISCIPLINE

19.3 Procedure *TA*

(NEW)**6.Removal of Disciplinary Notices**

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Employees may request in writing to the Human Resources Manager, with a copy to Union Representative, that disciplinary notices which are ~~two (2) four (4)~~ Three (3) or more years old shall be removed and destroyed provided the following conditions are met:

(1)The file does not contain subsequent notice of discipline or records of disciplinary action ~~involving the same type of infraction in which case the prior notice of discipline will remain in the employee's personnel file until the most current related notice of discipline or record of disciplinary action is two (2) years old.~~

(2)The employee has not been notified in writing of pending disciplinary action at the time the written request to remove said notice of discipline is received by the Human Resources Manager.

SEIU ARTICLE 23: RECLASSIFICATION

Employees who are ~~successfully~~ reclassified through the City's reclassification process to a higher classification will not be subject to the probationary period. *TA*

SEIU ARTICLE 24: POSITION RECRUITMENT

Reject proposal

*The City and Unions will continue to meet and confer in good faith over non economic MOU language

DocuSigned by:
31CB0A7AA2C84FB...

Jose Angel Picon, SEIU Representative — 6/5/2023 Date

DocuSigned by:
Janet Nunez-Aguilar
91F36AEAA9BC400...

Janet Nunez-Aguilar, SEIU Member — 9/20/2023 Date

DocuSigned by:
Ana M Torres-Mondragon
14EC557863E547D...

Ana Torres-Mondragon, Human Resources Manager — 9/19/2023 Date

THE CITY OF EAST PALO ALTO
AND
SERVICE EMPLOYEES INTERNATIONAL UNION, (SEIU - LOCAL 521)

SIXTEEN MONTH AGREEMENT (AUGUST 1, 2022 THROUGH DECEMBER 31, 2023)

PREAMBLE

This Memorandum of Understanding is entered into by and between the City of East Palo Alto, hereafter referred to as "City", acting through its negotiator, and employees in the miscellaneous unit of the of the City as represented by Service Employees International Union (SEIU), Local 521, hereafter referred to as "Union", pursuant to the Meyers-Milias-Brown Act (Government Code Section 3500-35100). Pursuant to Federal and California law, the City and Union have met and conferred in good faith and have fully communicated and exchanged information concerning wages, hours, and other terms and conditions of employment for the term of this agreement. It is the intent of the Parties to set forth herein their entire agreement covering rates of pay, wages, working hours, and other conditions of employment and to provide for prompt and fair settlement of grievances without interruption or other interference with the normal operations of the City.

This Agreement constitutes a mutual understanding between the parties of those wages, hours and conditions of employment, which are to be in effect during the period of the Agreement.

Both parties have mutually agreed that their objective is for the good of the City of East Palo Alto and Union members alike. Both parties agree further that, in the interest of collective bargaining and harmonious relations, they will, at all times, abide by the terms and conditions as hereinafter set forth.

Unless separately identified in another provision of this Agreement, any notification given pursuant to the terms of this agreement shall be sent to the following:

For the City:
City Manager
City of East Palo Alto
EPA Government Center
2415 University Avenue
East Palo Alto, CA 94303

For SEIU, Local 521:
Internal Organizer
Service Employees International Union
SEIU, Local 521
2302 Zanker Rd
San Jose, CA 95131

PREAMBLE 1
ARTICLE 1: RECOGNITION 3
ARTICLE 2: NON-DISCRIMINATION 3
ARTICLE 3: UNION SECURITY 4
ARTICLE 4: RIGHTS OF PARTIES 4
ARTICLE 5: LAYOFF 7
ARTICLE 6: FURLOUGH 8
ARTICLE 7: CONTRACTING OUT 8
ARTICLE 8: PERSONNEL ACTIONS 8
ARTICLE 9: WAGES 10
ARTICLE 10: HIGHER CLASS PAY 10
ARTICLE 11: HOURS OF WORK 11
ARTICLE 12: ROTATION OF OVERTIME AND CALLBACK 13
ARTICLE 13: BILINGUAL EXAMINATION AND DIFFERENTIAL 13
ARTICLE 14: UNIFORM BOOTS AND LICENSES 14
ARTICLE 15: HOLIDAYS 15
ARTICLE 16: LEAVE PROVISIONS 16
ARTICLE 17: RETIREMENT 21
ARTICLE 18: GRIEVANCE PROCEDURE 21
ARTICLE 19: DISCIPLINE 25
ARTICLE 20: MEDICAL INSURANCE 27
ARTICLE 21: DENTAL INSURANCE 28
ARTICLE 22. STATE DISABILITY INSURANCE 28
ARTICLE 23: RECLASSIFICATION 28
ARTICLE 24: POSITION RECRUITMENT 29
ARTICLE 25: TRAVEL EXPENSES 30
ARTICLE 26: TUITION REIMBURSEMENT 30
ARTICLE 27: LABOR-MANAGEMENT COMMITTEE 30
ARTICLE 28: LICENSES AND CERTIFICATES 31
ARTICLE 29: TELEWORKING 31
ARTICLE 30: REPAYMENT AUTHORIZATION 31
ARTICLE 31: SAVINGS CLAUSE 31
ARTICLE 32: TERM 32
ARTICLE 33: AUTOMATIC PAYROLL DEPOSIT 32

ARTICLE 1: RECOGNITION

Union Recognition

The Association has been recognized as an Employee Organization pursuant to the Employer-Employee Resolution of the City adopted November 21, 1983 for the regular full-time employees assigned to the classes set forth in Appendix A.

This unit of employees shall, for the purpose of identification, be titled the Miscellaneous Unit.

Pursuant to Section 3500-3510 of the Government Code of the State of California, the City recognizes SEIU, Local 521 as the exclusive bargaining agent for the purpose of establishing salaries, wages, hours, and other conditions of employment for all regular full-time (regularly scheduled at 40 hours or more per week) and part-time (scheduled at more than 999 hours per year) miscellaneous employees in the City, but excluding all seasonal, casual, irregular part-time (those working less than 999 hours per year), sworn and supervisory / management or confidential employees. Pursuant to the language in the MOU, this list can be amended from time to time.

1.1 Establishment of New Positions

The City will provide reasonable advance written notice to the Union prior to establishing any new classifications appropriate to the SEIU unit. Upon written request from SEIU prior to the establishment of the classification by the City Council, the City shall meet and confer regarding the job description and salary range for the new position.

1.2 Job Descriptions

The City will make Job Descriptions for all filled bargaining unit positions available to the Union upon request and will provide the Union with drafts of revised job descriptions before approval by the City Manager. Upon request, the City will meet and confer with the Union over changes in job descriptions for bargaining unit members prior to approval by the City Manager.

ARTICLE 2: NON-DISCRIMINATION

2.1 Non-Discrimination

The provisions of this Memorandum of Understanding (MOU) be applied equally to all employees covered hereby without unlawful discrimination because of race, religious creed or political opinion or affiliation or legitimate union activity, color, national origin, age, ancestry, physical and or/mental disability (including HIV and AIDS), medical condition, genetic information, marital status, sex (including childbirth, breastfeeding and medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, gender expression, sexual orientation, or military and/or veteran status, against any employee or applicant for employment by the Union or by the City or by anyone employed by the City; and to the extent prohibited by applicable state and federal law.

ARTICLE 3: UNION SECURITY

3.1 An employee may at any time execute a payroll deduction authorization form ("Deduction Authorization Form") as furnished by SEIU, Local 521. SEIU, Local 521 will be the custodian of record for Deduction Authorization Forms and will provide the City with a written certification that it has and will maintain a Deduction Authorization Form, signed by each individual from whose salary or wages the deduction or reduction is to be made ("Certified List").

The City will direct employee requests to authorize deduction(s), or requests to cancel or change status regarding such deduction(s), to SEIU, Local 521. SEIU, Local 521 shall not be required to provide the City a copy of the Deduction Authorization Form unless a dispute arises about the existence or terms of the authorization. However, SEIU, Local 521 will provide the City with a Certified List with sufficient information to allow the City to identify the appropriate level of deduction for each member.

The City will begin deductions in the amount prescribed by SEIU, Local 521 in the first full payroll period after receipt of the Deduction Authorization Form from SEIU, Local 521.

Deductions may be revoked only pursuant to the terms of the member's written authorization. The City shall direct member requests to cancel or change deductions to SEIU, Local 521 and shall rely on information provided by SEIU, Local 521 regarding whether deductions for a member were properly canceled or changed. However, the parties agree that the City shall automatically cease deductions for any member who is no longer employed in a classification represented by SEIU, Local 521.

Consistent with state law, SEIU, Local 521 shall indemnify and save harmless the City, its officers and employees, for (1) any claims made by an employee for deductions made in reliance on SEIU, Local 521's Certified List or a Deduction Authorization Form and (2) any claims made by an employee for deductions made in reliance on information provided by SEIU, Local 521 regarding changes or cancellations to the deduction authorization.

The City believes the following information currently is exempt from disclosure under the Public Records Act and will not disclose it pursuant to a request under that Act unless the City determines that at the time of the request the law clearly requires disclosure: employee non-work addresses, personal phone numbers, or personal e-mail addresses.

ARTICLE 4: RIGHTS OF PARTIES

4.1 Management Rights

The City hereby retains and reserves unto itself, without limitation, all powers, rights, authority, duties and responsibilities conferred upon and vested in it by the laws of the Constitution of the State of California and of the United States, including but not limited to the generality of the foregoing, the right:

a. To set standards and levels of service;

b. To determine the procedures and standards of selection for employment and promotions;

c. To direct its workers;
d. To determine the methods and means to relieve its workers from duty because of lack of funds or other lawful reasons;
e. To determine the methods, means, numbers and kinds of personnel by which City operations are to be conducted;
f. To determine the methods of financing;
g. To determine the size and composition of the work force and allocate and assign work by which the City operations will be conducted;
h. To determine and change the number of locations, relocation and type of operations, processes and materials to be used in carrying out all City functions;
i. To establish employee performance standards including, but not limited, quality and standards, and to require compliance therewith;
j. To take necessary actions to carry out its mission in emergencies;
k. To exercise complete control and discretion over its organization and the technology of performing its work;
l. To take any and all steps necessary to discharge the City's responsibilities to provide for the safety of the public it serves and to provide employees with a safe working environment; provided, however, nothing herein shall preclude the Union from providing input, consulting and/or meeting and conferring with the City as required by law on such safety issues so long as such actions do not prevent the City from discharging these responsibilities;
m. The exercise of the foregoing powers, rights, authorities, duties, and responsibilities by the City, the adoption of policies, rules, regulations and practices in furtherance thereof, and the use of judgment and discretion in connection therewith shall be limited only by the specific and express terms of this memorandum and then only to the extent such express terms hereof are in conformance with the Constitution and laws of the United States and the Constitution of the State of California; and
n. The exercise by the City through its City Council and management representatives of its rights hereunder shall not in any way, directly or indirectly, be subject to any grievance procedure nor subject to meeting and conferring.

4.2 Employee Rights

Employees of the City shall have the right to form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employee relations. Employees also have the right not to participate in the activities of any employee organization.

Neither the City nor SEIU shall interfere with, intimidate, restrain, coerce, unduly influence or discriminate against any bargaining unit member because of his/her exercise of these rights.

4.3 Union Rights

A. Union Access

A qualified representation of the union shall be allowed to visit City work locations for the purpose of ascertaining, whether or not this Agreement is being observed. The right shall be exercised reasonably. The qualified representative shall report to management before proceeding to any work locations that are not open to the public. The representative shall not meet with employees during work time (not including breaks) and shall not interfere with the normal conduct of work. Activities such as solicitation of membership, collection of dues, holding membership meetings, campaigning for office, conducting elections and distributing literature is strictly prohibited during working hours without prior approval of the City Manager or his/her designee.

B. Notification to the Union

The City will comply with all conditions established by the Meyer, Milias, Brown Act.

C. Bulletin Boards

Posting of information on City premises shall be limited to approved bulletin boards. Adequate space shall be made available to the Union for posting information on approved bulletin boards, provided the posted material is not derogatory to the City, employees of the City, or other employee organizations, and does not support or oppose candidates for public office or ballot issues. The City agrees it will not attempt to censor language and/or articles contained in the official SEIU newsletter for the City of East Palo Alto.

D. Release Time

1. The Union shall be limited to no more than one steward for every seven (7) members of the unit. However, Union may identify alternate stewards. Each alternate steward shall share the three (3) hours of release time with the primary steward for which they are the alternate. The Union shall provide the City with a list of all the primary and alternate stewards, including work assignment and contact information.

2. Stewards shall be allowed no more than three (3) hours per month of release time to represent workers in meetings related to grievances, to investigate grievances, to orient new employees, and to meet with management to discuss Union activities. The monthly allotment of hours provided for stewards cannot be transferred or accumulated from month to month.

3. Release time must be pre-approved and is at the discretion of the City designated supervisor but shall not be unreasonably denied. Moreover, release time will not be given if it will create a need for overtime.

4. A Steward who is released by a supervisor to investigate a grievance or to meet with City officials shall return promptly to his/her regularly assigned duties.

5. Only one Steward shall be relieved from assigned work duties for any given matter.

E. List of Employees

On a quarterly basis, the City will provide the Union with a unit list including name, classification, and department. Upon adoption of this Agreement, the City shall distribute to all bargaining unit employees an "Address and Telephone Release Form," which shall permit each employee to authorize the City to release his or her mailing address and contact telephone number to SEIU. Each new employee hired subsequent to adoption of this agreement, shall be given a copy of the "Address and Telephone Release Form." Upon receipt of an "Address and Telephone Release Form" from an employee, the City shall release to the union that employee's last known mailing address and contact telephone number. The City shall develop a new "Change of Address" form that permits employees to release change of address information to SEIU. Upon receipt of a Change of Address form authorizing such release of information, the City shall provide a copy of the Change of Address form to SEIU.

F. Bargaining Team

Subject to the City's operational needs, the City shall allow four (4) SEIU Bargaining Team members reasonable time from work to attend required bargaining meetings during negotiations over a successor MOU. Additionally, negotiators will normally be granted one-half hour caucus time before, exclusive of travel to and from their worksite to the negotiations site. Reasonable requests for additional prep time will be granted. Should a conflict arise between negotiations and City business, the City will notify SEIU immediately and the parties will work to resolve scheduling issues. The City will not reimburse bargaining unit team members for time spent bargaining outside of normal work hours.

G. New Worker Orientation

The City will give new bargaining unit members contact information for the Union and any relevant materials (including the MOU) provided by the Union. The City will allow each new bargaining unit member thirty (30) minutes of release time to meet with a local union representative. This time must be used during the member's first pay period of employment with the City. The City will give the Union at least one-week advance notice of a new employee being hired. The City shall grant release time to at least one appointed Union member to conduct the new worker orientation.

4.4 Use of City Facilities

The parties agree that work time is for work. Therefore, union meetings and other union activities shall not occur during participating employees' work time. Union meetings may occur on participating employees' non-work time in City-controlled public meeting facilities. However, the Union shall limit its use of City facilities to comply with City Policy, Rules, and Regulations. The Union shall procure prior City approval for the use of such facilities and shall schedule the use of City facilities according to City procedure.

ARTICLE 5: LAYOFF

5.1 Layoff

The parties agree to abide by the City Personnel Rules related to layoff and the applicable requirements of Meyers – Milias-Brown Act (MMBA).

5.2 Negotiations Over Layoff Procedures

The parties agree to meet and confer over the revision of the layoff rules in the Personnel Policies and Procedures. In consideration of the City's current staffing, a good faith effort will be made to begin negotiations over revisions of the layoff rules prior to the expiration of this MOU.

ARTICLE 6: FURLOUGH

The City agreed to no mandatory furloughs for the term of this contract.

ARTICLE 7: CONTRACTING OUT

7.1. The parties have a shared interest in eliminating unnecessary consulting contracts and hiring permanent employees to perform the work of the City. Conditioned upon having available funds, the City will make every effort to recruit and fill all authorized positions which belong to the bargaining unit. The City will retain the right as to how services will be delivered to the citizens of East Palo Alto.

7.2. Notification to the Union

Whenever possible, the City agrees to notify the Union ninety (90) days in advance of contracting out work that results in or is the result of the elimination or non-filling a bargaining unit position and will negotiate with the Union regarding the effects of the contracting out on remaining bargaining unit members. In the event the City is moving forward with such a contract in a timeframe shorter than ninety (90) days prior to contracting out work that results in or is the result of the elimination or non-filing a bargaining unit position, the City will notify the Union as soon as possible.

7.3. Recruitment

This provision shall not apply in situations where the City is preparing for or holding a recruitment for a bargaining unit employee to perform the work or where a recruitment has been unsuccessful in filling the unit position the last twelve (12) months. However, if a recruitment is unsuccessful, the City will run a new recruitment within twelve (12) months after the contracting out of work.

7.4. List of Vendors

The City will provide SEIU with a list of active Purchase Orders twice a year.

ARTICLE 8: PERSONNEL ACTIONS

8.1 Personnel Actions

The parties agree to abide by the City's personnel rules, in regards to personnel actions as detailed in Personnel Policies and Procedures Sections 3.3.01 through 3.3.03; 3.7.07 through 3.7.13.

8.2 Personnel Files

A. An employee may review his/her own personnel file (with the exception of investigative data pertaining to a possible criminal offense and letter of reference) when Human Resources Office staff are available. The employee may also, by

his/her written authorization, permit his/her representative to review his/her file under the supervision of Human Resources Office staff.

B. Within ten (10) calendar days after the City notifies an employee of the placement of allegedly derogatory or erroneous materials in his or her personnel file, the employee may prepare a written response to the derogatory or erroneous materials. Any such response shall be placed in the employee's personnel file.

C. Likewise, within ten (10) calendar days after the City notifies an employee of the placement of allegedly derogatory or erroneous materials in his or her personnel file, the employee may request in writing that the Human Resources Manager remove said materials. The Human Resources Manager shall render a decision in writing within ten (10) business days after the employees' request.

D. This section shall not apply to performance evaluations. If an employee's performance evaluation results in the employee not receiving a step increase, and the employee believes his/her performance evaluation is inaccurate, the employee may, after speaking with their supervisor, request the Human Resources Manager review the performance evaluation. The Human Resources Manager's decision on the performance evaluation is final and shall not be subject to the grievance procedure.

8.3 Probationary Period

For general Full-time and Permanent Part-Time employees, the probationary period shall be for a period of not less than six (6) months of actual service. However, the supervisor may extend the probationary period for up to three (3) additional months with the written approval of the Human Resources Manager.

Probation periods shall also apply to those that are newly promoted or transferred. The probationary period shall be for a period of not less than six (6) months of actual service from the date of promotion or transfer.

Except as otherwise required by law, effective March 1, 2004, for existing classifications filled by general full-time and permanent part-time employees, the probationary period shall be for a period of not less than six (6) months of actual service. In the event, the City establishes a new bargaining unit classification, that classification shall normally follow the "6+6" probationary period defined above. However, in the event, the City determines that a new classification requires a longer probationary period, the probationary period shall be for a period of not less than twelve (12) months of actual service. The City shall notify SEIU of its intent to establish a classification using this "12+6" probationary period and shall provide SEIU with the opportunity to discuss the basis for the longer probationary period upon request.

8.4. Merit Step Increases

1. Upon the completion of six (6) months of actual initial or promotional probationary service and after receiving a satisfactory performance evaluation, eligible full-time employees who were initially appointed to the "A step" of the salary range in effect for

the class to which appointed will be granted a merit increase to the next higher step in the pay range.

Employees who are at the "B step" of the salary range or higher shall receive a merit increase to the next higher step until the top step of the pay range each twelve (12) months of actual service after receiving a satisfactory performance evaluation. Regular part-time employees shall be entitled to merit increases after receiving a satisfactory performance evaluation upon completion of not less than twelve (12) months of actual service in each step of the range.

2. An employee shall not receive a merit increase beyond the maximum step established for the job classification.

3. Merit increases shall be effective on the anniversary date (i.e., six (6) months after initial appointment to the classification at Step A and every twelve (12) months after that), regardless of the date of evaluation.

4. Pay Following Promotion:

   SEIU bargaining unit employees that are promoted will be offered pay in accordance with Policy and Procedure 3.9.08. If said promotion were to occur during the 30 days prior to the date of the Employee's Performance Review (EPR), the subsequent step increase would occur before the promotion.

ARTICLE 9: WAGES

9.1 Cost of Living Adjustments

i. Employees in this unit will receive a salary increase of – 5% (five) effective the first full payroll immediately following adoption of this agreement by City Council

ii. Employees in this unit will receive a one-time payment of $2,500 effective the first full payroll following Dec 1, 2022.

9.3. Premium Pay

The City and the Union agree to meet and confer over premium pay for the SEIU bargaining unit related American Rescue Plan Act funds and if an agreement is not reached prior of the commencement of the next MOU negotiations, then this topic will be included in those negotiations.

ARTICLE 10: HIGHER CLASS PAY

A. The parties will continue to have discussions over higher class pay in Labor Management. This provision will sunset upon the parties' mutual agreement on a replacement to this section.

B. An employee who is designated by his or her department head and approved by the City Manager to work in a position in a higher classification for period of more than two (2) consecutive days shall, beginning on the third (3rd) consecutive day, be entitled to an additional five percent (5%) of salary for the remainder of the period that he or she is assigned to work in the higher classification.

C. An employee on an out of class assignment shall receive the upgrade rate for all standby duty and call-back overtime pay earned while working out of class.

D. An employee who works in a higher classification for more than thirty-one (31) days shall be entitled to pay at either the lowest step of the salary range for the position in which he or she is working or 5% of salary, whichever is greater. In addition, the employee's paid time off shall be compensated at the pay rate of the higher classification.

ARTICLE 11: HOURS OF WORK

11.1 Hours of Work

A. Regular Workweek

The regular workweek for bargaining unit employees shall consist of forty (40) hours within a seven (7) day workweek which begins Sunday morning at 12:00 a.m. and ends the following Saturday night at 11:59 p.m. The regular workweek for bargaining unit employees shall consist of five (5) consecutive days served in units of eight (8) hours. Most City employees work from 8:00 am to 5:00 pm with one (1) hour meal period. Employees in the maintenance division work from 7:30 a.m. to 4:00 p.m. with a thirty (30) minute meal period. However, employees may be assigned to different schedules based on operational need. The workweek for employees on an alternate work schedule will be set forth in a letter establishing the alternate work schedule.

B. "Flex" Hours

With the approval of their supervisor, employees assigned to work off hours, such as attendance at evening meetings or early morning training, may flex their schedules to accommodate the additional work, so long as the "flexed" hours occur within the same workweek. If the employee's request to flex his or her schedule is denied, the employee may appeal the denial to his or her Department Head.

C. Alternate Work Schedules

The City may establish alternate workweeks (including 4/10, 9/80 or other schedules) for individuals or groups of employees by providing employees with written notice. The City and Union agree that the availability of alternate work schedules may be a valuable benefit to workers and the City. Alternate work schedules requests may be initiated by employee(s) or at the initiative of the City. Alternate work schedules must be recommended by the Department/Division Manager and approved by the City Manager, with the needs of the City, service to the public, and the needs of the employee(s) being considered. At the request of either party, the parties will meet and confer over the establishment of alternative work schedules in specific work locations. Should a

department or division establish an alternative work schedule as a result of meet and confer, the City will notify the Union of any issues with the alternative work schedule as well as any plans to eliminate the schedule.
In all decisions regarding alternative work schedules, the City Manager or designee's decision will be final.

D. Rest Periods

Bargaining unit members will normally be granted and take a rest period of fifteen (15) minutes during each four (4) consecutive hours worked. These rest periods are considered time worked for pay purposes. For employees in the field, rest periods must be taken at the employee's work area, provided that the work area is equipped with a public or City restroom, potable water, and shaded area, or at the closest facility that is equipped with a public or City restroom, potable water, and shaded area.

11.2 Overtime

Overtime is to be paid after forty (40) hours worked in one (1) work week. Overtime is paid at the rate of one and one-half times the employee's regular rate for Fair Labor Standards Act ("FLSA") purposes. The City will compute the regular rate, including standby pay, in accordance with the FLSA. Employees may be compensated with Compensatory Time Off (CTO) at the rate of one and one-half hours per hour worked. However, employees may not accrue a CTO balance of more than fifty (50) hours.

11.3 Call Back

Workers who are called back after leaving work at the end of a normal working day shall be paid a minimum of three (3) hours at the applicable rate. If the employee works more than three hours during a call back, the employee shall be paid for his or her actual time worked.

If the employee responding to call back receives a second, third, or more calls within 24 hours, the employee receives the actual time spent on the additional calls.

Callback pay does not apply to incidental work performed without returning to the workplace. Employees will be paid for actual time spent on incidental work required by a supervisor, so long as the work exceeds ten (10) minutes. Incidental work in excess of ten (10) minutes will be recorded in quarter hour increments. Examples of incidental work include periodic phone calls, e-mails, and remote monitoring of systems.

11.4 Rest Periods After Extended Shift

A worker who works more than fourteen (14) consecutive hours during a twenty-four (24) hour period shall be entitled to receive an eight (8) hour rest period before returning to duty. Such rest period shall commence when the worker goes off duty. Should the eight (8) hour rest period extend beyond the starting time of the worker's regular shift, the worker shall be required to work only the remainder of the shift.

11.5 Standby Pay

With the written approval of the City Manager, Department Heads may assign workers to standby duty.

Workers shall be paid an hourly rate of $3.50 per hour for time they are required to be on standby. Compensation for standby shall be paid only for those hours on, which a Department Head actually assigns the employee to standby duty. Employees are not entitled to standby pay for any hours when they are otherwise on paid status (e.g., working their normal shift, overtime, or callback).

Nothing in this section shall be deemed to require any Department Head to assign employees to standby duty. However, when the Department Head determines standby duty is appropriate, employees will be permitted to volunteer for standby if they meet the requirements (including response time) established by the Department Head. For rotational standby lists based on a job classification, absent special circumstances approved by a Department Head or Division Manager, all employees in the classification, shall participate in the standby rotation list.

The parties understand that stand-by compensation includes pay for incidental work performed while on standby. Examples of incidental work include periodic phone calls, e-mails, and remote monitoring of systems.

ARTICLE 12: ROTATION OF OVERTIME AND CALLBACK

Overtime and callback shall be assigned on a rotational basis except when management determines that the application of this provision would result in the assignment of an employee without special skills or training to perform the work with a satisfactory level of services. Hours, selection, and time off shall normally be assigned on a first-come, first served basis. However, seniority shall be used as a tiebreaker.

ARTICLE 13: BILINGUAL EXAMINATION AND DIFFERENTIAL

13.1 Bilingual Differential

Employees who are assigned to job duties requiring the use of bilingual skills are eligible to receive $50.00 per pay period. No employee shall be required to use bilingual skills who is not compensated under this section.

13.2 Eligibility

Bilingual Differential shall be available only to employees who are regularly required to speak, read, or translate in a language other than English in order to perform assigned job duties arising during the normal course of work.

13.3 Examination Process

The City shall establish a test for Bilingual Differential. This test shall include a written and verbal certification, including translation, given by an individual or entity designated by the City. The Human Resources Department shall be responsible for overseeing the administration of the test and certifying test results.

Eligible bargaining unit members may request to take the Bilingual Differential test by submitting a request in writing to the Human Resources Department. Within thirty (30) days of receiving such a request, the Human Resources Department shall decide, in its sole discretion, whether the employee is eligible for Bilingual Differential based on whether bilingual skills are essential to successful performance of the employee's

assigned job duties and shall issue notice of its decision to the employee. The decision of the Human Resources Department to arrange for testing shall be final.

If the Human Resources Department approves an employee's request for bilingual testing, the Department shall arrange for testing to be completed within thirty (30) days of the approval.

13.4 Effective Date

Bilingual Differential shall be paid beginning on the first day of the first pay period following the Human Resources Department's certification that the employee has passed the test for Bilingual Differential and otherwise met the requirements to receive Bilingual Differential. Bilingual Differential shall be based solely on the date of the Department's certification and shall not be paid retroactively.

ARTICLE 14: UNIFORM BOOTS AND LICENSES

14. 1 Uniforms

The City may require bargaining unit employees to wear uniforms. Except as provided herein, bargaining group employees who are required to wear uniforms, rain gear, or safety gear will be provided with the appropriate uniform items. The City shall continue to provide laundry service for uniforms provided to the Maintenance Workers.

So long as uniforms are required, the City shall provide the initial three (3) shirts, two pants, boots, jacket, belt and nameplate for the Environmental Services Aide, Community Services Officer and Code Enforcement Officer Classifications who are required to wear uniforms and shall pay $175 every six months for the care and replacement of City-required uniforms. Newly hired or newly eligible employees will be prorated on a monthly rate for this allowance.

For employees who already received additional City provided shirts, the City will provide the net difference of the shirts provided to new employees.

So long as uniforms are required, the City shall provide the initial five (5) uniform shirts for Police Records Clerks, if required to wear uniforms, and shall pay $175 every six months for the care and replacement of City-required uniforms. For employees who already received additional City provided shirts, the City will provide the net difference of the shirts provided to new employees. Newly hired or newly eligible employees will be prorated on a monthly rate for this allowance.

In the event, the City ceases to require uniforms or begins to provide uniforms for any of these classifications, the uniform allowance shall cease.

City-provided uniforms and equipment are to be used for City business only. In the event, an employee damages, destroys, or loses City-provided equipment or uniform while the equipment or uniform is being used for non-City business, the employee will reimburse the City for the repair or replacement cost of the item and may be subject to discipline.

14.2 Boots

Employees represented by this bargaining group who are required to wear protective footwear will be reimbursed up to $250 per year for the purchase of shoes/boots, orthopedic insoles, and ergonomic support inserts.

In the event an employee's shoes are damaged and/or worn, and/or unsafe as determined by the City, the employee may request that damaged shoes be replaced provided:

A. The division head/manager concludes the shoes are damaged and need to be replaced.

B. The employee furnishes proof of purchase for the damaged shoes. Purchase shall have been within the current fiscal year.

C. The employee has fully expended the boot allowance. If not fully expended, the employee must use the balance of his/her allowance for the purchase of replacement shoes.

Requests for replacement equipment shall be made to the City in writing on a City provided form. The City shall normally respond to such requests within five (5) working days. Denials may be appealed to the Human Resources Manager in writing within five (5) working days. The decision of the Human Resources Manager is final and shall not be appealed.

Denials of replacement equipment shall not be subject to the grievance procedure.

14.3 Fair Labor Standard

The parties agree that uniforms provided by the City to employees should be manufactured under a "fair labor standard." In the event, the Union has concerns about the labor practices of a manufacturer, it will present information regarding those labor practices to the City. The City and Union will then meet to review and discuss the manufacturers' practices and appropriate responses.

14.4 DMV Pull Notice Program

Employees whose positions require that they operate vehicles on city business, must possess and maintain a valid California driver's license appropriate for the job and vehicle(s) to be operated. Employees required to operate motorized vehicles while on duty must enroll in the City's department of motor vehicles employer pull-notice program.

Employees enrolled in the DMV employer pull notice program must fill out a City-specified enrollment/waiver form directing the DMV to provide the City with periodic updates of the employee's driving record.

ARTICLE 15: HOLIDAYS

15.1 Holidays Observed

The parties agree to abide by the Holidays provisions contained in Section 3.10.01 through 3.10.05 of the City's Personnel Rules and Regulations. Defined holidays are as follows:

- New Year's Day, January 1
- Martin Luther King Day, 3rd Monday in January
- Lincoln's Birthday, February 12
- Washington's Birthday, February 22 or its legal substitute (third Monday in February)
- Cesar Chavez Day, last Monday in March
- Memorial Day, May 31 or its legal substitute (third Monday in May)
- Juneteenth, June 19
- Independence Day, July 4
- Labor Day, first Monday in September
- Veteran's Day, November 11
- Thanksgiving Day, fourth Thursday in November
- Day after Thanksgiving, fourth Friday in November
- Christmas Day, December 25

Note: When any day recognized as a holiday falls on Sunday, the holiday shall be observed on the following Monday. When any day recognized as a holiday falls on a Saturday, the holiday shall be observed on the preceding Friday.

ARTICLE 16: LEAVE PROVISIONS

Effective the first full payroll pay period following City Council adoption of the MOU, the City will grant employees with twenty-five (25) or more years of City service twenty (20) hours of additional leave time. This additional leave must be used by the end of 2022. Any leave not used by the end of the calendar year will be paid out in the paycheck for the last full pay period for 2022 at the employee's hourly rate.

16.1 Vacation

A. Crediting Vacation

Full-time employees, excluding seasonal and part-time temporary, shall be credited with vacation as follows:

Minimum Continuous Service	Amount of Vacation Earned Annually

0-4.99 years	80 hours (3.08 hrs bi-weekly)
5-9.99 yrs.	120 hours (4.62 hrs bi-weekly)
10-14.99 years:	160 hours (6.15 hrs bi-weekly)
15-plus years:	200 hours (7.69 hrs bi-weekly)

Vacation Accumulation

An employee with less than ten (10) years of consecutive City service shall not accumulate more than two-hundred and eighty-eight (288) hours of vacation. An employee with more than ten (10) years of consecutive City service shall not accumulate more than three-hundred and twenty (320) hours of vacation. Once the accrual cap is reached, an employee will not accrue any additional vacation until he or she reduces the accumulated hours below the accrual cap, either through usage or cash-out. An employee shall receive reasonable notice of the amount of accumulated vacation leave in advance of each anniversary date. Requests for deferring vacation use must be presented to the City Manager sixty (60) calendar days before the end of the calendar year in which the vacation leave was to be taken. In granting deferred vacation, the City Manager may specify a time within which such excess vacation leave must be used.

B. Use of Vacation

The City and Union value vacation and believe that employees' ability to utilize vacation is an important goal. The time at which an employee may use vacation leave and the amount to be taken at any one time shall be determined by the Department Head, with particular regard, for the needs of the City and, insofar as possible, considering the wishes of the employee. Except in unusual circumstances, use of vacation leave shall be scheduled and approved in advance of the first day of absence. Approval of use of vacation leave shall be in a form and manner prescribed by the Human Resources Manager. Said approval of vacation leave shall not be unreasonably withheld.

C. Vacation Cash-out

Members of the bargaining unit may make an irrevocable election in the prior calendar year to cash-out vacation during the month of December each year. To qualify for vacation cash-out, an employee must have more than eighty (80) hours of accrued vacation. During the term of this MOU, Bargaining unit members shall be allowed to cash out up to 80 hours of leave vacation that has accrued in the current calendar year, so long as the member maintains a balance of at least eighty (80) hours. Elections will be cashed out in December the year following the irrevocable election.

16.2 Military Leave

In addition to any provisions outlined in Personnel Policies and Procedures Section 3.12.16, including any amendments negotiated during the term of this agreement, the City shall follow any revised federal and/or state regulations including the Military and Veterans Code of the State of California that govern the granting of military leaves of absence and the rights of workers returning from such leaves.

16.3 Family Medical Leave Act (FMLA) and California Family Rights Act (CFRA)

The City agrees to abide by all conditions provided in the federal Family Medical Leave Act and/or the California Family Rights Act.

16.4 Bereavement Leave

Bargaining unit employees shall be entitled up to three (3) calendar days of paid leave for an occurrence of death or serious illness or accident determined to possibly lead to death in the immediate family; five (5) calendar days if out of state. Additional days may be approved by the City Manager or designee and charged to the employee's available unused leave. This leave shall not be accumulated and is in addition to sick leave and vacation benefits except where additional time off is taken as provided above.

Request for bereavement leave must be in writing, state the relationship of the family member, and be approved in advance by the Department Head and City Manager (or designee). In special emergencies, an employee may request formal approval after the fact, if approved, leave records shall be adjusted accordingly. Death following a serious illness or injury shall generally be regarded as one (1) occurrence; however, the City reserves the responsibility for determining the nature and/or severity of the illness and the amount of time the occurrence warrants.

Immediate family shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners.

16.5 Sick Leave

A. Sick Leave Certification

1. An employee who is absent on sick leave three (3) or more consecutive working days may be required to present a treating physician's certification shall be required only upon request of the worker's supervisor at least one day prior to the worker's return to work.
2. If management believes there is an abuse of sick leave, the Human Resources Manager may require the worker to provide medical verification for all future sick leave absences for a period of ninety (90) days. Prior to implementing this provision, the worker and the worker's representative shall, upon request, be given the opportunity to meet with the Human Resources Manager to show cause why this provision should not be invoked. Material relating to the sick leave use will be available to the worker and his representative prior to such meeting. The sick leave verification requirement shall be in writing and shall be reviewed every three (3) months, and the worker may appeal the decision to place him or her on sick leave verification and a decision to renew the verification requirement to the City Manager. This section shall not be subject to the grievance procedure.
3. Sick Leave Accrual:
   Full-Time employees shall accrue (3.70) of Sick Leave per pay period. This amount shall be prorated based on hours for employees working less than the 1 FTE.

B. Fitness for Duty

City-required fitness for duty examinations shall occur on administrative leave with pay.

C. Family Sick Leave

Bargaining Unit members may use up to one-half of their annual accrual of sick leave for the diagnosis, care, or treatment of an existing health condition of, or preventive care for, a member of the employee's immediate family. For the purpose of this section, the immediate family of an employee shall be as defined in the Bereavement Leave Section (Section 16.4.B).

16.6 Leave Donations

Employees shall be eligible to participate as donors and recipients in the leave donation program, which provides a mechanism for assisting employees who have exhausted paid leave due to a catastrophic illness and/or injury. This program allows a regular City employee to donate accrued vacation time hours to a specific eligible employee who has exhausted his/her own available leave balances on an hour for hour basis. Catastrophic illness or injury is defined as the employee's own adverse medical condition which requires the employee to be absent from work for more than twenty (20) consecutive work days, or similarly debilitating illness or injury of the employee's immediate family member who has a catastrophic illness or injury as verified by a physician's statement.

A. To receive leave donations, an employee:
   1. Must have been employed in a regular full-time position with the City for a minimum of one year; and
   2. Must be absent from work due to his/her own catastrophic illness or injury for more than twenty (20) consecutive days (as verified by a physician's statement); or be absent from work in order to attend to his/her immediate family member who has a catastrophic illness or injury (as verified by a physician's statement); and
   3. Must have exhausted all earned leave balances (including sick leave if related to the employee's own illness) vacation; except however, donations may be made prior to all balances being exhausted, when the physician's statement and leave balance indicate the probable exhaustion of balances within two (2) pay periods.

B. Donations
   1. Are voluntary.
   2. Are made from accrued Vacation balance; donations of Sick Leave are not permitted.
   3. Must be for a minimum of eight (8) hours, in whole hour increments.
   4. Are irrevocable.
   5. Are taxable on the part of the recipient, in accordance with IRS Regulations, and are subject to withholding as required by law.
   6. Donations shall be processed in the order received. However, a donor's leave shall not be reduced until the recipient actually uses the leave. Unused donation shall remain with the donor.

7. An employee may not donate more that eighty (80) hours to any other individual employee.
8. The total donation received into an employee's donated leave balance shall normally not exceed 1040 hours; however, donations in excess of 1040 hours may be considered when approved by the Human Resources Manager.
9. Upon approval of the request for donations, the Human Resources Manager (or his/her designee) shall, at the employee's request, post a notice of the eligible employee's need for donations on departmental bulletin boards accessible to employees. Confidential medical information shall not be included in the notice.
10. Nothing in this section shall be construed to modify the employment relationship between the City and the receiving employee, or to restrict the City's management rights. Neither shall this section modify existing City rules, policies or agreements regarding unpaid leave of absence or family leave.

"This provision (16.6) shall sunset upon the parties' mutual agreement on a City-wide policy on Leave Donation."

16.7 Personal Business Leave

A. Permanent (non-probationary) employees shall be entitled to a maximum of three (3) days per calendar year for Personal Business Leave without loss of pay. Such leave shall be deducted from accrued sick leave. Personal Business Leave can be taken in half day increments at a time.

B. Personal Business is defined as business of urgent and compelling importance which cannot be taken care of outside of normal working hours and which is not covered under leave provisions of this Memorandum of Understanding.

C. A worker shall notify the division/department head two (2) days before taking this leave, unless an emergency exists which prohibits the worker from providing such advance notice.

D. Personal Business Leave may only be used for personal business of urgent and compelling importance, and may not be used for recreational purposes, extension of holidays or vacation, work stoppages, or for matters of purely personal convenience.

E. At the discretion of the supervisor, a worker may also use vacation, compensatory time off to cover absences of an emergency nature. No request shall be unreasonably denied.

16.8 Jury Duty Leave

A. A bargaining unit member required to report for jury duty during regularly scheduled work hours shall notify their supervisor as soon as possible and shall be entitled to leave with pay until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees excepting those specifically allowed for mileage and subsistence.

B. A bargaining unit member subpoenaed to appear in court during regularly scheduled working hours, solely as a result of employment with the City, shall receive full pay for such appearance until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees excepting those specifically allowed for mileage and subsistence.

C. A bargaining unit member is responsible for keeping their supervisor informed of their court schedule and must return to work when released by the Court (including partial days).

ARTICLE 17: RETIREMENT

17.1 Retirement

A. Bargaining unit members who do not meet the definition of "new member" as determined by the California Public Employees' Retirement System (CalPERS), shall be subject to the 2.5% @ 55 retirement formula highest three years.

B. Bargaining unit members who meet the definition of "new members," as determined by CalPERS, shall be subject to the CalPERS 2.0% @ 62 retirement formula, highest three years.

C. Bargaining unit members will continue to pay the full employee contribution established for their retirement tier (this number is set by statute; and as of the date of this agreement is 8% for classic members and ½ of the Normal Cost for "new members.").

17.2 Credit for Unused Sick Leave

The City has contracted with CalPERS to provide service credit for unused sick leave pursuant to the Public Employees Retirement Law. To qualify for this provision, a member must retire within one hundred and twenty (120) days of separation from the City.

ARTICLE 18: GRIEVANCE PROCEDURE

18.1 Policy

This grievance procedure is intended to assure that every reasonable effort will be made to resolve problems as near as possible to the point of origin. This Article shall supersede the grievance procedure contained in Sections 3.15.01-3.15.07 of the City's Personnel Policies and Procedures.

18.2 Eligibility to File a Grievance

A permanent classified employee or his or her Union representative may submit a dispute according to this procedure. The Union may utilize this procedure in the event a dispute is not directly related to an individual employee and complies with all the provisions of this Article.

18.3 Definition

A grievance is defined as a dispute involving the interpretation, application or alleged violation of:

A. This Memorandum of Understanding; or

B. The City Personnel Rules affecting classified employees where the provision in dispute is within the scope of representation and not otherwise superseded by the provisions of this Agreement.

C. No dispute shall be considered a grievance if it does not conform to this definition. Where the City Codes or Rules and Regulations provide another appeal process, the Union shall choose which process is to be used but shall not use both.

18.4 Grievance Procedure

A. Step 1 - Informal Discussion (Immediate Supervisor/Division Head)

Within ten (10) working days of the occurrence of an act in dispute, an employee shall discuss it with his/her immediate supervisor, who shall investigate and attempt to resolve the matter. The supervisor or designee shall give the employee an oral reply within ten (10) working days after the discussion. If the employee is not satisfied with the response, he/she may proceed to Step 2. In the event, the Division Head is the Employee's direct supervisor, the Informal Discussion shall be with the Division Head or designee.

B. Step 2 – Formal Written Grievance (Division Head/Department Head)

Any dispute not resolved at Step 1 may be submitted to the Division Head in writing citing the specific provision of the rule in dispute and stating the desired solution within ten (10) working days after the supervisor's response. A copy shall be provided to the supervisor. Ten (10) working days thereafter, a meeting shall be scheduled with the employee by the Division Head or designee. The Division Head or designee shall give the employee a written reply within ten (10) working days after such meeting and file a copy with the Human Resources Manager. If the employee is not satisfied with the response, he/she may proceed to Step 3.
In the event, the Division Head is the Employee's direct supervisor, the Step 2 Formal Written Grievance shall be filed with the Department Head. Employees who are supervised directly by their Department Head shall bypass Step 2 and proceed directly to Step 3.

C. Step 3 – Human Resources Manager

Any dispute not resolved at Step 2 may be submitted in writing to the Human Resources Manager within ten (10) working days after the Step 2 Response, with a copy to the Department Head and Immediate Supervisor. Within ten (10) working days thereafter, a meeting shall be scheduled with the employee by the Human Resources Manager or designee who shall attempt to resolve the matter. The Human Resources Manager or designee shall give the employee a written reply within ten (10) working days after such meeting and file a copy with the

City Manager. If the employee is not satisfied with the response, he/she may proceed to Step 4.

D. Step 4 – City Manager

Any dispute not resolved at Step 3 may be submitted in writing to the City Manager within ten (10) working days after the Step 3 Response, with a copy to the Human Resources Manager and the Department Head. Within ten (10) working days thereafter, a meeting shall be scheduled with the employee by the City Manager or designee who shall attempt to resolve the matter. The City Manager or designee shall give the employee a written reply within ten (10) working days after such meeting. If the employee is not satisfied with the response, he/she may request that the Union proceed to Step 5.

E. Step 5 – Arbitration

If the Union is not satisfied with the City Manager or designee's response, it may appeal the dispute to arbitration in writing within ten (10) calendar days after the date of the Step 4 response. Within ten (10) calendar days of the appeal, the parties shall meet to select an arbitrator. If the parties are unable to reach mutual agreement on an arbitrator, the parties shall jointly request a list of seven (7) labor arbitrators from the California State Mediation Service and shall alternately strike names until only one name remains. The Union shall strike first for the initial arbitration under this Agreement and the parties shall alternate the first strike thereafter.

Costs for the arbitration (including arbitrator fees and any court reporter) shall be shared equally by the parties. The parties shall each pay for their own representative. The decision of the arbitrator shall be final and binding upon the parties.

18.5 Service of City Responses

Copies of all City responses shall be sent to the Grievant, Local 521, and to the Grievant's representative at the address indicated on the grievance form.

18.6 Settlement of a Grievance

Failure of the City to adhere to the designated time deadlines shall be deemed a denial and the Grievant may appeal the grievance to the next level. Failure of the grievant to adhere to the time deadlines shall mean that the grievance is settled. The grievant and the City may extend any time deadline by mutual agreement.

18.7 Representation

An employee may have a representative of his/her choice present at all stages of the grievance procedure.

18.8 No Retribution

An employee shall not be penalized in any way for availing himself/herself of this procedure.

ARTICLE 19: DISCIPLINE

19.1 Discipline

The City may reprimand, place on disciplinary probation, discharge, suspend, reduce salary, or demote any worker who has completed the specified probationary period for cause, including, but not limited to:

- Dishonesty,
- Insubordination,
- Immoral or unprofessional conduct,
- Intoxication or the use of controlled substances while on duty,
- Incompetence,
- Willful negligence,
- Excessive absences and/or tardiness,
- Inexcusable absence without leave,
- Misuse of City property,
- Failure to maintain licenses or certificates required by law, District requirements, or job description,
- Failure to perform work as required, or
- Failure to comply with or violation of the City's reasonable rules regarding safety, conduct and operations.

19.2 Right to Representation

Except in situations requiring immediate action, such as but not limited to, allegations of theft or urgent safety matters, a worker shall be entitled to a steward of his or her choice at an investigative interview that the worker reasonably believes may result in disciplinary action. The worker may request a representative either during or prior to the interview, and must make a selection, of which steward will be representing him or her within a reasonable time. The worker's choice of representative will not be permitted to delay the investigation if the resulting delay would harm the investigation.

19.3 Procedure

1. Notice of Intent to Discipline
   A Notice of Intent to discharge, demote or suspend must be served on the worker and the Union in person or by certified mail.

The Notice shall include:

1. A statement of the nature of the disciplinary action;
2. The effective date of the action;
3. A statement of the cause thereof;
4. A statement of the act or omissions upon which the causes are based;
5. A statement of the worker's right to respond to the charges, either orally or in writing, prior the action becoming effective; and
6. A statement advising the worker of the right to Union representation.

The Notice shall be accompanied by all documentation upon which the City relied in determining the need for disciplinary action.

2. Employee Response/Skelly Meeting

The worker may respond to the Notice of Intent to Discipline either in person or in writing.

A. If the worker elects to respond in writing, the worker or his representative must file the worker's response within ten (10) workdays after service of the Notice of Intent to Discipline.

B. If the worker elects to respond in person, the worker or his or her representative must request a meeting with the Department Head within ten (10) workdays after service of the Notice of Intent to Discipline. The Department Head shall hold a meeting with the employee within twenty (20) days of the worker's request.

3. Notice of Discipline

If the Department Head determines that discipline is warranted, the Department Head shall issue a written Notice of Disciplinary Action within ten (10) workdays after either the filing of a written response or the date of the Skelly Meeting. If the worker did not request a meeting or file a written response, the Department Head's decision is due twenty (20) workdays after the service of the Notice of Intent to Discipline. The Department Head shall furnish a copy of the Notice of Disciplinary Action to the Union and appropriate Steward.

4. Appeal to Human Resources Manager:

A. In the event a worker feels that the disciplinary action is unjust, the worker or his or her representative may appeal the action to the Human Resources Manager. An appeal of the Notice of Disciplinary Action must be in writing and must be filed with the Human Resources Manager within ten (10) workdays of the date of service of the Notice of Disciplinary Action.

B. The Human Resources Manager or designee shall hold an appeal meeting within twenty (20) days.

C. For any matter not subject to binding arbitration pursuant to Section 5, below, the Human Resources Manager or designee's decision shall be final and binding.

D. The Human Resources Manager shall issue his/her decision within ten (10) workdays after either meeting with the worker or receipt of the arbitrator's report, whichever is later.

E. Except for matters which are subject to arbitration pursuant to Section 5, the decision of the Human Resources Manager shall be final.

5. Arbitration of Serious Discipline

In the event a worker feels that a discharge, suspension of three (3) or more days, or a reduction in pay is unjust, the Union shall have the right to appeal the case to binding arbitration. Any appeal under this provision must be filed within twenty (20) days after receipt of the Human Resources Manager's decision. The expenses of any arbitration convened pursuant to this section, including the fee for the services of the Arbitrator and court reporter, shall be borne equally by the parties. All other expenses which the parties may incur individually, including witness and attorney fees, are to be borne by the party incurring such expenses.

6. Removal of Disciplinary Notices

Employees may request in writing to the Human Resources Manager, with a copy to Union Representative, that disciplinary notices which are three (3) or more years old shall be removed and destroyed provided the following conditions are met:

1. The file does not contain subsequent notice of discipline or records of disciplinary action.
2. The employee has not been notified in writing of pending disciplinary action at the time the written request to remove said notice of discipline is received by the Human Resources Manager.

ARTICLE 20: MEDICAL INSURANCE

A. The City shall pay up to a maximum of sixty-five percent (65%) of the premium of the Kaiser Permanent HMO for employees electing to have dependent medical coverage under the City's existing medical plans. The employee shall be responsible for the remaining premium for the elected medical coverage.

B. The City shall pay up to one hundred percent (100%) of the premium for Kaiser Permanente HMO Employee only.

C. Benefits Committee

During the term of this MOU, the City and Unions shall convene the Benefits Committee for the following purposes:

1. To continue ongoing discussions regarding cost structures as a part of an overall strategy to maintain balanced enrollment in City plans,

2. To investigate the feasibility of revising medical and/or dental coverage and/or plan(s) and strategies to participate into benefit insurance cost structure, and

The benefits Committee will commence no later than September 30,2022. The Committee will be composed of City labor representatives, not to exceed four (4)

representatives and four (alternates) from each participating labor organization and four (4) representatives. These names will be provided to the City no later than August 31, 2022.

ARTICLE 21: DENTAL INSURANCE

21.1 Employee Coverage

The City agrees to provide a dental insurance plan or plans (if more than one is available) for its employees covered by this bargaining unit. The City shall contribute the full cost of the employee-only level for the dental plan selected by the employee. The contributions are based on regular full-time employment; part-time employees shall receive a prorated contribution based on their percentage of full-time equivalent.

Maximum Delta Dental payout per calendar year shall be $2,000.
Co-payment for Crown and Cast Restoration, and Prosthodontic benefits shall be 80/20; with the twenty percent (20%) share the responsibility of the employee.

21.2 Dependent Coverage

Employee may ensure their eligible dependents (including registered domestic partner as defined below) under the dental plan(s) in accordance with the rules and regulations applicable to obtaining said dependent coverage. Domestic partner (as defined by State law), shall be included as "eligible dependent" pursuant to Article 16.4B.

ARTICLE 22. STATE DISABILITY INSURANCE

Effective July 1, 2007, bargaining unit employees shall be enrolled in the State Disability Insurance (SDI) system administered by the California Employment Development Department. Coverage shall be limited to the "State Plan" and shall not include any additional Voluntary plan design. SDI premiums shall be 100% employee-paid on an after-tax basis. Payment shall be made by mandatory payroll deduction for every bargaining unit employee.

Bargaining Unit employees may elect to supplement their State Disability Insurance (SDI) benefits by integrating accrued leave (vacation, sick leave or compensatory time off). It is understood that the combined SDI benefit and use of leave credits cannot exceed the employee's regular monthly net pay.

ARTICLE 23: RECLASSIFICATION

A. When necessary, the Union may request that the City reclassify bargaining unit positions. These requests shall be made in writing and shall indicate the position's current classification, the proposed reclassification, and a detailed statement of the reasons that the reclassification is appropriate. The Human Resources Manager or designee shall respond to the reclassification requests in writing not later than three (3) months after the submission of the request, unless this deadline is mutually extended by the parties. The Human Resources

Manager or designee will meet with the Union and each incumbent employee during the process.

B. In the event, the Human Resources Manager or designee determines that the reclassification is not appropriate, the Union may appeal the decision to the City Manager in writing, not later than ten (10) calendar days after the date of the Human Resources Manager or designee's decision. The City Manager shall render a decision within ten (10) calendar days of the appeal. The decision of the City Manager shall be final. This section is not subject to the grievance procedure.

C. Reclassifications will be effective either the date of the Human Resources Manager or designee's decision or three (3) months after the submission of the request, whichever is earlier.

D. Employees who are reclassified through the City's reclassification process to a higher classification will not be subject to the probationary period.

ARTICLE 24: POSITION RECRUITMENT

A. Postings

1. Open Recruitment for Promotional opportunities for permanent city positions in classifications within the representation unit will be posted at all work locations and on the City's website for at least fourteen (14) calendar days prior to closing applications and shall be mailed to the Union and e-mailed to bargaining unit members with City e-mail accounts.

2. "Internal Only" recruitment for promotional opportunities for permanent city positions in classifications within the representation unit will be posted at all work locations for at least seven (7) calendar days (Monday through Friday) prior to closing applications and shall be mailed to the Union and e-mailed to bargaining unit members with City e-mail accounts.

3. Such postings shall include a description of the type of examination and screening process that will be used in filling the position. Any test given shall relate to the skills, knowledge, and abilities necessary to perform the job.

B. Mandatory Interviews The top two (2) permanent bargaining unit members applying for promotional opportunities for classifications within the representation unit and who meet the minimum qualifications for the position will be interviewed regardless of the number of interviewees otherwise requested by the hiring department. When possible, the top two (2) permanent bargaining unit members applying for promotional opportunities outside of the representation unit and who meet the minimum qualifications for the position will be interviewed.

C. The List

Once a list of reachable candidates has been generated and upon request by any Department Head, the Human Resources Manager shall refer to the requesting Department a list of the top seven (7) candidates as well as a list of all internal applicants on the

recruitment list. The Department Head shall have the discretion to interview any of the candidates whose names have been referred by the Human Resources Manager.

ARTICLE 25: TRAVEL EXPENSES

Pursuant to City Policy, the City will advance 75% of the allowable reimbursement for meals consumed by bargaining unit members during travel on City business. For reimbursement exceeding the 75% advance, bargaining unit members are still required to submit receipts for meal reimbursement upon return from travel and will be reimbursed up to the allowable amount after submission of receipts.

If a bargaining unit member is required to use his/her personal vehicle for pre-approved work-related travel purposes, the City shall pay said employee mileage at the current IRS rate.

ARTICLE 26: TUITION REIMBURSEMENT

A. The City shall provide tuition reimbursement for employees, subject to the limitations below of five hundred dollars $600 per fiscal year paid as taxable wages. Limited to the unit cost of the class and required textbooks (no supplies, no parking or mileage reimbursement). Coursework must be on the employee's own time.

B. Tuition reimbursement shall be available only for coursework taken at an accredited institution and is only available for coursework in which the employee receives a passing grade. These funds are subject to budgetary constraints and may not be available from year to year.

C. All eligible employees in this unit are eligible to receive the $600 reimbursement, regardless of total cost to the City. In the event that the bargaining unit has not exhausted $5,000 in reimbursement by May 31 of any fiscal year, any unit member who has received the maximum individual reimbursement ($600) but has expended more than that amount on textbooks or tuition for approved coursework may apply to the City Manager for reimbursement of the remainder of the appropriate expenses up to $1000 maximum per individual. This additional reimbursement is on a first come, first serve basis and will be granted up to a total $5,000 per fiscal year for the entire unit. Workers must submit a request for additional reimbursement on or before May 31. If the balance remaining in the reimbursement pool is not sufficient to pay the additional expenses for applications received by May 31, the pool shall be distributed equally to each applicant up to the amount of each reimbursement request.

ARTICLE 27: LABOR-MANAGEMENT COMMITTEE

A. Purpose: A labor/management Committee shall be created. The purpose of the Committee shall be to examine labor-management issues. The committee shall also monitor labor-management issues that have not yet risen to the level of grievances.

B. Composition: The Committee will be composed of the Assistant City Manager, up to two (2) management representatives, the Local 521 staff person, and up to three (3) Local 521 members.

C. Meeting Schedule: The Committee will commence meeting after ratification of the Agreement. The Committee will meet at least quarterly during the term of the agreement.

ARTICLE 28: LICENSES AND CERTIFICATES

Workers who are required by State and/or Federal agencies to be licensed or secure a certificate shall be reimbursed for the fees for the licenses or certificates. This provision excludes licenses required by the Department of Motor Vehicles.

ARTICLE 29: Teleworking

SEIU bargaining unit employees have the right to telework when feasible according to the needs of the City and can request to work remotely/telework by writing to their direct supervisor. The parties shall follow the City's personnel rules regarding teleworking, which is subject to meet and confer prior to implementation.

ARTICLE 30: Repayment Authorization

When it is discovered that an employee has been overpaid, regardless of cause, the City shall have the ability to recover those monies via a repayment agreement (see Appendix B). Such repayment agreement will not extend longer than the amount of time that the overpayment occurred, unless the parties mutually agree to another timeline.
In the event a payroll error has been made, including but not limited to the payment of an employee's salary, overtime payment or leave accruals, balances or usages, the City shall, for purposes of future compensation, adjust such compensation to the correct amount, and give written notice to the employee. The city shall provide documentation to back-up the conclusion that there has been an overpayment.

In the event an employee received an overpayment, the City and employee shall agree upon a repayment schedule utilizing one, or a combination of, the following elements:

(1) Lump sum payment by the employee;
(2) A one-time deduction from available accrued leave balances except sick leave equivalent to the overpayment at the employee's current hourly rate;
(3) A repayment schedule through payroll deduction; and/or
(4) Other means, as may be mutually agreed between the parties.

No action shall be taken to enforce repayment of an overpayment, or to correct an underpayment, unless action is taken within two (2) years from the ending date of the pay period in which the error is discovered. "Action is taken" as used in this Section shall mean written notice to the employee in the case of an overpayment or written or oral notice to the City in the case of an underpayment error.

ARTICLE 31: SAVINGS CLAUSE

If any article or section of this contract or any rider thereto should be held invalid, illegal or unenforceable by operation of law or by any tribunal of competent jurisdiction, or if compliance with or enforcement of any article or section should be restrained by such tribunal pending

forma1 determination as to its validity or legality, the remainder of this contract or any rider thereto, or the application of such article or section to persons or circumstances other than those which it has been held invalid or as to which compliance with or enforcement of has been restrained, shall not be affected thereby.

It is further the intent that should any article or sections of this contract be held invalid, illegal or unenforceable and inoperable, that article or section shall be renegotiated in an attempt to provide validity, legality and acceptability to such section or article.

31.1 Amendments to Agreement
This Agreement may be amended only by the mutual written agreement of the parties. Such amendments shall be lettered, dated, and signed by the parties and shall constitute a part of this Agreement.

ARTICLE 32: TERM

The term of this MOU shall be from August 1, 2022 to Dec 31, 2023 equivalent to sixteen months. Ninety days prior to the expiration the parties shall meet and confer, at the request of either the City or the Union, to amend or extend this Memorandum of Understanding.

ARTICLE 33: AUTOMATIC PAYROLL DEPOSIT

All employees covered by this Agreement shall participate in the City's automatic payroll deposit program. Participation shall mean the employee's execution of a payroll authorization form and submission of a voided check or savings slip to the Finance Department. It shall be the employee's choice as to which financial institutions(s) he/she designates as the institution(s) receiving the payroll funds.

When the authorization form is properly executed and filed with the Finance Department, the City shall automatically deposit in the employee's designated financial institution account(s) the net amount of pay each designated biweekly payday.

APPENDIX A

SERVICE EMPLOYEES INTERNATIONAL UNION – MISCELLANEOUS UNIT

1. Accountant I
2. Accounting Technician I
3. Accounting Technician II
4. Accountant II
5. Administrative Grants Coordinator (NEW CLASS)
6. Administrative Assistant
7. Assistant Engineer
8. Assistant Planner
9. Associate Engineer
10. Associate Planner
11. Building Inspector I
12. Building Permit Technician
13. Code Enforcement Officer I
14. Code Enforcement Officer II
15. Community Services Officer
16. Environmental Services Aide
17. Electrician
18. Engineering Technician
19. Kitchen Aide (Part-Time)
20. Maintenance Worker I
21. Maintenance Worker II
22. Maintenance Worker III
23. Nutrition Site Supervisor (Part-Time)
24. Office Assistant
25. Police Records Clerk I
26. Police Records Clerks II
27. Police – Property and Evidence Technician
28. Police Crime Analyst
29. Public Works Inspector
30. Rent Stabilization Counselor I/II
31. Secretary I
32. Secretary II
33. Shuttle Van Driver (Part-Time)

APPENDIX B
Repayment Authorization Form

CITY OF EAST PALO ALTO
PAYMENT PLAN AUTHORIZATION FORM

Employee Name: _____

AMOUNT OWED TO THE CITY FOR COVERAGE: _____

Instructions: Please select one of the options below by placing an X in the appropriate box of your choice.

OPTION 1

Amount to be paid in one lump sum of **$ -** using either option **A** , **B** or **C** below:

A) to be deducted from your next payroll check. ☐

B) to be paid by check or cash to the City ☐

C) to be paid from earned leave balances* ☐

OPTION 2 **0.00**

A bi-weekly amount of **#DIV/0!** to be taken from _____ paychecks.

OPTION 3 **$ -**

A bi-weekly amount of _____ to be taken from the next payroll periods until paid.

OPTION 4

0.00

Other option described here: **#DIV/0!** to be taken from _____ paychecks.

I agree and understand the terms of this payment arrangement and authorize the City of East Palo Alto to deduct the following amount from my paycheck based on the payment plan option selected above. If I resign or am terminated, I understand that the remaining balance will be withheld from my final check.

_____ _____
Employee Signature Date

_____ _____
City Official Date

***** *Leave balances shall include vacation leave, floating holiday leave and comp time* ***only****.*
Any pay increases may be used by the City to lower agreed upon payment plan to balance your payroll check.

ACCEPTED BY:

For the Union:	For the City:
_____ Eidref Laza, SEIU Local 521	_____ Melvin Gaines, City Manager
_____ Janet Nuñez-Aguilar, SEIU Member	_____ Ana Torres-Mondragon, Human Resources Manager
_____ Salani Wendt, SEIU Member	_____ Brenna Rowe, Chief Spokesperson Sloan Sakai Yeung & Wong LLP
_____ Lenin Melgar, SEIU Member	
_____ Agripina Villegas, SEIU Member	

THE CITY OF EAST PALO ALTO
AND
SERVICE EMPLOYEES INTERNATIONAL UNION, (SEIU - LOCAL 521)

SIXTEEN MONTH AGREEMENT (AUGUST 1, 2022 THROUGH DECEMBER 31, 2023)

PREAMBLE

This Memorandum of Understanding is entered into by and between the City of East Palo Alto, hereafter referred to as "City", acting through its negotiator, and employees in the miscellaneous unit of the of the City as represented by Service Employees International Union (SEIU), Local 521, hereafter referred to as "Union", pursuant to the Meyers-Milias-Brown Act (Government Code Section 3500-35100). Pursuant to Federal and California law, the City and Union have met and conferred in good faith and have fully communicated and exchanged information concerning wages, hours, and other terms and conditions of employment for the term of this agreement. It is the intent of the Parties to set forth herein their entire agreement covering rates of pay, wages, working hours, and other conditions of employment and to provide for prompt and fair settlement of grievances without interruption or other interference with the normal operations of the City.

This Agreement constitutes a mutual understanding between the parties of those wages, hours and conditions of employment, which are to be in effect during the period of the Agreement.

Both parties have mutually agreed that their objective is for the good of the City of East Palo Alto and Union members alike. Both parties agree further that, in the interest of collective bargaining and harmonious relations, they will, at all times, abide by the terms and conditions as hereinafter set forth.

Unless separately identified in another provision of this Agreement, any notification given pursuant to the terms of this agreement shall be sent to the following:

For the City:
City Manager
City of East Palo Alto
EPA Government Center
2415 University Avenue
East Palo Alto, CA 94303

For SEIU, Local 521:
Internal Organizer
Service Employees International Union
SEIU, Local 521
2302 Zanker Rd
San Jose, CA 95131

PREAMBLE 1
ARTICLE 1: RECOGNITION 3
ARTICLE 2: NON-DISCRIMINATION 3
ARTICLE 3: UNION SECURITY 4
ARTICLE 4: RIGHTS OF PARTIES 4
ARTICLE 5: LAYOFF 7
ARTICLE 6: FURLOUGH 8
ARTICLE 7: CONTRACTING OUT 8
ARTICLE 8: PERSONNEL ACTIONS 8
ARTICLE 9: WAGES 10
ARTICLE 10: HIGHER CLASS PAY 10
ARTICLE 11: HOURS OF WORK 11
ARTICLE 12: ROTATION OF OVERTIME AND CALLBACK 13
ARTICLE 13: BILINGUAL EXAMINATION AND DIFFERENTIAL 13
ARTICLE 14: UNIFORM BOOTS AND LICENSES 14
ARTICLE 15: HOLIDAYS 15
ARTICLE 16: LEAVE PROVISIONS 16
ARTICLE 17: RETIREMENT 21
ARTICLE 18: GRIEVANCE PROCEDURE 21
ARTICLE 19: DISCIPLINE 24
ARTICLE 20: MEDICAL INSURANCE 26
ARTICLE 21: DENTAL INSURANCE 27
ARTICLE 22. STATE DISABILITY INSURANCE 27
ARTICLE 23: RECLASSIFICATION 27
ARTICLE 24: POSITION RECRUITMENT 28
ARTICLE 25: TRAVEL EXPENSES 29
ARTICLE 26: TUITION REIMBURSEMENT 29
ARTICLE 27: LABOR-MANAGEMENT COMMITTEE 29
ARTICLE 28: LICENSES AND CERTIFICATES 30
ARTICLE 29: TELEWORKING 30
ARTICLE 30: REPAYMENT AUTHORIZATION 30
ARTICLE 31: SAVINGS CLAUSE 30
ARTICLE 32: TERM 31
ARTICLE 33: AUTOMATIC PAYROLL DEPOSIT 31

ARTICLE 1: RECOGNITION

Union Recognition

The Association has been recognized as an Employee Organization pursuant to the Employer-Employee Resolution of the City adopted November 21, 1983 for the regular full-time employees assigned to the classes set forth in Appendix A.

This unit of employees shall, for the purpose of identification, be titled the Miscellaneous Unit.

Pursuant to Section 3500-3510 of the Government Code of the State of California, the City recognizes SEIU, Local 521 as the exclusive bargaining agent for the purpose of establishing salaries, wages, hours, and other conditions of employment for all regular full-time (regularly scheduled at 40 hours or more per week) and part-time (scheduled at more than 999 hours per year) miscellaneous employees in the City, but excluding all seasonal, casual, irregular part-time (those working less than 999 hours per year), sworn and supervisory / management or confidential employees. Pursuant to the language in the MOU, this list can be amended from time to time.

1.1 Establishment of New Positions

The City will provide reasonable advance written notice to the Union prior to establishing any new classifications appropriate to the SEIU unit. Upon written request from SEIU prior to the establishment of the classification by the City Council, the City shall meet and confer regarding the job description and salary range for the new position.

1.2 Job Descriptions

The City will make Job Descriptions for all filled bargaining unit positions available to the Union upon request and will provide the Union with drafts of revised job descriptions before approval by the City Manager. Upon request, the City will meet and confer with the Union over changes in job descriptions for bargaining unit members prior to approval by the City Manager.

ARTICLE 2: NON-DISCRIMINATION

2.1 Non-Discrimination

The provisions of this Memorandum of Understanding (MOU) be applied equally to all employees covered hereby without unlawful discrimination because of race, religious creed or political opinion or affiliation or legitimate union activity, color, national origin, age, ancestry, physical and or/mental disability (including HIV and AIDS), medical condition, genetic information, marital status, sex (including childbirth, breastfeeding and medical conditions related to pregnancy, childbirth or breastfeeding), gender, gender identity, gender expression, sexual orientation, or military and/or veteran status, against any employee or applicant for employment by the Union or by the City or by anyone employed by the City; and to the extent prohibited by applicable state and federal law.

ARTICLE 3: UNION SECURITY

3.1 An employee may at any time execute a payroll deduction authorization form ("Deduction Authorization Form") as furnished by SEIU, Local 521. SEIU, Local 521 will be the custodian of record for Deduction Authorization Forms and will provide the City with a written certification that it has and will maintain a Deduction Authorization Form, signed by each individual from whose salary or wages the deduction or reduction is to be made ("Certified List").

The City will direct employee requests to authorize deduction(s), or requests to cancel or change status regarding such deduction(s), to SEIU, Local 521. SEIU, Local 521 shall not be required to provide the City a copy of the Deduction Authorization Form unless a dispute arises about the existence or terms of the authorization. However, SEIU, Local 521 will provide the City with a Certified List with sufficient information to allow the City to identify the appropriate level of deduction for each member.

The City will begin deductions in the amount prescribed by SEIU, Local 521 in the first full payroll period after receipt of the Deduction Authorization Form from SEIU, Local 521.

Deductions may be revoked only pursuant to the terms of the member's written authorization. The City shall direct member requests to cancel or change deductions to SEIU, Local 521 and shall rely on information provided by SEIU, Local 521 regarding whether deductions for a member were properly canceled or changed. However, the parties agree that the City shall automatically cease deductions for any member who is no longer employed in a classification represented by SEIU, Local 521.

Consistent with state law, SEIU, Local 521 shall indemnify and save harmless the City, its officers and employees, for (1) any claims made by an employee for deductions made in reliance on SEIU, Local 521's Certified List or a Deduction Authorization Form and (2) any claims made by an employee for deductions made in reliance on information provided by SEIU, Local 521 regarding changes or cancellations to the deduction authorization.

The City believes the following information currently is exempt from disclosure under the Public Records Act and will not disclose it pursuant to a request under that Act unless the City determines that at the time of the request the law clearly requires disclosure: employee non-work addresses, personal phone numbers, or personal e-mail addresses.

ARTICLE 4: RIGHTS OF PARTIES

4.1 Management Rights

The City hereby retains and reserves unto itself, without limitation, all powers, rights, authority, duties and responsibilities conferred upon and vested in it by the laws of the Constitution of the State of California and of the United States, including but not limited to the generality of the foregoing, the right:

a. To set standards and levels of service;

b. To determine the procedures and standards of selection for employment and promotions;

c. To direct its workers;
d. To determine the methods and means to relieve its workers from duty because of lack of funds or other lawful reasons;
e. To determine the methods, means, numbers and kinds of personnel by which City operations are to be conducted;
f. To determine the methods of financing;
g. To determine the size and composition of the work force and allocate and assign work by which the City operations will be conducted;
h. To determine and change the number of locations, relocation and type of operations, processes and materials to be used in carrying out all City functions;
i. To establish employee performance standards including, but not limited, quality and standards, and to require compliance therewith;
j. To take necessary actions to carry out its mission in emergencies;
k. To exercise complete control and discretion over its organization and the technology of performing its work;
l. To take any and all steps necessary to discharge the City's responsibilities to provide for the safety of the public it serves and to provide employees with a safe working environment; provided, however, nothing herein shall preclude the Union from providing input, consulting and/or meeting and conferring with the City as required by law on such safety issues so long as such actions do not prevent the City from discharging these responsibilities;
m. The exercise of the foregoing powers, rights, authorities, duties, and responsibilities by the City, the adoption of policies, rules, regulations and practices in furtherance thereof, and the use of judgment and discretion in connection therewith shall be limited only by the specific and express terms of this memorandum and then only to the extent such express terms hereof are in conformance with the Constitution and laws of the United States and the Constitution of the State of California; and
n. The exercise by the City through its City Council and management representatives of its rights hereunder shall not in any way, directly or indirectly, be subject to any grievance procedure nor subject to meeting and conferring.

4.2 Employee Rights

Employees of the City shall have the right to form, join and participate in the activities of employee organizations of their own choosing for the purpose of representation on all matters of employee relations. Employees also have the right not to participate in the activities of any employee organization.

Neither the City nor SEIU shall interfere with, intimidate, restrain, coerce, unduly influence or discriminate against any bargaining unit member because of his/her exercise of these rights.

4.3 Union Rights

A. Union Access

A qualified representation of the union shall be allowed to visit City work locations for the purpose of ascertaining, whether or not this Agreement is being observed. The right shall be exercised reasonably. The qualified representative shall report to management before proceeding to any work locations that are not open to the public. The representative shall not meet with employees during work time (not including breaks) and shall not interfere with the normal conduct of work. Activities such as solicitation of membership, collection of dues, holding membership meetings, campaigning for office, conducting elections and distributing literature is strictly prohibited during working hours without prior approval of the City Manager or his/her designee.

B. Notification to the Union

The City will comply with all conditions established by the Meyer, Milias, Brown Act.

C. Bulletin Boards

Posting of information on City premises shall be limited to approved bulletin boards. Adequate space shall be made available to the Union for posting information on approved bulletin boards, provided the posted material is not derogatory to the City, employees of the City, or other employee organizations, and does not support or oppose candidates for public office or ballot issues. The City agrees it will not attempt to censor language and/or articles contained in the official SEIU newsletter for the City of East Palo Alto.

D. Release Time

1. The Union shall be limited to no more than one steward for every seven (7) members of the unit. However, Union may identify alternate stewards. Each alternate steward shall share the three (3) hours of release time with the primary steward for which they are the alternate. The Union shall provide the City with a list of all the primary and alternate stewards, including work assignment and contact information.

2. Stewards shall be allowed no more than three (3) hours per month of release time to represent workers in meetings related to grievances, to investigate grievances, to orient new employees, and to meet with management to discuss Union activities. The monthly allotment of hours provided for stewards cannot be transferred or accumulated from month to month.

3. Release time must be pre-approved and is at the discretion of the City designated supervisor but shall not be unreasonably denied. Moreover, release time will not be given if it will create a need for overtime.

4. A Steward who is released by a supervisor to investigate a grievance or to meet with City officials shall return promptly to his/her regularly assigned duties.

5. Only one Steward shall be relieved from assigned work duties for any given matter.

E. List of Employees

On a quarterly basis, the City will provide the Union with a unit list including name, classification, and department. Upon adoption of this Agreement, the City shall distribute to all bargaining unit employees an "Address and Telephone Release Form," which shall permit each employee to authorize the City to release his or her mailing address and contact telephone number to SEIU. Each new employee hired subsequent to adoption of this agreement, shall be given a copy of the "Address and Telephone Release Form." Upon receipt of an "Address and Telephone Release Form" from an employee, the City shall release to the union that employee's last known mailing address and contact telephone number. The City shall develop a new "Change of Address" form that permits employees to release change of address information to SEIU. Upon receipt of a Change of Address form authorizing such release of information, the City shall provide a copy of the Change of Address form to SEIU.

F. Bargaining Team

Subject to the City's operational needs, the City shall allow four (4) SEIU Bargaining Team members reasonable time from work to attend required bargaining meetings during negotiations over a successor MOU. Additionally, negotiators will normally be granted one-half hour caucus time before, exclusive of travel to and from their worksite to the negotiations site. Reasonable requests for additional prep time will be granted. Should a conflict arise between negotiations and City business, the City will notify SEIU immediately and the parties will work to resolve scheduling issues. The City will not reimburse bargaining unit team members for time spent bargaining outside of normal work hours.

G. New Worker Orientation

The City will give new bargaining unit members contact information for the Union and any relevant materials (including the MOU) provided by the Union. The City will allow each new bargaining unit member thirty (30) minutes of release time to meet with a local union representative. This time must be used during the member's first pay period of employment with the City. The City will give the Union at least one-week advance notice of a new employee being hired. The City shall grant release time to at least one appointed Union member to conduct the new worker orientation.

4.4 Use of City Facilities

The parties agree that work time is for work. Therefore, union meetings and other union activities shall not occur during participating employees' work time. Union meetings may occur on participating employees' non-work time in City-controlled public meeting facilities. However, the Union shall limit its use of City facilities to comply with City Policy, Rules, and Regulations. The Union shall procure prior City approval for the use of such facilities and shall schedule the use of City facilities according to City procedure.

ARTICLE 5: LAYOFF

5.1 Layoff

The parties agree to abide by the City Personnel Rules related to layoff and the applicable requirements of Meyers – Milias-Brown Act (MMBA).

5.2 Negotiations Over Layoff Procedures

The parties agree to meet and confer over the revision of the layoff rules in the Personnel Policies and Procedures. In consideration of the City's current staffing, a good faith effort will be made to begin negotiations over revisions of the layoff rules prior to the expiration of this MOU.

ARTICLE 6: FURLOUGH

The City agreed to no mandatory furloughs for the term of this contract.

ARTICLE 7: CONTRACTING OUT

7.1. The parties have a shared interest in eliminating unnecessary consulting contracts and hiring permanent employees to perform the work of the City. Conditioned upon having available funds, the City will make every effort to recruit and fill all authorized positions which belong to the bargaining unit. The City will retain the right as to how services will be delivered to the citizens of East Palo Alto.

7.2. Notification to the Union

Whenever possible, the City agrees to notify the Union ninety (90) days in advance of contracting out work that results in or is the result of the elimination or non-filling a bargaining unit position and will negotiate with the Union regarding the effects of the contracting out on remaining bargaining unit members. In the event the City is moving forward with such a contract in a timeframe shorter than ninety (90) days prior to contracting out work that results in or is the result of the elimination or non-filing a bargaining unit position, the City will notify the Union as soon as possible.

7.3. Recruitment

This provision shall not apply in situations where the City is preparing for or holding a recruitment for a bargaining unit employee to perform the work or where a recruitment has been unsuccessful in filling the unit position the last twelve (12) months. However, if a recruitment is unsuccessful, the City will run a new recruitment within twelve (12) months after the contracting out of work.

7.4. List of Vendors

The City will provide SEIU with a list of active Purchase Orders twice a year.

ARTICLE 8: PERSONNEL ACTIONS

8.1 Personnel Actions

The parties agree to abide by the City's personnel rules, in regards to personnel actions as detailed in Personnel Policies and Procedures Sections 3.3.01 through 3.3.03; 3.7.07 through 3.7.13.

8.2 Personnel Files

A. An employee may review his/her own personnel file (with the exception of investigative data pertaining to a possible criminal offense and letter of reference) when Human Resources Office staff are available. The employee may also, by

his/her written authorization, permit his/her representative to review his/her file under the supervision of Human Resources Office staff.

B. Within ten (10) calendar days after the City notifies an employee of the placement of allegedly derogatory or erroneous materials in his or her personnel file, the employee may prepare a written response to the derogatory or erroneous materials. Any such response shall be placed in the employee's personnel file.

C. Likewise, within ten (10) calendar days after the City notifies an employee of the placement of allegedly derogatory or erroneous materials in his or her personnel file, the employee may request in writing that the Human Resources Manager remove said materials. The Human Resources Manager shall render a decision in writing within ten (10) business days after the employees' request.

D. This section shall not apply to performance evaluations. If an employee's performance evaluation results in the employee not receiving a step increase, and the employee believes his/her performance evaluation is inaccurate, the employee may, after speaking with their supervisor, request the Human Resources Manager review the performance evaluation. The Human Resources Manager's decision on the performance evaluation is final and shall not be subject to the grievance procedure.

8.3 Probationary Period

For general Full-time and Permanent Part-Time employees, the probationary period shall be for a period of not less than six (6) months of actual service. However, the supervisor may extend the probationary period for up to three (3) additional months with the written approval of the Human Resources Manager.

Probation periods shall also apply to those that are newly promoted or transferred. The probationary period shall be for a period of not less than six (6) months of actual service from the date of promotion or transfer.

Except as otherwise required by law, effective March 1, 2004, for existing classifications filled by general full-time and permanent part-time employees, the probationary period shall be for a period of not less than six (6) months of actual service. In the event, the City establishes a new bargaining unit classification, that classification shall normally follow the "6+6" probationary period defined above. However, in the event, the City determines that a new classification requires a longer probationary period, the probationary period shall be for a period of not less than twelve (12) months of actual service. The City shall notify SEIU of its intent to establish a classification using this "12+6" probationary period and shall provide SEIU with the opportunity to discuss the basis for the longer probationary period upon request.

8.4. Merit Step Increases

1. Upon the completion of six (6) months of actual initial or promotional probationary service and after receiving a satisfactory performance evaluation, eligible full-time employees who were initially appointed to the "A step" of the salary range in effect for

the class to which appointed will be granted a merit increase to the next higher step in the pay range.

Employees who are at the "B step" of the salary range or higher shall receive a merit increase to the next higher step until the top step of the pay range each twelve (12) months of actual service after receiving a satisfactory performance evaluation. Regular part-time employees shall be entitled to merit increases after receiving a satisfactory performance evaluation upon completion of not less than twelve (12) months of actual service in each step of the range.

2. An employee shall not receive a merit increase beyond the maximum step established for the job classification.

3. Merit increases shall be effective on the anniversary date (i.e., six (6) months after initial appointment to the classification at Step A and every twelve (12) months after that), regardless of the date of evaluation.

4. Pay Following Promotion:

   SEIU bargaining unit employees that are promoted will be offered pay in accordance with Policy and Procedure 3.9.08. If said promotion were to occur during the 30 days prior to the date of the Employee's Performance Review (EPR), the subsequent step increase would occur before the promotion.

ARTICLE 9: WAGES

9.1 Cost of Living Adjustments

i. Employees in this unit will receive a salary increase of – 5% (five) effective the first full payroll immediately following adoption of this agreement by City Council

ii. Employees in this unit will receive a one-time payment of $2,500 effective the first full payroll following Dec 1, 2022.

9.3. Premium Pay

The City and the Union agree to meet and confer over premium pay for the SEIU bargaining unit related American Rescue Plan Act funds and if an agreement is not reached prior of the commencement of the next MOU negotiations, then this topic will be included in those negotiations.

ARTICLE 10: HIGHER CLASS PAY

A. The parties will continue to have discussions over higher class pay in Labor Management. This provision will sunset upon the parties' mutual agreement on a replacement to this section.

B. An employee who is designated by his or her department head and approved by the City Manager to work in a position in a higher classification for period of more than two (2) consecutive days shall, beginning on the third (3rd) consecutive day, be entitled to an additional five percent (5%) of salary for the remainder of the period that he or she is assigned to work in the higher classification.

C. An employee on an out of class assignment shall receive the upgrade rate for all standby duty and call-back overtime pay earned while working out of class.

D. An employee who works in a higher classification for more than thirty-one (31) days shall be entitled to pay at either the lowest step of the salary range for the position in which he or she is working or 5% of salary, whichever is greater. In addition, the employee's paid time off shall be compensated at the pay rate of the higher classification.

ARTICLE 11: HOURS OF WORK

11.1 Hours of Work

A. Regular Workweek

The regular workweek for bargaining unit employees shall consist of forty (40) hours within a seven (7) day workweek which begins Sunday morning at 12:00 a.m. and ends the following Saturday night at 11:59 p.m. The regular workweek for bargaining unit employees shall consist of five (5) consecutive days served in units of eight (8) hours. Most City employees work from 8:00 am to 5:00 pm with one (1) hour meal period. Employees in the maintenance division work from 7:30 a.m. to 4:00 p.m. with a thirty (30) minute meal period. However, employees may be assigned to different schedules based on operational need. The workweek for employees on an alternate work schedule will be set forth in a letter establishing the alternate work schedule.

B. "Flex" Hours

With the approval of their supervisor, employees assigned to work off hours, such as attendance at evening meetings or early morning training, may flex their schedules to accommodate the additional work, so long as the "flexed" hours occur within the same workweek. If the employee's request to flex his or her schedule is denied, the employee may appeal the denial to his or her Department Head.

C. Alternate Work Schedules

The City may establish alternate workweeks (including 4/10, 9/80 or other schedules) for individuals or groups of employees by providing employees with written notice. The City and Union agree that the availability of alternate work schedules may be a valuable benefit to workers and the City. Alternate work schedules requests may be initiated by employee(s) or at the initiative of the City. Alternate work schedules must be recommended by the Department/Division Manager and approved by the City Manager, with the needs of the City, service to the public, and the needs of the employee(s) being considered. At the request of either party, the parties will meet and confer over the establishment of alternative work schedules in specific work locations. Should a

department or division establish an alternative work schedule as a result of meet and confer, the City will notify the Union of any issues with the alternative work schedule as well as any plans to eliminate the schedule.
In all decisions regarding alternative work schedules, the City Manager or designee's decision will be final.

D. Rest Periods

Bargaining unit members will normally be granted and take a rest period of fifteen (15) minutes during each four (4) consecutive hours worked. These rest periods are considered time worked for pay purposes. For employees in the field, rest periods must be taken at the employee's work area, provided that the work area is equipped with a public or City restroom, potable water, and shaded area, or at the closest facility that is equipped with a public or City restroom, potable water, and shaded area.

11.2 Overtime

Overtime is to be paid after forty (40) hours worked in one (1) work week. Overtime is paid at the rate of one and one-half times the employee's regular rate for Fair Labor Standards Act ("FLSA") purposes. The City will compute the regular rate, including standby pay, in accordance with the FLSA. Employees may be compensated with Compensatory Time Off (CTO) at the rate of one and one-half hours per hour worked. However, employees may not accrue a CTO balance of more than fifty (50) hours.

11.3 Call Back

Workers who are called back after leaving work at the end of a normal working day shall be paid a minimum of three (3) hours at the applicable rate. If the employee works more than three hours during a call back, the employee shall be paid for his or her actual time worked.

If the employee responding to call back receives a second, third, or more calls within 24 hours, the employee receives the actual time spent on the additional calls.

Callback pay does not apply to incidental work performed without returning to the workplace. Employees will be paid for actual time spent on incidental work required by a supervisor, so long as the work exceeds ten (10) minutes. Incidental work in excess of ten (10) minutes will be recorded in quarter hour increments. Examples of incidental work include periodic phone calls, e-mails, and remote monitoring of systems.

11.4 Rest Periods After Extended Shift

A worker who works more than fourteen (14) consecutive hours during a twenty-four (24) hour period shall be entitled to receive an eight (8) hour rest period before returning to duty. Such rest period shall commence when the worker goes off duty. Should the eight (8) hour rest period extend beyond the starting time of the worker's regular shift, the worker shall be required to work only the remainder of the shift.

11.5 Standby Pay

With the written approval of the City Manager, Department Heads may assign workers to standby duty.

Workers shall be paid an hourly rate of $3.50 per hour for time they are required to be on standby. Compensation for standby shall be paid only for those hours on, which a Department Head actually assigns the employee to standby duty. Employees are not entitled to standby pay for any hours when they are otherwise on paid status (e.g., working their normal shift, overtime, or callback).

Nothing in this section shall be deemed to require any Department Head to assign employees to standby duty. However, when the Department Head determines standby duty is appropriate, employees will be permitted to volunteer for standby if they meet the requirements (including response time) established by the Department Head. For rotational standby lists based on a job classification, absent special circumstances approved by a Department Head or Division Manager, all employees in the classification, shall participate in the standby rotation list.

The parties understand that stand-by compensation includes pay for incidental work performed while on standby. Examples of incidental work include periodic phone calls, e-mails, and remote monitoring of systems.

ARTICLE 12: ROTATION OF OVERTIME AND CALLBACK

Overtime and callback shall be assigned on a rotational basis except when management determines that the application of this provision would result in the assignment of an employee without special skills or training to perform the work with a satisfactory level of services. Hours, selection, and time off shall normally be assigned on a first-come, first served basis. However, seniority shall be used as a tiebreaker.

ARTICLE 13: BILINGUAL EXAMINATION AND DIFFERENTIAL

13.1 Bilingual Differential

Employees who are assigned to job duties requiring the use of bilingual skills are eligible to receive $50.00 per pay period. No employee shall be required to use bilingual skills who is not compensated under this section.

13.2 Eligibility

Bilingual Differential shall be available only to employees who are regularly required to speak, read, or translate in a language other than English in order to perform assigned job duties arising during the normal course of work.

13.3 Examination Process

The City shall establish a test for Bilingual Differential. This test shall include a written and verbal certification, including translation, given by an individual or entity designated by the City. The Human Resources Department shall be responsible for overseeing the administration of the test and certifying test results.

Eligible bargaining unit members may request to take the Bilingual Differential test by submitting a request in writing to the Human Resources Department. Within thirty (30) days of receiving such a request, the Human Resources Department shall decide, in its sole discretion, whether the employee is eligible for Bilingual Differential based on whether bilingual skills are essential to successful performance of the employee's

assigned job duties and shall issue notice of its decision to the employee. The decision of the Human Resources Department to arrange for testing shall be final.

If the Human Resources Department approves an employee's request for bilingual testing, the Department shall arrange for testing to be completed within thirty (30) days of the approval.

13.4 Effective Date

Bilingual Differential shall be paid beginning on the first day of the first pay period following the Human Resources Department's certification that the employee has passed the test for Bilingual Differential and otherwise met the requirements to receive Bilingual Differential. Bilingual Differential shall be based solely on the date of the Department's certification and shall not be paid retroactively.

ARTICLE 14: UNIFORM BOOTS AND LICENSES

14. 1 Uniforms

The City may require bargaining unit employees to wear uniforms. Except as provided herein, bargaining group employees who are required to wear uniforms, rain gear, or safety gear will be provided with the appropriate uniform items. The City shall continue to provide laundry service for uniforms provided to the Maintenance Workers.

So long as uniforms are required, the City shall provide the initial three (3) shirts, two pants, boots, jacket, belt and nameplate for the Environmental Services Aide, Community Services Officer and Code Enforcement Officer Classifications who are required to wear uniforms and shall pay $175 every six months for the care and replacement of City-required uniforms. Newly hired or newly eligible employees will be prorated on a monthly rate for this allowance.

For employees who already received additional City provided shirts, the City will provide the net difference of the shirts provided to new employees.

So long as uniforms are required, the City shall provide the initial five (5) uniform shirts for Police Records Clerks, if required to wear uniforms, and shall pay $175 every six months for the care and replacement of City-required uniforms. For employees who already received additional City provided shirts, the City will provide the net difference of the shirts provided to new employees. Newly hired or newly eligible employees will be prorated on a monthly rate for this allowance.

In the event, the City ceases to require uniforms or begins to provide uniforms for any of these classifications, the uniform allowance shall cease.

City-provided uniforms and equipment are to be used for City business only. In the event, an employee damages, destroys, or loses City-provided equipment or uniform while the equipment or uniform is being used for non-City business, the employee will reimburse the City for the repair or replacement cost of the item and may be subject to discipline.

14.2 Boots

Employees represented by this bargaining group who are required to wear protective footwear will be reimbursed up to $250 per year for the purchase of shoes/boots, orthopedic insoles, and ergonomic support inserts.

In the event an employee's shoes are damaged and/or worn, and/or unsafe as determined by the City, the employee may request that damaged shoes be replaced provided:

A. The division head/manager concludes the shoes are damaged and need to be replaced.

B. The employee furnishes proof of purchase for the damaged shoes. Purchase shall have been within the current fiscal year.

C. The employee has fully expended the boot allowance. If not fully expended, the employee must use the balance of his/her allowance for the purchase of replacement shoes.

Requests for replacement equipment shall be made to the City in writing on a City provided form. The City shall normally respond to such requests within five (5) working days. Denials may be appealed to the Human Resources Manager in writing within five (5) working days. The decision of the Human Resources Manager is final and shall not be appealed.

Denials of replacement equipment shall not be subject to the grievance procedure.

14.3 Fair Labor Standard

The parties agree that uniforms provided by the City to employees should be manufactured under a "fair labor standard." In the event, the Union has concerns about the labor practices of a manufacturer, it will present information regarding those labor practices to the City. The City and Union will then meet to review and discuss the manufacturers' practices and appropriate responses.

14.4 DMV Pull Notice Program

Employees whose positions require that they operate vehicles on city business, must possess and maintain a valid California driver's license appropriate for the job and vehicle(s) to be operated. Employees required to operate motorized vehicles while on duty must enroll in the City's department of motor vehicles employer pull-notice program.

Employees enrolled in the DMV employer pull notice program must fill out a City-specified enrollment/waiver form directing the DMV to provide the City with periodic updates of the employee's driving record.

ARTICLE 15: HOLIDAYS

15.1 Holidays Observed

The parties agree to abide by the Holidays provisions contained in Section 3.10.01 through 3.10.05 of the City's Personnel Rules and Regulations. Defined holidays are as follows:

- New Year's Day, January 1
- Martin Luther King Day, 3rd Monday in January
- Lincoln's Birthday, February 12
- Washington's Birthday, February 22 or its legal substitute (third Monday in February)
- Cesar Chavez Day, last Monday in March
- Memorial Day, May 31 or its legal substitute (third Monday in May)
- Juneteenth, June 19
- Independence Day, July 4
- Labor Day, first Monday in September
- Veteran's Day, November 11
- Thanksgiving Day, fourth Thursday in November
- Day after Thanksgiving, fourth Friday in November
- Christmas Day, December 25

Note: When any day recognized as a holiday falls on Sunday, the holiday shall be observed on the following Monday. When any day recognized as a holiday falls on a Saturday, the holiday shall be observed on the preceding Friday.

ARTICLE 16: LEAVE PROVISIONS

Effective the first full payroll pay period following City Council adoption of the MOU, the City will grant employees with twenty-five (25) or more years of City service twenty (20) hours of additional leave time. This additional leave must be used by the end of 2022. Any leave not used by the end of the calendar year will be paid out in the paycheck for the last full pay period for 2022 at the employee's hourly rate.

16.1 Vacation

A. Crediting Vacation

Full-time employees, excluding seasonal and part-time temporary, shall be credited with vacation as follows:

Minimum Continuous Service	Amount of Vacation Earned Annually

0-4.99 years	80 hours (3.08 hrs bi-weekly)
5-9.99 yrs.	120 hours (4.62 hrs bi-weekly)
10-14.99 years:	160 hours (6.15 hrs bi-weekly)
15-plus years:	200 hours (7.69 hrs bi-weekly)

Vacation Accumulation

An employee with less than ten (10) years of consecutive City service shall not accumulate more than two-hundred and eighty-eight (288) hours of vacation. An employee with more than ten (10) years of consecutive City service shall not accumulate more than three-hundred and twenty (320) hours of vacation. Once the accrual cap is reached, an employee will not accrue any additional vacation until he or she reduces the accumulated hours below the accrual cap, either through usage or cash-out. An employee shall receive reasonable notice of the amount of accumulated vacation leave in advance of each anniversary date. Requests for deferring vacation use must be presented to the City Manager sixty (60) calendar days before the end of the calendar year in which the vacation leave was to be taken. In granting deferred vacation, the City Manager may specify a time within which such excess vacation leave must be used.

B. Use of Vacation

The City and Union value vacation and believe that employees' ability to utilize vacation is an important goal. The time at which an employee may use vacation leave and the amount to be taken at any one time shall be determined by the Department Head, with particular regard, for the needs of the City and, insofar as possible, considering the wishes of the employee. Except in unusual circumstances, use of vacation leave shall be scheduled and approved in advance of the first day of absence. Approval of use of vacation leave shall be in a form and manner prescribed by the Human Resources Manager. Said approval of vacation leave shall not be unreasonably withheld.

C. Vacation Cash-out

Members of the bargaining unit may make an irrevocable election in the prior calendar year to cash-out vacation during the month of December each year. To qualify for vacation cash-out, an employee must have more than eighty (80) hours of accrued vacation. During the term of this MOU, Bargaining unit members shall be allowed to cash out up to 80 hours of leave vacation that has accrued in the current calendar year, so long as the member maintains a balance of at least eighty (80) hours. Elections will be cashed out in December the year following the irrevocable election.

16.2 Military Leave

In addition to any provisions outlined in Personnel Policies and Procedures Section 3.12.16, including any amendments negotiated during the term of this agreement, the City shall follow any revised federal and/or state regulations including the Military and Veterans Code of the State of California that govern the granting of military leaves of absence and the rights of workers returning from such leaves.

16.3 Family Medical Leave Act (FMLA) and California Family Rights Act (CFRA)

The City agrees to abide by all conditions provided in the federal Family Medical Leave Act and/or the California Family Rights Act.

16.4 Bereavement Leave

Bargaining unit employees shall be entitled up to three (3) calendar days of paid leave for an occurrence of death or serious illness or accident determined to possibly lead to death in the immediate family; five (5) calendar days if out of state. Additional days may be approved by the City Manager or designee and charged to the employee's available unused leave. This leave shall not be accumulated and is in addition to sick leave and vacation benefits except where additional time off is taken as provided above.

Request for bereavement leave must be in writing, state the relationship of the family member, and be approved in advance by the Department Head and City Manager (or designee). In special emergencies, an employee may request formal approval after the fact, if approved, leave records shall be adjusted accordingly. Death following a serious illness or injury shall generally be regarded as one (1) occurrence; however, the City reserves the responsibility for determining the nature and/or severity of the illness and the amount of time the occurrence warrants.

Immediate family shall mean the following: related by blood, marriage or adoption: spouse, child, parent, sister, brother, uncle, aunt, nephew, niece, grandparent, grandchild, and cousin. Immediate Family shall also include registered domestic partners.

16.5 Sick Leave

A. Sick Leave Certification

1. An employee who is absent on sick leave three (3) or more consecutive working days may be required to present a treating physician's certification shall be required only upon request of the worker's supervisor at least one day prior to the worker's return to work.
2. If management believes there is an abuse of sick leave, the Human Resources Manager may require the worker to provide medical verification for all future sick leave absences for a period of ninety (90) days. Prior to implementing this provision, the worker and the worker's representative shall, upon request, be given the opportunity to meet with the Human Resources Manager to show cause why this provision should not be invoked. Material relating to the sick leave use will be available to the worker and his representative prior to such meeting. The sick leave verification requirement shall be in writing and shall be reviewed every three (3) months, and the worker may appeal the decision to place him or her on sick leave verification and a decision to renew the verification requirement to the City Manager. This section shall not be subject to the grievance procedure.
3. Sick Leave Accrual:
   Full-Time employees shall accrue (3.70) of Sick Leave per pay period. This amount shall be prorated based on hours for employees working less than the 1 FTE.

B. Fitness for Duty

City-required fitness for duty examinations shall occur on administrative leave with pay.

C. Family Sick Leave

Bargaining Unit members may use up to one-half of their annual accrual of sick leave for the diagnosis, care, or treatment of an existing health condition of, or preventive care for, a member of the employee's immediate family. For the purpose of this section, the immediate family of an employee shall be as defined in the Bereavement Leave Section (Section 16.4.B).

16.6 Leave Donations

Employees shall be eligible to participate as donors and recipients in the leave donation program, which provides a mechanism for assisting employees who have exhausted paid leave due to a catastrophic illness and/or injury. This program allows a regular City employee to donate accrued vacation time hours to a specific eligible employee who has exhausted his/her own available leave balances on an hour for hour basis. Catastrophic illness or injury is defined as the employee's own adverse medical condition which requires the employee to be absent from work for more than twenty (20) consecutive work days, or similarly debilitating illness or injury of the employee's immediate family member who has a catastrophic illness or injury as verified by a physician's statement.

A. To receive leave donations, an employee:
   1. Must have been employed in a regular full-time position with the City for a minimum of one year; and
   2. Must be absent from work due to his/her own catastrophic illness or injury for more than twenty (20) consecutive days (as verified by a physician's statement); or be absent from work in order to attend to his/her immediate family member who has a catastrophic illness or injury (as verified by a physician's statement); and
   3. Must have exhausted all earned leave balances (including sick leave if related to the employee's own illness) vacation; except however, donations may be made prior to all balances being exhausted, when the physician's statement and leave balance indicate the probable exhaustion of balances within two (2) pay periods.

B. Donations
   1. Are voluntary.
   2. Are made from accrued Vacation balance; donations of Sick Leave are not permitted.
   3. Must be for a minimum of eight (8) hours, in whole hour increments.
   4. Are irrevocable.
   5. Are taxable on the part of the recipient, in accordance with IRS Regulations, and are subject to withholding as required by law.
   6. Donations shall be processed in the order received. However, a donor's leave shall not be reduced until the recipient actually uses the leave. Unused donation shall remain with the donor.

7. An employee may not donate more that eighty (80) hours to any other individual employee.
8. The total donation received into an employee's donated leave balance shall normally not exceed 1040 hours; however, donations in excess of 1040 hours may be considered when approved by the Human Resources Manager.
9. Upon approval of the request for donations, the Human Resources Manager (or his/her designee) shall, at the employee's request, post a notice of the eligible employee's need for donations on departmental bulletin boards accessible to employees. Confidential medical information shall not be included in the notice.
10. Nothing in this section shall be construed to modify the employment relationship between the City and the receiving employee, or to restrict the City's management rights. Neither shall this section modify existing City rules, policies or agreements regarding unpaid leave of absence or family leave.

"This provision (16.6) shall sunset upon the parties' mutual agreement on a City-wide policy on Leave Donation."

16.7 Personal Business Leave

A. Permanent (non-probationary) employees shall be entitled to a maximum of three (3) days per calendar year for Personal Business Leave without loss of pay. Such leave shall be deducted from accrued sick leave. Personal Business Leave can be taken in half day increments at a time.

B. Personal Business is defined as business of urgent and compelling importance which cannot be taken care of outside of normal working hours and which is not covered under leave provisions of this Memorandum of Understanding.

C. A worker shall notify the division/department head two (2) days before taking this leave, unless an emergency exists which prohibits the worker from providing such advance notice.

D. Personal Business Leave may only be used for personal business of urgent and compelling importance, and may not be used for recreational purposes, extension of holidays or vacation, work stoppages, or for matters of purely personal convenience.

E. At the discretion of the supervisor, a worker may also use vacation, compensatory time off to cover absences of an emergency nature. No request shall be unreasonably denied.

16.8 Jury Duty Leave

A. A bargaining unit member required to report for jury duty during regularly scheduled work hours shall notify their supervisor as soon as possible and shall be entitled to leave with pay until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees excepting those specifically allowed for mileage and subsistence.

B. A bargaining unit member subpoenaed to appear in court during regularly scheduled working hours, solely as a result of employment with the City, shall receive full pay for such appearance until released by the Court provided the employee remits to the City within five (5) calendar days after receipt, all fees excepting those specifically allowed for mileage and subsistence.

C. A bargaining unit member is responsible for keeping their supervisor informed of their court schedule and must return to work when released by the Court (including partial days).

ARTICLE 17: RETIREMENT

17.1 Retirement

A. Bargaining unit members who do not meet the definition of "new member" as determined by the California Public Employees' Retirement System (CalPERS), shall be subject to the 2.5% @ 55 retirement formula highest three years.

B. Bargaining unit members who meet the definition of "new members," as determined by CalPERS, shall be subject to the CalPERS 2.0% @ 62 retirement formula, highest three years.

C. Bargaining unit members will continue to pay the full employee contribution established for their retirement tier (this number is set by statute; and as of the date of this agreement is 8% for classic members and ½ of the Normal Cost for "new members.").

17.2 Credit for Unused Sick Leave

The City has contracted with CalPERS to provide service credit for unused sick leave pursuant to the Public Employees Retirement Law. To qualify for this provision, a member must retire within one hundred and twenty (120) days of separation from the City.

ARTICLE 18: GRIEVANCE PROCEDURE

18.1 Policy

This grievance procedure is intended to assure that every reasonable effort will be made to resolve problems as near as possible to the point of origin. This Article shall supersede the grievance procedure contained in Sections 3.15.01-3.15.07 of the City's Personnel Policies and Procedures.

18.2 Eligibility to File a Grievance

A permanent classified employee or his or her Union representative may submit a dispute according to this procedure. The Union may utilize this procedure in the event a dispute is not directly related to an individual employee and complies with all the provisions of this Article.

18.3 Definition

A grievance is defined as a dispute involving the interpretation, application or alleged violation of:

A. This Memorandum of Understanding; or

B. The City Personnel Rules affecting classified employees where the provision in dispute is within the scope of representation and not otherwise superseded by the provisions of this Agreement.

C. No dispute shall be considered a grievance if it does not conform to this definition. Where the City Codes or Rules and Regulations provide another appeal process, the Union shall choose which process is to be used but shall not use both.

18.4 Grievance Procedure

A. Step 1 - Informal Discussion (Immediate Supervisor/Division Head)

Within ten (10) working days of the occurrence of an act in dispute, an employee shall discuss it with his/her immediate supervisor, who shall investigate and attempt to resolve the matter. The supervisor or designee shall give the employee an oral reply within ten (10) working days after the discussion. If the employee is not satisfied with the response, he/she may proceed to Step 2. In the event, the Division Head is the Employee's direct supervisor, the Informal Discussion shall be with the Division Head or designee.

B. Step 2 – Formal Written Grievance (Division Head/Department Head)

Any dispute not resolved at Step 1 may be submitted to the Division Head in writing citing the specific provision of the rule in dispute and stating the desired solution within ten (10) working days after the supervisor's response. A copy shall be provided to the supervisor. Ten (10) working days thereafter, a meeting shall be scheduled with the employee by the Division Head or designee. The Division Head or designee shall give the employee a written reply within ten (10) working days after such meeting and file a copy with the Human Resources Manager. If the employee is not satisfied with the response, he/she may proceed to Step 3.
In the event, the Division Head is the Employee's direct supervisor, the Step 2 Formal Written Grievance shall be filed with the Department Head. Employees who are supervised directly by their Department Head shall bypass Step 2 and proceed directly to Step 3.

C. Step 3 – Human Resources Manager

Any dispute not resolved at Step 2 may be submitted in writing to the Human Resources Manager within ten (10) working days after the Step 2 Response, with a copy to the Department Head and Immediate Supervisor. Within ten (10) working days thereafter, a meeting shall be scheduled with the employee by the Human Resources Manager or designee who shall attempt to resolve the matter. The Human Resources Manager or designee shall give the employee a written reply within ten (10) working days after such meeting and file a copy with the

City Manager. If the employee is not satisfied with the response, he/she may proceed to Step 4.

D. Step 4 – City Manager

Any dispute not resolved at Step 3 may be submitted in writing to the City Manager within ten (10) working days after the Step 3 Response, with a copy to the Human Resources Manager and the Department Head. Within ten (10) working days thereafter, a meeting shall be scheduled with the employee by the City Manager or designee who shall attempt to resolve the matter. The City Manager or designee shall give the employee a written reply within ten (10) working days after such meeting. If the employee is not satisfied with the response, he/she may request that the Union proceed to Step 5.

E. Step 5 – Arbitration

If the Union is not satisfied with the City Manager or designee's response, it may appeal the dispute to arbitration in writing within ten (10) calendar days after the date of the Step 4 response. Within ten (10) calendar days of the appeal, the parties shall meet to select an arbitrator. If the parties are unable to reach mutual agreement on an arbitrator, the parties shall jointly request a list of seven (7) labor arbitrators from the California State Mediation Service and shall alternately strike names until only one name remains. The Union shall strike first for the initial arbitration under this Agreement and the parties shall alternate the first strike thereafter.

Costs for the arbitration (including arbitrator fees and any court reporter) shall be shared equally by the parties. The parties shall each pay for their own representative. The decision of the arbitrator shall be final and binding upon the parties.

18.5 Service of City Responses

Copies of all City responses shall be sent to the Grievant, Local 521, and to the Grievant's representative at the address indicated on the grievance form.

18.6 Settlement of a Grievance

Failure of the City to adhere to the designated time deadlines shall be deemed a denial and the Grievant may appeal the grievance to the next level. Failure of the grievant to adhere to the time deadlines shall mean that the grievance is settled. The grievant and the City may extend any time deadline by mutual agreement.

18.7 Representation

An employee may have a representative of his/her choice present at all stages of the grievance procedure.

18.8 No Retribution

An employee shall not be penalized in any way for availing himself/herself of this procedure.

ARTICLE 19: DISCIPLINE

19.1 Discipline

The City may reprimand, place on disciplinary probation, discharge, suspend, reduce salary, or demote any worker who has completed the specified probationary period for cause, including, but not limited to:

- Dishonesty,
- Insubordination,
- Immoral or unprofessional conduct,
- Intoxication or the use of controlled substances while on duty,
- Incompetence,
- Willful negligence,
- Excessive absences and/or tardiness,
- Inexcusable absence without leave,
- Misuse of City property,
- Failure to maintain licenses or certificates required by law, District requirements, or job description,
- Failure to perform work as required, or
- Failure to comply with or violation of the City's reasonable rules regarding safety, conduct and operations.

19.2 Right to Representation

Except in situations requiring immediate action, such as but not limited to, allegations of theft or urgent safety matters, a worker shall be entitled to a steward of his or her choice at an investigative interview that the worker reasonably believes may result in disciplinary action. The worker may request a representative either during or prior to the interview, and must make a selection, of which steward will be representing him or her within a reasonable time. The worker's choice of representative will not be permitted to delay the investigation if the resulting delay would harm the investigation.

19.3 Procedure

1. Notice of Intent to Discipline
   A Notice of Intent to discharge, demote or suspend must be served on the worker and the Union in person or by certified mail.

The Notice shall include:

1. A statement of the nature of the disciplinary action;
2. The effective date of the action;
3. A statement of the cause thereof;
4. A statement of the act or omissions upon which the causes are based;
5. A statement of the worker's right to respond to the charges, either orally or in writing, prior the action becoming effective; and
6. A statement advising the worker of the right to Union representation.

The Notice shall be accompanied by all documentation upon which the City relied in determining the need for disciplinary action.

2. Employee Response/Skelly Meeting

The worker may respond to the Notice of Intent to Discipline either in person or in writing.

A. If the worker elects to respond in writing, the worker or his representative must file the worker's response within ten (10) workdays after service of the Notice of Intent to Discipline.

B. If the worker elects to respond in person, the worker or his or her representative must request a meeting with the Department Head within ten (10) workdays after service of the Notice of Intent to Discipline. The Department Head shall hold a meeting with the employee within twenty (20) days of the worker's request.

3. Notice of Discipline

If the Department Head determines that discipline is warranted, the Department Head shall issue a written Notice of Disciplinary Action within ten (10) workdays after either the filing of a written response or the date of the Skelly Meeting. If the worker did not request a meeting or file a written response, the Department Head's decision is due twenty (20) workdays after the service of the Notice of Intent to Discipline. The Department Head shall furnish a copy of the Notice of Disciplinary Action to the Union and appropriate Steward.

4. Appeal to Human Resources Manager:

A. In the event a worker feels that the disciplinary action is unjust, the worker or his or her representative may appeal the action to the Human Resources Manager. An appeal of the Notice of Disciplinary Action must be in writing and must be filed with the Human Resources Manager within ten (10) workdays of the date of service of the Notice of Disciplinary Action.

B. The Human Resources Manager or designee shall hold an appeal meeting within twenty (20) days.

C. For any matter not subject to binding arbitration pursuant to Section 5, below, the Human Resources Manager or designee's decision shall be final and binding.

D. The Human Resources Manager shall issue his/her decision within ten (10) workdays after either meeting with the worker or receipt of the arbitrator's report, whichever is later.

E. Except for matters which are subject to arbitration pursuant to Section 5, the decision of the Human Resources Manager shall be final.

5. Arbitration of Serious Discipline

In the event a worker feels that a discharge, suspension of three (3) or more days, or a reduction in pay is unjust, the Union shall have the right to appeal the case to binding arbitration. Any appeal under this provision must be filed within twenty (20) days after receipt of the Human Resources Manager's decision. The expenses of any arbitration convened pursuant to this section, including the fee for the services of the Arbitrator and court reporter, shall be borne equally by the parties. All other expenses which the parties may incur individually, including witness and attorney fees, are to be borne by the party incurring such expenses.

6. Removal of Disciplinary Notices

Employees may request in writing to the Human Resources Manager, with a copy to Union Representative, that disciplinary notices which are three (3) or more years old shall be removed and destroyed provided the following conditions are met:

1. The file does not contain subsequent notice of discipline or records of disciplinary action.
2. The employee has not been notified in writing of pending disciplinary action at the time the written request to remove said notice of discipline is received by the Human Resources Manager.

ARTICLE 20: MEDICAL INSURANCE

A. The City shall pay up to a maximum of sixty-five percent (65%) of the premium of the Kaiser Permanent HMO for employees electing to have dependent medical coverage under the City's existing medical plans. The employee shall be responsible for the remaining premium for the elected medical coverage.

B. The City shall pay up to one hundred percent (100%) of the premium for Kaiser Permanente HMO Employee only.

C. Benefits Committee

During the term of this MOU, the City and Unions shall convene the Benefits Committee for the following purposes:

1. To continue ongoing discussions regarding cost structures as a part of an overall strategy to maintain balanced enrollment in City plans,

2. To investigate the feasibility of revising medical and/or dental coverage and/or plan(s) and strategies to participate into benefit insurance cost structure, and

The benefits Committee will commence no later than September 30,2022. The Committee will be composed of City labor representatives, not to exceed four (4)

representatives and four (alternates) from each participating labor organization and four (4) representatives. These names will be provided to the City no later than August 31, 2022.

ARTICLE 21: DENTAL INSURANCE

21.1 Employee Coverage

The City agrees to provide a dental insurance plan or plans (if more than one is available) for its employees covered by this bargaining unit. The City shall contribute the full cost of the employee-only level for the dental plan selected by the employee. The contributions are based on regular full-time employment; part-time employees shall receive a prorated contribution based on their percentage of full-time equivalent.

Maximum Delta Dental payout per calendar year shall be $2,000.
Co-payment for Crown and Cast Restoration, and Prosthodontic benefits shall be 80/20; with the twenty percent (20%) share the responsibility of the employee.

21.2 Dependent Coverage

Employee may ensure their eligible dependents (including registered domestic partner as defined below) under the dental plan(s) in accordance with the rules and regulations applicable to obtaining said dependent coverage. Domestic partner (as defined by State law), shall be included as "eligible dependent" pursuant to Article 16.4B.

ARTICLE 22. STATE DISABILITY INSURANCE

Effective July 1, 2007, bargaining unit employees shall be enrolled in the State Disability Insurance (SDI) system administered by the California Employment Development Department. Coverage shall be limited to the "State Plan" and shall not include any additional Voluntary plan design. SDI premiums shall be 100% employee-paid on an after-tax basis. Payment shall be made by mandatory payroll deduction for every bargaining unit employee.

Bargaining Unit employees may elect to supplement their State Disability Insurance (SDI) benefits by integrating accrued leave (vacation, sick leave or compensatory time off). It is understood that the combined SDI benefit and use of leave credits cannot exceed the employee's regular monthly net pay.

ARTICLE 23: RECLASSIFICATION

A. When necessary, the Union may request that the City reclassify bargaining unit positions. These requests shall be made in writing and shall indicate the position's current classification, the proposed reclassification, and a detailed statement of the reasons that the reclassification is appropriate. The Human Resources Manager or designee shall respond to the reclassification requests in writing not later than three (3) months after the submission of the request, unless this deadline is mutually extended by the parties. The Human Resources

Manager or designee will meet with the Union and each incumbent employee during the process.

B. In the event, the Human Resources Manager or designee determines that the reclassification is not appropriate, the Union may appeal the decision to the City Manager in writing, not later than ten (10) calendar days after the date of the Human Resources Manager or designee's decision. The City Manager shall render a decision within ten (10) calendar days of the appeal. The decision of the City Manager shall be final. This section is not subject to the grievance procedure.

C. Reclassifications will be effective either the date of the Human Resources Manager or designee's decision or three (3) months after the submission of the request, whichever is earlier.

D. Employees who are reclassified through the City's reclassification process to a higher classification will not be subject to the probationary period.

ARTICLE 24: POSITION RECRUITMENT

A. Postings

1. Open Recruitment for Promotional opportunities for permanent city positions in classifications within the representation unit will be posted at all work locations and on the City's website for at least fourteen (14) calendar days prior to closing applications and shall be mailed to the Union and e-mailed to bargaining unit members with City e-mail accounts.

2. "Internal Only" recruitment for promotional opportunities for permanent city positions in classifications within the representation unit will be posted at all work locations for at least seven (7) calendar days (Monday through Friday) prior to closing applications and shall be mailed to the Union and e-mailed to bargaining unit members with City e-mail accounts.

3. Such postings shall include a description of the type of examination and screening process that will be used in filling the position. Any test given shall relate to the skills, knowledge, and abilities necessary to perform the job.

B. Mandatory Interviews The top two (2) permanent bargaining unit members applying for promotional opportunities for classifications within the representation unit and who meet the minimum qualifications for the position will be interviewed regardless of the number of interviewees otherwise requested by the hiring department. When possible, the top two (2) permanent bargaining unit members applying for promotional opportunities outside of the representation unit and who meet the minimum qualifications for the position will be interviewed.

C. The List

Once a list of reachable candidates has been generated and upon request by any Department Head, the Human Resources Manager shall refer to the requesting Department a list of the top seven (7) candidates as well as a list of all internal applicants on the

recruitment list. The Department Head shall have the discretion to interview any of the candidates whose names have been referred by the Human Resources Manager.

ARTICLE 25: TRAVEL EXPENSES

Pursuant to City Policy, the City will advance 75% of the allowable reimbursement for meals consumed by bargaining unit members during travel on City business. For reimbursement exceeding the 75% advance, bargaining unit members are still required to submit receipts for meal reimbursement upon return from travel and will be reimbursed up to the allowable amount after submission of receipts.

If a bargaining unit member is required to use his/her personal vehicle for pre-approved work-related travel purposes, the City shall pay said employee mileage at the current IRS rate.

ARTICLE 26: TUITION REIMBURSEMENT

A. The City shall provide tuition reimbursement for employees, subject to the limitations below of five hundred dollars $600 per fiscal year paid as taxable wages. Limited to the unit cost of the class and required textbooks (no supplies, no parking or mileage reimbursement). Coursework must be on the employee's own time.

B. Tuition reimbursement shall be available only for coursework taken at an accredited institution and is only available for coursework in which the employee receives a passing grade. These funds are subject to budgetary constraints and may not be available from year to year.

C. All eligible employees in this unit are eligible to receive the $600 reimbursement, regardless of total cost to the City. In the event that the bargaining unit has not exhausted $5,000 in reimbursement by May 31 of any fiscal year, any unit member who has received the maximum individual reimbursement ($600) but has expended more than that amount on textbooks or tuition for approved coursework may apply to the City Manager for reimbursement of the remainder of the appropriate expenses up to $1000 maximum per individual. This additional reimbursement is on a first come, first serve basis and will be granted up to a total $5,000 per fiscal year for the entire unit. Workers must submit a request for additional reimbursement on or before May 31. If the balance remaining in the reimbursement pool is not sufficient to pay the additional expenses for applications received by May 31, the pool shall be distributed equally to each applicant up to the amount of each reimbursement request.

ARTICLE 27: LABOR-MANAGEMENT COMMITTEE

A. Purpose: A labor/management Committee shall be created. The purpose of the Committee shall be to examine labor-management issues. The committee shall also monitor labor-management issues that have not yet risen to the level of grievances.

B. Composition: The Committee will be composed of the Assistant City Manager, up to two (2) management representatives, the Local 521 staff person, and up to three (3) Local 521 members.

C. Meeting Schedule: The Committee will commence meeting after ratification of the Agreement. The Committee will meet at least quarterly during the term of the agreement.

ARTICLE 28: LICENSES AND CERTIFICATES

Workers who are required by State and/or Federal agencies to be licensed or secure a certificate shall be reimbursed for the fees for the licenses or certificates. This provision excludes licenses required by the Department of Motor Vehicles.

ARTICLE 29: Teleworking

SEIU bargaining unit employees have the right to telework when feasible according to the needs of the City and can request to work remotely/telework by writing to their direct supervisor. The parties shall follow the City's personnel rules regarding teleworking, which is subject to meet and confer prior to implementation.

ARTICLE 30: Repayment Authorization

When it is discovered that an employee has been overpaid, regardless of cause, the City shall have the ability to recover those monies via a repayment agreement (see Appendix B). Such repayment agreement will not extend longer than the amount of time that the overpayment occurred, unless the parties mutually agree to another timeline.
In the event a payroll error has been made, including but not limited to the payment of an employee's salary, overtime payment or leave accruals, balances or usages, the City shall, for purposes of future compensation, adjust such compensation to the correct amount, and give written notice to the employee. The city shall provide documentation to back-up the conclusion that there has been an overpayment.

In the event an employee received an overpayment, the City and employee shall agree upon a repayment schedule utilizing one, or a combination of, the following elements:

(1) Lump sum payment by the employee;
(2) A one-time deduction from available accrued leave balances except sick leave equivalent to the overpayment at the employee's current hourly rate;
(3) A repayment schedule through payroll deduction; and/or
(4) Other means, as may be mutually agreed between the parties.

No action shall be taken to enforce repayment of an overpayment, or to correct an underpayment, unless action is taken within two (2) years from the ending date of the pay period in which the error is discovered. "Action is taken" as used in this Section shall mean written notice to the employee in the case of an overpayment or written or oral notice to the City in the case of an underpayment error.

ARTICLE 31: SAVINGS CLAUSE

If any article or section of this contract or any rider thereto should be held invalid, illegal or unenforceable by operation of law or by any tribunal of competent jurisdiction, or if compliance with or enforcement of any article or section should be restrained by such tribunal pending

forma1 determination as to its validity or legality, the remainder of this contract or any rider thereto, or the application of such article or section to persons or circumstances other than those which it has been held invalid or as to which compliance with or enforcement of has been restrained, shall not be affected thereby.

It is further the intent that should any article or sections of this contract be held invalid, illegal or unenforceable and inoperable, that article or section shall be renegotiated in an attempt to provide validity, legality and acceptability to such section or article.

31.1 Amendments to Agreement
This Agreement may be amended only by the mutual written agreement of the parties. Such amendments shall be lettered, dated, and signed by the parties and shall constitute a part of this Agreement.

ARTICLE 32: TERM

The term of this MOU shall be from August 1, 2022 to Dec 31, 2023 equivalent to sixteen months. Ninety days prior to the expiration the parties shall meet and confer, at the request of either the City or the Union, to amend or extend this Memorandum of Understanding.

ARTICLE 33: AUTOMATIC PAYROLL DEPOSIT

All employees covered by this Agreement shall participate in the City's automatic payroll deposit program. Participation shall mean the employee's execution of a payroll authorization form and submission of a voided check or savings slip to the Finance Department. It shall be the employee's choice as to which financial institutions(s) he/she designates as the institution(s) receiving the payroll funds.

When the authorization form is properly executed and filed with the Finance Department, the City shall automatically deposit in the employee's designated financial institution account(s) the net amount of pay each designated biweekly payday.

APPENDIX A

SERVICE EMPLOYEES INTERNATIONAL UNION – MISCELLANEOUS UNIT

1. Accountant I
2. Accounting Technician I
3. Accounting Technician II
4. Accountant II
5. Administrative Grants Coordinator (NEW CLASS)
6. Administrative Assistant
7. Assistant Engineer
8. Assistant Planner
9. Associate Engineer
10. Associate Planner
11. Building Inspector I
12. Building Permit Technician
13. Code Enforcement Officer I
14. Code Enforcement Officer II
15. Community Services Officer
16. Environmental Services Aide
17. Electrician
18. Engineering Technician
19. Kitchen Aide (Part-Time)
20. Maintenance Worker I
21. Maintenance Worker II
22. Maintenance Worker III
23. Nutrition Site Supervisor (Part-Time)
24. Office Assistant
25. Police Records Clerk I
26. Police Records Clerks II
27. Police – Property and Evidence Technician
28. Police Crime Analyst
29. Public Works Inspector
30. Rent Stabilization Counselor I/II
31. Secretary I
32. Secretary II
33. Shuttle Van Driver (Part-Time)

APPENDIX B
Repayment Authorization Form

CITY OF EAST PALO ALTO
PAYMENT PLAN AUTHORIZATION FORM

Employee Name: _____

AMOUNT OWED TO THE CITY FOR COVERAGE: _____

Instructions: Please select one of the options below by placing an X in the appropriate box of your choice.

OPTION 1

Amount to be paid in one lump sum of **$ -** using either option **A** , **B** or **C** below:

A) to be deducted from your next payroll check. ☐

B) to be paid by check or cash to the City ☐

C) to be paid from earned leave balances* ☐

OPTION 2 **0.00**

A bi-weekly amount of **#DIV/0!** to be taken from _____ paychecks.

OPTION 3 **$ -**

A bi-weekly amount of _____ to be taken from the next payroll periods until paid.

OPTION 4

0.00

Other option described here: **#DIV/0!** to be taken from _____ paychecks.

I agree and understand the terms of this payment arrangement and authorize the City of East Palo Alto to deduct the following amount from my paycheck based on the payment plan option selected above. If I resign or am terminated, I understand that the remaining balance will be withheld from my final check.

_____ _____
Employee Signature Date

_____ _____
City Official Date

***** *Leave balances shall include vacation leave, floating holiday leave and comp time* ***only****.*
Any pay increases may be used by the City to lower agreed upon payment plan to balance your payroll check.

ACCEPTED BY:

For the Union:	For the City:
_____ Eidref Laza, SEIU Local 521	_____ Melvin Gaines, City Manager
_____ Janet Nuñez-Aguilar, SEIU Member	_____ Ana Torres-Mondragon, Human Resources Manager
_____ Salani Wendt, SEIU Member	_____ Brenna Rowe, Chief Spokesperson Sloan Sakai Yeung & Wong LLP
_____ Lenin Melgar, SEIU Member	
_____ Agripina Villegas, SEIU Member	

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Ana Maria Torres-Mondragon, Human Resource Manager

SUBJECT: Designate the Responsibility, Authority, and set process and procedures for the determination of disability retirements for Safety Employees to meet new CalPERS requirements

Recommendation

Adopt a Resolution:

1. Authorizing the City Manager to make disability determinations, as permitted by state law, on behalf of the City Council; and

2. Updating the Process and Procedures in the determination of disability retirements for safety employees, including the use of promissory notes for unreimbursed advanced payments of disability pension payments.

Alignment with City Council Strategic Plan

This recommendation is primarily aligned with:

Increase Organizational Effectiveness and Efficiency
Improve Communication and Enhance Community Engagement

Background

The City has a “local safety member” employee and CalPERS member who has tendered a request for Industrial Disability Retirement (IDR).

The Public Employees' Retirement Law (PERL) requires the governing bodies of local agencies to make determinations regarding industrial disability retirements on behalf of its safety members.

Analysis

Delegation to City Manager Authority to IDR Determinations

Although state law states that the authority to make IDR determinations resides with the Council, under Government Code section 21173, the City Council, through resolution, may delegate authority to certain determinations, including (a) whether the employee is disabled for the purposes of the PERL; (b) whether the disability is "industrial" within the meaning of the PERL; (c) the nature of "industrial" causation of disability per Government Code Section 21156. Additionally. an employee may appeal a determination under Government Code Section 21156 to the Governing Body.

Approval of the attached resolution would delegate the responsibility and authority to make determinations on behalf of the City regarding local safety disability retirement to the City Manager State law provides that such determinations cannot form the basis for discipline.

Updating Policies and Procedures for IDR Determinations

The attached resolution would also set procedures for processing applications Industrial Disability Retirement, in addition to providing for collection via a promissory note. PERL specifies the procedures under which a local safety retirement is conducted as well as the procedures to determine whether an employee is disabled for purposes of the PERL and whether the disability is "industrial" within the meaning of the PERL.

Over the years, amendments to the PERL have changed the procedures for determining and processing applications for public employee retirement. The process included in the Resolution includes the current and accepted process for CalPERS local safety disability retirements which can be found in their resource guide on the topic: Local Safety Disability Retirement / Industrial Disability Retirement Resource Guide.

Once a completed application is received from a member, CalPERS determines if the member is eligible to apply for disability retirement. Once that determination has been made, CalPERS and the PERL require the employer to make a determination based on competent medical opinion, whether the employee is disabled (as defined in the PERL) and whether the disability is "industrial" within the meaning of the PERL.

Once the application is received CalPERS will determine the employee's eligibility for disability retirement and send a letter to the employee requesting, they complete an application. Concurrently, CalPERS will send the City a letter directing the City to begin the process of making a determination regarding the members' disability and whether the disability is industrial under the PERL. The City has six months to make a determination based on competent medical opinion(s) regarding the members' disability and whether the disability is industrial under the PERL.

Finally, the attached resolution would provide a promissory note that the employee will sign. Once a local safety member has applied for industrial disability retirement, Government Code 4850.3 provides that Advance Disability Pension Payments be paid to them. The Code specifies the duration and the amount which is approximately 50% of their base reportable pay of the three (3) year highest average. CalPERS will reimburse the employer these payments should the application for industrial disability retirement be approved. If the application is not approved, CalPERS will not reimburse, and the employer must recover the funds from the employee. The promissory note provides agreement by the employee to repay these funds in the case of application denial.

Fiscal Impact

There is no fiscal impact to delegating the responsibility and authority under this Resolution.

Public Notice

The public was provided notice by making the agenda and report available on the City's website and on a bulletin board located at City Hall: 2415 University Avenue, East Palo Alto.

Environmental

The proposed action does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines sections 15378(b)(4) and (5) in that it is a governmental fiscal, organizational or administrative activity that will not result in direct or indirect changes in the environment.

Attachments

1. Resolution
2. Exhibit A: Promissory Note
3. Exhibit B: Release of Promissory Note

RESOLUTION NO. xx– 2023

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO

DESIGNATE THE RESPONSIBILITY, AUTHORITY, AND SET PROCESS AND PROCEDURES FOR THE DETERMINATION OF DISABILITY RETIREMENTS FOR SAFETY EMPLOYEES TO MEET NEW CALPERS REQUIREMENTS

WHEREAS, the City of East Palo Alto is a contracting agency of the California Public Employees' Retirement System; and

WHEREAS, the Public Employees' Retirement Law ("PERL") requires that a contracting local government agency determine (a) whether an employee of such agency in which he/she is classified as a "local safety member" is disabled for purposes of the Public Employees' Retirement Law and (b) whether such disability is "industrial" within the meaning of the PERL;

WHEREAS, the City Council of the City of East Palo Alto may delegate responsibility and authority under section 21173 of the Government Code to a body or officer of the City.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY:

1. Authorizing the City Manager to make disability determinations, as permitted by state law, on behalf of the City Council; and

Section 1. The City Council hereby delegates to the City Manager or their designee the authority to file disability applications on behalf of all employees pursuant to Government Code section 21173;

Section 2. The City of East Palo Alto does hereby delegate to the City Manager or their designee, the authority to make any and all determinations on behalf of the City of East Palo Alto under section 21152(c) of the Government Code, as may be amended from time to time, of the existence of a disability and whether such disability is industrial, and to certify such determinations and all other necessary information to the California Public Employees' Retirement System; and

Section 3. That the City Manager or their designee is authorized to make applications on behalf of the City of East Palo Alto for disability retirement on behalf of eligible employees and to initiate requests for reinstatement of such employees who have previously been retired for disability; and

Section 4. A certified copy of this Resolution must be placed on file with the California Public Employees Retirement System or must accompany all such resolutions or letters of designation signed by the delegate named in this resolution and be included as part of the submission to the California Public Employees Retirement System.

2. Updating the Process and Procedures in the determination of disability retirements for safety employees, including the use of promissory notes for unreimbursed advanced payments of disability pension payments.
3.

Section 5. The City of East Palo Alto hereby adopts the following procedures for processing applications of local safety members for disability retirement:

(1) Verification of CalPERS determination of member eligibility

Upon receipt of verification from the California Public Employees Retirement System that the member is eligible to apply for disability retirement the City Manager will proceed with determination.

(2) Contingencies Completed

An initial determination will begin after determination that the following conditions have been met:

- 4850 payments have been exhausted
- Employee has exhausted all leave balances
- OR Employee has filed for disability retirement

(3) Promissory Note

In the event applicant becomes eligible for Advanced Disability Pension Payments. The applicant must sign a promissory note agreeing to repay and Advance disability Pension Payments made by the City should the applicant later be deemed ineligible for retirement.

(4) Determination of Disability

An initial determination will be made by the City upon medical and other available evidence offered by either the applicant or the City to determine whether the applicant is substantially incapacitated from the performance of his or her duties. The determination shall be made within six months of the date of the City 's receipt of CalPERS request for such determination unless this time requirement is waived in writing by the applicant. The City Manager or their designee shall certify the City 's findings and direct them to CalPERS.

A resolution determination for disability retirement will include all the following information statements:

- A statement certifying under penalty of perjury that the determination was not used as a substitute for the disciplinary process.
- A statement certifying under penalty of perjury that the determination was made based on competent medical opinion.
- A finding indicating the member has been found substantially incapacitated from the performance of the usual duties of their position.
- A statement that there is competent medical opinion certifying the disability is expected to a) be permanent; b) last at least twelve consecutive months from the date of an application for benefit; c) will result in death.
- A statement confirming whether or not the member had filed a workers' compensation claim(s) for his or her disabling conditions(s) and if so, whether the claim was accepted.
- A finding by the employer as to whether the causation of the disability was industrial.
- A statement by the employer documenting the member's last day on payroll.
- A statement by the employer as to whether there is, or is not, a possibility of third-party liability present.
- The monthly amount and beginning date of Advance Disability Pension Payments (ADPP) paid or to be paid to the member along with the address where the reimbursement check should be mailed.
- A certified copy of this signed resolution must accompany the determination resolution.

(5) Appeal Process

If the applicant requests a hearing pursuant to the PERL, the hearing shall be held in conformity with Government Code section 21156, as may be amended from time to time.

Once the City issues its decision following a hearing, the decision and findings will be served on the applicant by certified mail and CalPERS will be notified.

If the applicant is found to be substantially incapacitated the city shall so certify to CalPERS. If applicant is found not to be substantially incapacitated the applicant will be further advised that he or she has thirty calendar days to seek judicial review, not including prospective or prophylactic restrictions as defined by CalPERS guidance on disability retirement and in CA Government Code Section 21166 which excludes any determination of disability under Labor Code 4600, 5811 or any other provision of the Labor Code.

PASSED AND ADOPTED this 3rd day of October 2023**,** by the following vote:

AYES:
NOES:

ABSENT:
ABSTAIN:

Lisa Gauthier, Mayor

ATTEST:

James Colin, City Clerk

APPROVED AS TO FORM:

John D. Lê, City Attorney

EXHIBIT A: Promissory Note

CITY OF EAST PALO ALTO

PROMISSORY NOTE

I, MEMBER NAME, residing at HOME PHYSICAL ADDRESS, certify that I have been employed by CITY OF EAST PALO ALTO (hereby known as Agency) located at 2415 University Avenue, East Palo Alto, CA 94303 and that pursuant to my employment, I am a member of the California Public Employees Retirement System (CalPERS). I further certify that in accord with CalPERS regulations for disability retirement, I am qualified for Advance Disability Pension Payments (ADPP) from the Agency. I understand that ADPP payments of $X,XXX.XX will begin on MM/DD/YYYY and will continue until either the effective date of my retirement or until the retirement application is denied by CalPERS.

In the event of denial of application for disability retirement by CalPERS, I, MEMBER NAME, promise to reimburse in full, any and all ADPP received from Agency from the date of my application for disability retirement.

I, MEMBER NAME, understand that I have ten (10) business days from the date of denial to contact Agency at the address and phone number listed above to arrange for reimbursement of any and all ADPP as described above, either in one lump sum or a series of payments, not to exceed 12 months from the date of denial. The full amount of ADPP to be reimbursed will be determined at that time and recorded here:

Full amount of ADPP to be repaid is $_____ (to be entered after denial of application).

If I am unable to repay the full amount of the ADPP, I understand that the Agency will attempt to collect the debt using all available means. As the receiver of the ADPP payments I am aware of the right to be informed that this note can be transferred by the Agency to another party.

I further understand that this promissory note will become null and void upon receipt of acceptance by CalPERS of the application for disability retirement and an effective date for CalPERS retirement.

Signed this ____ day of _____, 20XX.

_____ _____

Member's First and Last Name Agency Executive's Name and Title

City of East Palo Alto
EPA Government Center
2415 University Avenue
East Palo Alto, CA 94303-1164

Telephone Number: (650) 853-3116
Confidential Fax Number: (650) 853-3111

Member's Mailing Address

Agency Mailing Address

Member's Phone Number

Agency Contact Number

WITNESS

Witness First and Last Name

Witness Home Address and Phone Number

CITY OF EAST PALO ALTO

PROMISSORY NOTE

I, MEMBER NAME, residing at HOME PHYSICAL ADDRESS, certify that I have been employed by CITY OF EAST PALO ALTO (hereby known as Agency) located at 2415 University Avenue, East Palo Alto, CA 94303 and that pursuant to my employment, I am a member of the California Public Employees Retirement System (CalPERS). I further certify that in accord with CalPERS regulations for disability retirement, I am qualified for Advance Disability Pension Payments (ADPP) from the Agency. I understand that ADPP payments of $X,XXX.XX will begin on MM/DD/YYYY and will continue until either the effective date of my retirement or until the retirement application is denied by CalPERS.

In the event of denial of application for disability retirement by CalPERS, I, MEMBER NAME, promise to reimburse in full, any and all ADPP received from Agency from the date of my application for disability retirement.

I, MEMBER NAME, understand that I have ten (10) business days from the date of denial to contact Agency at the address and phone number listed above to arrange for reimbursement of any and all ADPP as described above, either in one lump sum or a series of payments, not to exceed 12 months from the date of denial. The full amount of ADPP to be reimbursed will be determined at that time and recorded here:

Full amount of ADPP to be repaid is $_____ (to be entered after denial of application).

If I am unable to repay the full amount of the ADPP, I understand that the Agency will attempt to collect the debt using all available means. As the receiver of the ADPP payments I am aware of the right to be informed that this note can be transferred by the Agency to another party.

I further understand that this promissory note will become null and void upon receipt of acceptance by CalPERS of the application for disability retirement and an effective date for CalPERS retirement.

Signed this ____ day of _____, 20XX.

_____ _____

Member's First and Last Name Agency Executive's Name and Title

City of East Palo Alto
EPA Government Center
2415 University Avenue
East Palo Alto, CA 94303-1164

Telephone Number: (650) 853-3116
Confidential Fax Number: (650) 853-3111

_____ _____

Member's Mailing Address Agency Mailing Address

_____ _____

Member's Phone Number Agency Contact Number

WITNESS

_____

Witness First and Last Name

_____

Witness Home Address and Phone Number

CITY OF EAST PALO ALTO

RELEASE OF PROMISSORY NOTE

In consideration of full payment of the promissory note dated MONTH XX, 20YY, in the face amount of $_____, City of East Palo Alto (hereby known as Agency), 2415 University Avenue, East Palo Alto, CA 94303, releases and discharges, MEMBER NAME, MEMBER ADDRESS from any claims or obligations on account of this note.

The party signing this release is authorized to bind and benefit both the Agency and its successors.

Signed this ____ day of _____, XXXX.

_____
Signature of Agency Executive

_____
Printed Name and Title of Agency Executive

_____
Member's Phone Number

City of East Palo Alto
EPA Government Center
2415 University Avenue
East Palo Alto, CA 94303-1164

Telephone Number: (650) 853-3116
Confidential Fax Number: (650) 853-3111

CONSENT ITEM 3.6

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: James Colin, City Clerk

SUBJECT: Indigenous Peoples' Day Proclamation

Recommendation

Present the proclamation for Indigenous Peoples' Day.

Attachments

1. Proclamation

A PROCLAMATION OF THE EAST PALO ALTO CITY COUNCIL DECLARING THE SECOND MONDAY IN OCTOBER OF EACH YEAR AS INDIGENOUS PEOPLES' DAY IN EAST PALO ALTO

WHEREAS, the City Council of the City of East Palo Alto recognizes that the lands now known as the Americas have been inhabited by Indigenous peoples for thousands of years, and that the City of East Palo Alto is built upon the ancestral homelands of the Ohlone People, who were longtime caretakers of these lands we now cherish; and

WHEREAS, October 12, 1492, is one of the most significant historical dates for all Indigenous people of the Americas, as it marks the beginning of European and American colonization, which included widespread violence, forced relocations, land dispossession, cultural suppression, assimilation and termination policies that forever changed indigenous lives and cultures; and

WHEREAS, government entities and public institutions today have a responsibility to enact policies to oppose systemic racism towards Indigenous people in the United States, as discrimination perpetuates high rates of poverty and disproportionate health, education, and social crises; and

WHEREAS, Indigenous Peoples' Day was first proposed in 1977 by a delegation of Native Nations to the United Nations-sponsored International Conference on Discrimination Against Indigenous Populations in the Americas, and as of the date of this resolution, over 200 cities, counties, states, and universities across the United States have officially adopted Indigenous Peoples Day; and

WHEREAS, recognizing Indigenous Peoples' Day on the second Monday of October provides a more accurate representation of our nation's and region's diverse history, and transforms a celebration of conquest and cultural genocide into a celebration of the enduring traditions, values, and strength of Indigenous Peoples, and brings hope for a brighter future of respect, partnership, and unity.

NOW THEREFORE BE IT RESOLVED, that the City of East Palo Alto shall henceforth recognize the second Monday in October of each year as Indigenous Peoples' Day and encourages all local businesses, organizations, schools, and community members to recognize Indigenous Peoples' Day, and to take time to deepen their understanding of the history, cultural significance, sacrifices and contributions of the Indigenous people of this land.

Dated: October 3, 2023

_____

Lisa Gauthier, Mayor

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Tomohito Oku, Finance Director
Greg Henry, Senior Management Analyst

SUBJECT: Status of Business Discovery and Amnesty Program, and Direction from Council on Enhance Enforcement Program Related to Business Licenses

Recommendation

Provide direction to the City Manager on what and how to begin an enhanced enforcement phase of the Business Discovery and Compliance program.

Alignment with City Council Strategic Plan

This recommendation is primarily aligned with:

Ensure Our Financial and Organizational Health

Background

On June 2, 2022, the City Council awarded HdL Companies (HdL) a contract to administer the City's business license program for businesses operating within East Palo Alto city limits, including compliance auditing, education, and outreach concerning the City's business license tax regime.

Historically, the City has not taken a consistent approach to auditing the level of business license compliance. As part of the agreement, the City requested HdL conduct an initial review of the compliance level of businesses related to payment of the business license tax. This initial discovery analysis concluded that the City has a significant business license fee compliance issue.

On February 7, 2023, the City Council approved Resolution 13-2023 directing HdL's Discovery and Compliance Team to assist the City with actively pursuing businesses out of compliance with the City's Code. The Council directed that there be an initial ninety-day amnesty program. The amnesty program was designed to provide time for businesses to timely comply. The grant of amnesty waived all penalties and interest until 04/02/2023, but not the underlying tax monies. From 04/03/2023 through 05/17/2023, half of all penalties and interest were waived. For businesses which remain non-compliant at the end of the amnesty period, all unpaid taxes, fees, penalties and interest will be owed.

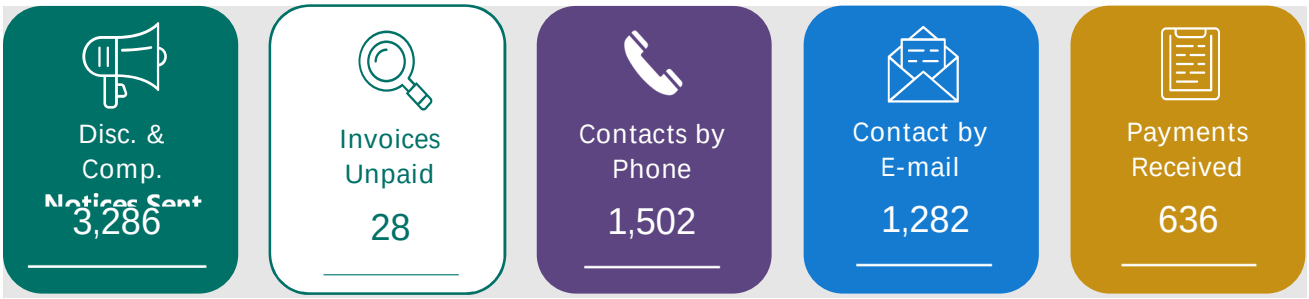
The amnesty program only waived **penalties** that accrued on the fees and taxes. That is, a business which came into compliance during the amnesty period still owed the underlying fees and taxes.

On June 6, staff presented an update to the Council regarding the progress of the discovery program. The Council deliberated on a course of action for bolstering enforcement measures. During that session, the Council directed staff and HdL to continue their ongoing collection efforts from the subset of businesses that had yet to comply, and also to refrain from implementing escalated enforcement methods at that juncture. Additionally, staff was tasked with revisiting this matter at a later date with a renewed update accompanied by recommendations for intensified enforcement. With this staff report, staff seeks to report back on that directive.

Status Update on HdL's Business Discovery Efforts

Table 1 below summarizes HdL's and staff's outreach efforts, as of August 31, 2023.

Table 1 – Discovery and Compliance Activity Summary



As noted above, there remain 28 businesses who have contacted HdL but haven't paid their taxes. Additionally, there are currently 691 potential businesses who have not responded to any of HdL's letters or contacts. HdL believes these businesses are composed of:

- 347 Residential Rental Properties
- 344 General Businesses

All such businesses are believed to be currently active. This update from the June report has a a slight reduction in the number of residential rental non-responsive businesses and a large increase in the number of general businesses. This is because HdL has made some progress bringing previously identified rental properties into compliance, and has identified a new batch of potential general business on which to begin the enforcement process.

For the non-responsive businesses, HdL has sent each of these potential businesses a final amnesty notice. With penalties and interest, HdL estimates an average amount of $1,000 is owed for the remaining businesses. Given many of the potential businesses may turn out not to be businesses, HdL estimates that an additional $200,000 in additional revenue remains collectable from these remaining businesses.

Revenue Impact of Program

On February 7, 2023, HdL estimated that the City would be able to collect between $290,000 and $450,000 in additional revenue. The difference, whether the City included an amnesty period. Given Council's direction for the amnesty period (though with a period of "half" amnesty), HdL revised their estimate closer to $290,000.

HdL has recovered $598,331. Net of their charges, this is $372,211 in additional revenue to the City. Once businesses are compliant, there is an expectation that they will continue to pay the Business License Tax each year that they are active. Approximatly 500 businesses identified are residential rental properties. Given the Measure L change to Business License Tax approved by voters last November, the Business License Tax for residential rental properties will increase. Assuming these 500 residential rental properties continue to operate, and taking Measure L into account HdL estimates an annual revenue increase of $510,000 in City business license tax (includes general and rental businesses). Because business license tax revenue is collected in January, this anticipated revenue is in the current fiscal year budget, and is part of the $1.25 million dolar budgeted increase in business licene tax revenue for FY2023-24. FY 2022-23 business licene tax revenue was budgeted at $1.35 million and FY 2023-24 is budgeted at $2.6 million. This is due both the anticipated increase in compliant businesses and the impact of Measure L.

Analysis

In addition to continued HdL outreach, staff seek Council direction to determine the appropriate method to collect from businesses who remain unresponsive. For these businesses, letters and increasing penalties may not be sufficient to bring them into compliance. Potential steps the City could take to increase compliance through enhance enforcement include:

Potential Enforcement Enhancement: Property Liens

The City could consider using a lien to enhance collections. In that case, placing a lien on a property, due to unpaid taxes involves several steps. First the City would notify the owner and demand payment. If the owner fails to respond or pay, the City would then issue a notice of intent to place a lien. The City would convene a public hearing for each property owner facing an enforcement lien. Each property owner would be called to respond and their testimony made part of the administrative record. If the owner remains non-compliant and the City Council adopts a resolution finding the lien appropriate following a duly noticed public hearing, the City would file the resolution along with a tax lien against the property, recorded in public records. The owner is then informed of the lien and needs to pay the owed taxes, penalties, and fees to remove it. After payment, a lien release is issued and recorded, restoring the owner's rights.

One issue remains. If the Council wishes for the City to use property liens as an enforcement mechanism for unpaid business license taxes, the Council must first adopt an ordinance that specifically provides the process, procedure and authority to lien real property in this manner.

Potential Enforcement Enhancement: Small Claims

If the Council decides against liens against real property, staff could bring small claims actions, where the amount in controversy does not exceed $10,000, in the City's name to collect the unpaid business license taxes.

However, bringing civil actions could be resource intensive. Because unpaid business license taxes cannot be batched, the City would be required to file an individual small claims lawsuit for each unpaid business license tax bill. Further, the City cannot have an attorney present at such proceedings, although the City Attorney would train staff on how to file and prosecute them.

Any litigation would return to the Council in closed session prior to action.

Potential Enforcement Enhancement: Criminal enforcement

Violations of the City's business license tax requirements is a misdemeanor, which can be punishable by fines, probation, community service or imprisonment. The seriousness of the charge could increase compliance but could lead to community concerns over enforcement. This approach is also resource intensive and would require use of outside counsel.

Staff Recommendation

Staff recommend that the Council direct the City Manager, in consultation with the City Attorney, to begin using property liens and small claims to improve compliance with the City's business license tax. Using liens would provide the City the best method to increase enforcement without expending significant resources to improve compliance. Using small claims, while more staff intensive, has the potential for fewer future challenges. Additionaly, staff are consulting with outside counsel on the use of both property liens and small claims and would prefer the ability to move forward with either option depending on the guidence.

This would provide the greatest equity, helping to ensure that all businesses in the City comply with the City's business license tax. It would also prevent the City from spending more in staffing costs than recovered funds.

Should the Council direct staff to move forward with property liens, staff will return at a future meeting with the proposed ordinance and begin the adoption process.

Following the ordinance's full adoption, staff will begin the notification process, in conjunction with HdL, for non-compliant businesses. Staff propose that the lien process proceed in tranches, starting with those businesses that owe the largest amount and have been in communication with HdL but have not completed the payment process.

Should the Council choose to move forward with either civil or criminal litigation, staff will return in closed session before the end of the calendar year with the proposed list of litigants, for direct Council approval before moving those cases forward.

Should the Council choose not to move forward with any HdL will continue with their enforcement actions on behalf of the City which continues to increase the number of compliant businesses.

Fiscal Impact

There is no budget action for this action.

Public Notice

The public was provided notice of this agenda item by posting the City Council agenda on the City's official bulletin board outside City Hall and making the agenda and report available at the City's website and at the San Mateo Co. Library located at 2415 University Avenue, East Palo Alto.

Additionally, this topic has been heard by the Council three times prior (June 2, 2022, February 7, 2023, and June 6, 2023) and all businesses involved in these efforts have been notified via mail at least three times.

Environmental

The proposed action does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines sections 15378(b)(4) and (5) in that it is a governmental fiscal, organizational or administrative activity that will not result in direct or indirect changes in the environment.

EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: October 3, 2023

TO: Honorable Mayor and Members of the City Council

VIA: Melvin E. Gaines, City Manager

BY: Benjamin Toney, Partnership for the Bay's Future Policy Fellow
Karen Camacho, Housing & Economic Development Manager

SUBJECT: East Palo Alto Opportunity to Purchase Act ("EPA OPA") Study Session

Recommendation

Provide recommended revisions to draft ordinance and direct staff to return with a revised draft ordinance titled "East Palo Alto Opportunity to Purchase Act" ("EPA OPA" or "Ordinance") for introduction (first reading) in a public hearing.

Alignment with City Council Strategic Plan

This recommendation is primarily aligned with:

- Promote Housing, Economic and Workforce Development

Executive Summary

At the July 18, 2023 City Council meeting, City Council directed staff to implement changes to the ordinance, including adding 1031 Exchange language and removing the Right of First Refusal for Single-Family Homes, and to return for a study session to review the entire revised ordinance. The study session staff report includes the following components:

1. Background
2. Proposed Ordinance
3. Implementation Considerations

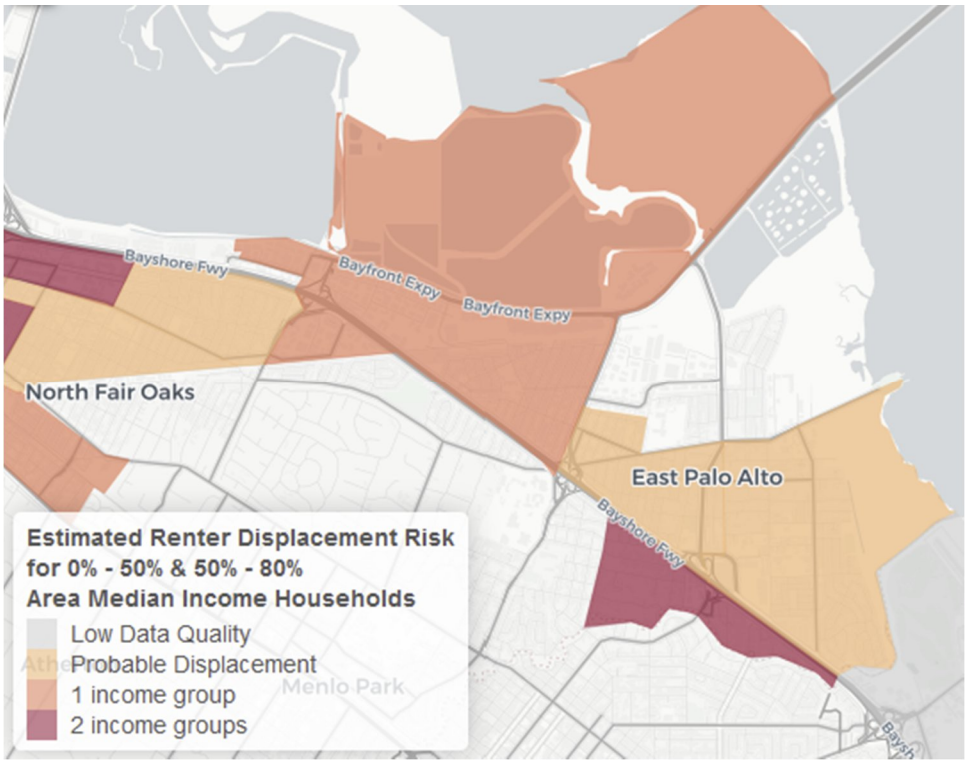
BACKGROUND

OPA is a proposed anti-displacement policy that seeks to stabilize housing for lower-income renter families when residential property sale occurs. The City Council's approval of OPA would facilitate purchases of rented Single-Family homes and/or acquisitions of Multifamily residential rental buildings by Non-Profit Housing Providers, provided that these nonprofits convert the buildings to permanently affordable housing for existing tenant families. Council approval of OPA would improve the ability of nonprofit housing providers to utilize existing and anticipated regional and state funding for affordable housing acquisitions in the coming years. Nonprofit acquisitions of existing buildings also would result in renter families gaining access to affordable housing without having to move to another building or neighborhood. OPA would also support the City in fulfilling its obligation to "affirmatively further fair housing," as required by state law; or in other words, promote housing opportunity for groups that are (or were historically) impacted by housing discrimination, including low-income black, indigenous, and people of color (BIPOC) groups.

Displacement Risk and Homeownership

Housing affordability, the gap between what people earn and what they spend on housing, remains a substantial obstacle to healthy and stable communities in East Palo Alto (EPA). During a period of rapid property value appreciation during the 2010s, wage growth among residents did not keep pace. In addition to the impact of regional delays in added housing supply, slow wage growth means that residents pay a substantial portion of their wages to maintain housing. The 2021 Housing Needs Assessment estimated that 55.6% of renter households (~2,584 of 4,648) and 41.7% of owner households (~1,282 of 3,076) are overburdened by housing costs, paying 30% or more of their income for housing. Households overburdened are more likely to experience displacement. The UC Berkeley Urban Displacement Project estimates that substantial portions of EPA are considered at risk of displacement for Low-Income households.

Figure 1: Displacement Risk



Source: Urban Displacement Project

EPA is a regional leader when it comes to adopting and implementing equitable housing policies and has taken various steps to address displacement. EPA has adopted and implemented a series of housing policies as part of a pro-housing policy agenda to support production of units, protection of tenants, and preservation of affordable housing. The following table lists the housing policies and programs EPA has enacted:

Figure 2: Housing and Economic Development Policies in EPA

Adopted Housing/Rent Stabilization Initiatives:

- Rent Stabilization Ordinance (1984 first passed, 1988 and 2010 revisions) - weblink
- Transient Occupancy Tax Revenue (10%) for Affordable Housing (1998)
- Income-Based Rental Housing Ordinance (2000)
- Below Market Rate Homeownership Program (2003) - weblink
- Ellis Act Ordinance (2007)
- Rent Stabilization and Just Cause for Eviction Ordinance (2010) - weblink
- Condominium Conversion Ordinance (2012)
- Housing Impact Fee Nonresidential ("Commercial Linkage Fee") (2013)
- Mobile Home Park Conversion and Closure Ordinances (2014)
- Tenant Protection Ordinance (2014)
- Housing Impact Fee Residential (2014, no longer in effect, Inclusionary Housing now)
- Inclusionary Housing (initial 2002, 2019) - weblink

• Measure O (2016) / Measure L Business License Tax (2022)   • Anti-Displacement Program (Nuestra Casa, YUCA, CLSEPA) • 2035 General Plan adoption (2016) - weblink   • Westside Area Plan - weblink • Measure HH (2018) - weblink • CalHOME ADU/JADU Loan Program (2020) • Local Preference (2020) - weblink • SB 2/Code Development Update for ADU Streamlining (potentially 2023/2024) • Home Sharing Program (HIP Housing)
Economic Development initiatives: • Affordable Housing and Sustainable Communities (AHSC) Grant (2020) • East Palo Alto Career Center (2021) • First Source Hiring (2022) - weblink • Measure HH Workforce Development Pilot (2022) - Housing Production + STEM and Building Trades Training - weblink   • StreetCode, Live in Peace, JobTrain
Updating or In Progress: • Affordable Housing Strategy Update (2024, every 5 years) - weblink • Housing Element Update (2023, every 8 years) - weblink   • Affirmatively Furthering Fair Housing Programs (2018 state law AB 686)   • Workforce Development   • Housing Assistance, Fair Housing, Other Resouces - weblink • Potential East Palo Alto Opportunity to Purchase - weblink   • Community Opportunity to Purchase (COPA)   • Tenant Opportunity to Purchase (TOPA) • Rent Registry (Council dedicated $150,000 to this effort)

Tenants of Single-Family Homes however are not covered by Rent Stabilization in cases of extreme rent hikes in EPA, prompting consideration of an OPA ordinance which includes both Multifamily properties and Single-Family properties.

ANALYSIS

Proposed Ordinance

To provide more opportunities to purchase residential properties, EPA City Council directed staff to explore a potential East Palo Alto Opportunity to Purchase Act (“EPA OPA” or “OPA”). The policy features certain key elements; Right of First Offer for qualifying properties, Right of First Refusal for qualifying Multifamily Properties, timelines which enable coordination of funds and financing, and exemptions for various property types and transaction types. EPA OPA requires notice to rights-holders about opportunities that both empowers them to make competitive offers and allows them to leverage resources that support home purchases and affordable housing preservation. Even as a small city, EPA has an established track record of

competing for outside funding; a practice which will help to support housing affordability and anti-displacement efforts.

EPA OPA can be helpful in addressing the City's preservation goals for many reasons. Firstly, it has been publicly vetted over multiple years through rigorous and ongoing community engagement including the voices of low-income families, landlords, homeowners and other community members. Second, it is timed in coordination with regional efforts to preserve homes and provide homeownership opportunities for low-income households. For example, in March 2023, the Metropolitan Transportation Commission (MTC) published its draft Transit-Oriented Communities (TOC) Policy guidelines, which highlight Tenant/Community Opportunity to Purchase policies as an affordable housing preservation approach. Third, local and regional organizations are committed to participating as technical assistants, mission-driven developers and community outreach and education specialists to facilitate implementation of EPA OPA if approved. Figure 3 demonstrates changes made to the policy as a result of public participation.

Figure 3: Draft EPA OPA Ordinance Revisions To-Date*	
Affordability	Affordability limit to include Low-Income Households for future vacancies added to Section 14.26.120.B
Affordability	Affordability requirements factor when public funds are accepted to support purchase.
Applicability/ Exemptions	Exemptions added: Owner-occupied properties, ADUs, properties owned by East Palo Alto residents, Family Transfers (including nieces and nephews), Foreclosures due to state law, Health Emergencies.
Other	Eliminate appraisal process for both SFH and Multifamily properties.
Other	Add language requiring facilitation of 1031 Exchange.
Enforcement	Increase contract purchase deposit from 1% to 3%.
Implementation	Council, not City Manager, certifies and re-certifies Qualified Non-Profits.
Enforcement	Owners, in addition to buyers, can pursue legal action to enforce ordinance.
Implementation	City Council, not City Manager, approves Administrative Guidelines
ROFR	Clarified that ROFR is triggered by Seller's intent or attempt to accept a Third-Party Offer, as differentiated from receipt of an offer
ROFR	Create 15% ROFR cap[1]

[1] When a Seller Rejects First Offer(s) and markets its real property conventionally, ROFR will apply to any accepted Third-Party offer less than or equal to 115% of the highest rejected First Offer. In this way, ROFR

ROFR	ROFR Removed from SFH properties.
Timelines	Timelines reduced overall from 90 days (SFH) to 280 days (Larger Multifamily).
Timelines	Statement of Interest Period reduced to from 30 days to 15 days, with contingent 15 additional days, if applicable.
Timelines	Allow for further shortening of timelines with consent from both parties when there is only one Potential Eligible Purchaser.
Timelines	ROFR timeline reduced to 5 days for SFH properties; to 20 days for QNP or City purchase.
Timelines	Potential Eligible Purchasers must submit timely letter of interest in order to submit First Offer; ROFR only applies in cases where First Offer is submitted accordingly.

Exemptions

Due to limitations in available funding resources and community feedback during the policy deliberation process, multiple exemptions (see attachment 1) are included in the policy. As a result, EPA OPA will only apply to a select sample of properties in EPA.

- **Pro:** Exemptions limit potential for disruption and maintain conventional transaction requirements for the majority of properties in EPA.

- **Con:** Exemptions limit the quantity of opportunities and reduce the possible scale of impact that the policy can have in preventing displacement and keeping EPA residents in their homes.

    - *Staff Recommendation:* Monitor exemptions during implementation and consider removing redundancies since the current list may double-exempt in some cases.

Scale

Exemptions substantially limit the scale of transactions that would qualify for OPA procedural requirements. The David Rosen & Associates Report, which was presented to the Council in 2022, estimated for Single-Family Homes roughly 12 qualifying transactions during cooler market conditions (2007-2011) and roughly 32 qualifying transactions during warmer market conditions (2017-2021). These estimates did not consider transfer type exemptions, and thus smaller numbers may actually qualify. Scale of the program is also limited by funding availability; the City can increase reach by dedicating additional funds to support purchases, or seeking/facilitating funding from county, regional, or state sources.

- **Pro:** Starting at smaller scale limits disruption and enables program implementation to grow as resource availability increases.

applies to a limited set, and Sellers can avoid the requirements of a ROFR when Buyers make offers exceeding this threshold.

- **Con:** Excessive limits can constrain opportunities to purchase and reduce the positive impact of stabilizing households during a period of displacement risk.

    - *Staff Recommendation:* Monitor implementation and consider devoting public resources to support scale of affordable housing preservation as an anti-displacement strategy.

Rights-Holders

Under the proposed ordinance for qualifying properties, the Right of First Offer is provided to three groups of rights-holders – Tenants, Non-Profit Housing Providers, and the City. This means that when an owner of a qualifying property decides to sell, that seller is required to notify rights-holders of their Right of First Offer. Until that right is exercised or waived, the seller is prohibited from listing or marketing to afford rights-holders an incubation period to compile an initial competitive offer. For Multifamily properties, the Right of First Refusal also enables rights-holders to purchase at the highest price bid under qualifying circumstances. Right

- **Pro:** Existing practices (rapid transactions, off-market deals) can exclude long-term EPA residents looking to buy their first home or stabilize through affordable housing preservation. Giving rights creates a reliable flow of opportunities; reliability helps EPA residents take advantage of funding and financing resources currently available and that become available over the years.

- **Con:** Buyers and/or Sellers may be sensitive to delays in marketing associated with Right of First Offer; similar sensitivity can apply for Right of First Refusal where it applies.

    - *Additional Consideration:* While the City of EPA may only consider purchase under specific circumstances, including the City as a rightsholder also enables data collection for audit and evaluation to track notifications, measure the impact of the policy over time, and propose adjustments as needed.

Timelines

Upon notification of rights, rights-holders have an allotted amount of time to deliver a Statement of Interest and to submit the First Offer which a seller can choose to accept or reject and continue marketing. Timelines are varied by building type, as informed by practice (see support letter from the Local Initiatives Support Corporation in 2021), such that larger buildings which require more due diligence have longer time periods.

Figure 4: EPA OPA Timeframes

	1 unit	2-3 unit	4 unit
Statement of Interest	15-30 Day	15-30 Day	15-30 Day

First Offer	30 Day	60 Day	90 Day
First Refusal Match	Not Applicable	20 Day	20 Day
Closing	30 Day	90 Day	120 Day

- **Pro:** Allotting time for coordination of funds and financing is necessary to help enable local purchasers to make competitive offers and close on transactions to facilitate home purchase for tenants and affordable housing preservation for Non-Profit Housing Providers. The 15-day automatic waiver of rights for non-response ensures that marketing delays are limited.

- **Con:** Even with limits on the marketing restriction which ensures Right of First Offer, buyers and sellers may be sensitive to changes in transaction requirements.

    - *Additional Consideration:* In cases where applicable, sellers and rights-holders can communicate in good faith to accelerate the waiver of rights for example in a situation in which no rightsholder is likely to make an offer. However, parties must operate in good faith and cannot pressure rights-holders to waive rights.
    - *Staff Recommendation:* Finalize timelines as recently updated inclusive of the removal of Right of First Refusal for Single Family Homes.

Right of First Refusal

Because the purpose of the policy is to strengthen long term EPA residents' ability to stay in EPA either through homeownership or affordable housing preservation, the Right of First Refusal was initially included to give rights-holders a tiebreaker advantage in the event that they can match the highest and best offer made by a Third Party. During policy deliberation, the ROFR was removed from Single-Family Home purchases.

- **Pro:** ROFR helps long term EPA residents compete in contested market conditions while protecting Sellers' ability to secure the highest bid that the market provides.

- **Con:** ROFR may discourage some buyers based on transaction process differing from the conventional process.

    - *Staff Recommendation:* Monitor use of Right of First Offer and Right of First Refusal by rights-holders to evaluate program uptake and efficacy.

Affordability

For properties purchased through OPA using public funds, e.g., Multifamily properties using affordable housing preservation funding, permanent affordability requirements will apply to those units of housing if they are rented at any point after sale. Within a Multifamily property, rents must maintain an average affordability level of 50% AMI. If at any point the average

affordability level is higher across units, future rents must be set at 50% AMI until the average is achieved.

- **Pro:** Affordable Housing Preservation is an underutilized housing affordability strategy which has recently been gaining traction and funding on regional, statewide, and national levels. It offers an additional tool to increase the number of affordable units in EPA, which is critically important for a city with substantial overburdening where displacement risk is high.

- **Con:** Deep targeting for Very Low-Income households requires more funding per unit, and may require the city to consider dedicating local funding in the future to complement external funding support.

    - *Additional Consideration:* The per-unit costs for housing preservation based on building type is relevant to city affordable housing strategy. Typically, Multifamily properties may have lower per unit costs to preserve affordability. The funds necessary to preserve a Single-Family home could likely be matched with other external funds.
    - *Staff Recommendation:* Encourage and support Qualified Non-Profit Housing Providers to leverage Affordable Housing Preservation funding and financing resources to maintain deep levels of affordability to meet the needs of EPA households.

Property Tax Revenue

For select completed purchases under the EPA OPA, some properties could qualify for the Welfare Tax Exemption which can result in a decrease in tax revenue received by the County and subsequently the City's share of such funding. Such a decrease would constitute an expenditure towards increasing affordable housing in EPA. Ownership purchases don't qualify for the Welfare Tax Exemption, but affordable housing preservation purchases for the purpose of housing low-income households might qualify.

- **Pro:** Using available and future affordable housing preservation funding can bring public investment that substantially outweighs marginal decline in property tax revenue to the City. Most affordable housing models rely on some form of tax advantage strategy to achieve and maintain financial feasibility – Welfare Tax Exemption helps to ensure that housing can be priced affordable to low-income households in EPA and is thus often a worthwhile tradeoff.

- **Con:** Smaller numbers can still make a difference and budgetary scrutiny remains important especially for a smaller city expected to perform similarly with at times fewer resources than comparable cities.

    - *Staff Recommendation:* Monitor and evaluate properties entering tax-exempt status through OPA purchases.

Funding

Affordable Housing typically requires complex financing, sometimes referred to as patchwork financing, which requires collecting funds from multiple sources to achieve financial feasibility at reduced prices to end users. These sources can be a combination of Federal, State, Regional, Local, and Philanthropic funds varying on a case-by-case basis (see staff report for March 21, 2023 discussion of Affordable Housing Preservation funding sources)[2]. The implementation of OPA currently does not include dedicated funding from EPA and instead seeks to rely on outside sources to support both homeownership purchases and affordable housing preservation purchases.

- **Pro:** The city maintains the discretion and flexibility over local funding to support affordable housing, and thus may consider real property transactions subject to EPA OPA along with other affordable housing opportunities, including preservation and production of affordable units.

- **Con:** The City may miss out on opportunities to increase the number of affordable housing units in cases where consistent public contributions from local government could pair with funds from outside to city to help affordable housing endeavors achieve financial feasibility.

    - *Additional Consideration:* Staff can analyze total development costs for preservation projects to determine likely ranges of per-unit local funding contribution.

    - *Staff Recommendation:* Collect and maintain lists of funding and financing resources for Homeownership and Affordable Housing Preservation and publish on City website. Continue to seek funding support from County, Regional, State, Federal government when opportunities arise. Consider local funding allocations to support affordable housing preservation.

[2] On March 21, 2023, staff presented to council on existing and emerging funding sources for Affordable Housing Preservation; see item 9.3 project packet page 403-404: http://eastpaloalto.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1852&Inline=True

Qualified Non-Profits

To comply with notification requirements, the City will produce and maintain a list of Qualified Non-Profit Housing Providers to which notification must be sent. A qualified Non-Profit is a 501(c)3 organization or California Cooperative Corporation that has the capacity to acquire, provide and manage affordable housing for low-, very-low-, and extremely-low-income households as defined by the City's annual Area Median Income calculations, has a commitment to prevent displacement, has a demonstrated commitment to community engagement, and is certified by the City through an application and selection process. A Non-Profit organization's certification as a Qualified Non-Profit shall be valid for five (5) years. The City Manager or designee shall solicit new applications for Qualified Non-Profit status at least once each calendar year, at which time existing Qualified Non-Profits shall be eligible to apply for renewed certification, along with certification of new nonprofits. A list of Qualifying Non-Profits shall be published on the City's website.

- **Pro:** Maintaining a list enables clear notification and communication to Non-Profit Housing Provider rights-holders and ensures that the list is composed of qualified organizations.

- **Con:** New Non-Profit Housing Providers interested in preserving affordable housing through OPA will have to apply for certification to be qualified as a required recipient of notification.

    - *Staff Recommendation:* The City can delineate a process for certification of Qualified Non-Profits in the Administrative Guidelines.

Implementation Considerations

Taxes

The fiscal impact of OPA largely concerns Property Tax implications and Assessed Valuation implications. The July 18, 2023 City Council Meeting discussed Property Tax concerns. In summary, concern about affordable housing providers' use of the Welfare Tax exemption could reduce tax revenue for each completed Multifamily purchase which converts to permanently affordable housing. Affordable housing preservation funding is likely to be necessary for these transactions, and funding support can greatly outweigh property tax distribution to the city. OPA can be beneficial to the financial health of EPA by bringing resources to the city to support affordable housing preservation and homeownership while stabilizing households.

The David Rosen & Associates Report in 2022 addressed Assessed Valuation concerns. In an unlikely worst-case scenario in which 100% of absentee homes were purchased by Non-Profit Housing Providers, the study estimated that $67 million worth of property over a five-year period could enter tax exempt status, based on an estimated 32 properties sold per year. The San Mateo County Property Tax Rate of 1% suggests $670,000 in tax exemption over such a 5-year period, 16% of which (roughly $107,200) could be expected to return to EPA from San Mateo County.
This amount may be an over-estimate due to the lagged timeline on which properties enter tax-exempt status over the five-year period. This hypothetical gross decrease does not factor in the positive net effect of funding and financing support which would enable acquisition and rehabilitation of properties, which for programs like the Foreclosure Intervention Housing Preservation Program can bring up to $500,000 per unit for Multifamily and up to $600,000 per unit for Single-Family properties.

Funding

One funding implication could arise if the City were to dedicate local funds toward affordable housing preservation. It would require the City Council to evaluate its overall strategy for investing in affordable preservation, including the impact such decisions would have in funding affordable housing projects (e.g., by being a “patchwork” financier). This could involve establishing rolling funds to support affordable housing preservation, produce RFP/notice of funding availability to routinize the funding of deals by the City.

Lastly, funding availability is relevant in cases in which the City decides to purchase property as a rights-holder. This likely occurs in infrequent select cases. The city may choose to partner through joint venture or other such strategy with a development organization to share ownership and operations responsibilities to preserve affordable housing. Specifics of such infrequent cases can be delineated in administrative guidelines.

Administrative Costs

OPA is a program designed to require limited City Staff time because transactions will be facilitated by selling and purchasing parties. Staff expects program administration to be absorbed by existing staff in the Community and Economic Development Department (developing informational materials, updating website, convening informational public meetings) as well as City Attorney’s Office (reviewing documents, forms, and assisting on addressing questions and inquires) and Finance Department. The City can use the Partnership for the Bay’s Future Breakthrough Grant Fellow (1 FTE) to support program implementation and administration through May 2024. Anticipated administrative roles include establishing Administrative Guidelines, preparing and updating informational materials, periodically informing the public on policy updates.

The City may decide to fund community organizations to support tenant education and potential organizing for cooperative-living situations. In addition, staff anticipates initially seeing a smaller volume of transactions due to the lack of dedicated City funding sources, the property and transfer type exemptions, and due to the City’s smaller housing stock. Below is a

list of other jurisdictions and the size of their teams that administer or would administer an OPA program, if adopted:

- Washington, DC's TOPA program funds the equivalent of 8 full-time equivalent (FTE) staff to conduct outreach, provide resident organizing support, and help with thirty transactions a year. EPA's housing stock is thirty-eight times smaller than Washington, DC's.
- San Francisco did not devote any additional FTE staff time toward the COPA program, and ordinance implementation was absorbed by existing staff.
- Berkeley, which is exploring TOPA legislation, expects to need 6 FTE staff to adequately support the anticipated number of tenant groups exploring TOPA rights, and anticipates funding the FTE at outside partner organizations. The initial "ramp-up" need is expected to be 2-3 FTE. EPA's housing stock is five times smaller than Berkeley's.
- Minneapolis, which is also exploring TOPA legislation, expects to need 4 FTEs during the initial 18-24 month "ramp-up" period, including a manager to oversee all TOPA processes, attorneys, and administrative staff, and the equivalent of two additional FTEs to manage the Qualified Organization certification process.

Technical Assistance

Technical assistance for Affordable Housing Preservation by Housing Providers is available through the Partnership for the Bay's Future including Enterprise Community Partners which holds regular trainings and office hours to support affordable housing preservation and the organization which take on that work.
For first time homebuyers, EPA may seek to partner with San Mateo County, the Housing Endowment And Regional Trust (HEART), and local and regional banks/financial institutions to support first time homebuyers with resources, education and training to prepare for homeownership.

Community Outreach and Education

The City will need to develop, distribute, and post on its website materials to educate the public on the rules and requirements for OPA to ensure compliance. Staff also recommend hosting webinars and/or in-person trainings 1-2 times per year to engage community members and answer questions about program compliance and implementation. Materials for website include:

- Toolkit for Sellers
- Toolkit for Tenant Rights-holders
- Toolkit for Qualified Non-Profit Rights-holders
- List of Certified QNPs
- Funding/Financing Resource Lists for Affordable Housing Preservation and First Time Home Purchase

Next Steps

If Council wishes to move forward with exploring the EPA OPA ordinance, staff will return to Council with an updated draft Ordinance as well as proposed administrative guidelines, and an implementation plan that outlines funding, community education, and marketing strategies that the City will implement if the Ordinance is adopted.

As a reminder, the Administrative Guidelines will contain an outline of how EPA OPA works in practice, address "gray areas" for scenarios not explicitly referenced in the ordinance, set threshold criteria to fulfill the ordinance's intent, and promote program uptake. Key topics of the Administrative Guidelines include qualification of nonprofits, transfer exemption procedures, assignment of rights procedures, noticing and disclosure requirements, prohibited conduct, and more.

Fiscal Impact

There is no fiscal impact associated with this staff report. As discussed above, the City's award of a Partnership for the Bay's Future Breakthrough Grant partially mitigates that cost by adding dedicated staff capacity from the Policy Grant Fellow, who will support with the mechanisms associated with potential implementation.

Public Notice

The public was provided notice of this agenda item by posting the City Council agenda on the City's official bulletin board outside City Hall and making the agenda and report available at the City's website and at the San Mateo County Library located at 2415 University Avenue, East Palo Alto.

Environmental

The proposed action does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines sections 15378(b)(4) and (5) in that it is a governmental fiscal, organizational or administrative activity that will not result in direct or indirect changes in the environment.

EAST PALO ALTO OPPORTUNITY TO PURCHASE ACT - EXEMPTIONS

14.26.040 Exemptions

A. Exempt Residential Property. Residential Property not subject to the requirements of this chapter:

1. Owner-Occupied Single-Family Dwellings (including ADU/JADU) lived in for at least one (1) year or more.

2. Non-Owner-Occupied Residential Property owned by an East Palo Alto resident, when the Owner has lived in EPA for at least one (1) year or more.

3. Owner-Occupied Condominiums when the Owner has lived in for at least one (1) year or more.

4. Any Owner-Occupied Duplex lived in for at least one (1) year or more.

5. Any Owner-Occupied Triplex lived in for at least one (1) year or more.

6. Residential Property owned by the local, state, or federal government.

7. Residential Property subject to resale price control under Chapter 18.37 of East Palo Alto's Municipal Code.

8. Residential Property owned by and operated as a hospital, convent, monastery, extended care facility, convalescent home, or dormitories owned by educational institutions.

B. Exempt Transfers. Transfers of Residential Property not subject to the requirements of this chapter:

1. An inter vivos transfer, whether or not for consideration, between spouses, domestic partners, parents and children, siblings, and/or grandparents and grandchildren.

2. A transfer for consideration by a decedent's estate if the consideration arising from the transfer will pass from the decedent's estate to, or solely for the benefit of, charity.

3. A transfer of legal title or an interest in an entity holding legal title to a

Residential Property pursuant to a bona fide deed of trust or mortgage, and thereafter any transfer by foreclosure sale or deed in lieu of foreclosure pursuant to a bona fide deed of trust or mortgage. This exemption does not supersede any rights to purchase afforded to Potential Eligible Purchasers under California Civil Code Sections 2924(f) (g) (h), 2924(m)-(n), or 2929.3.

4. A transfer of bare legal title into a revocable trust, without actual consideration for the transfer, where one or more transferors is a current beneficiary of the trust.

5. A transfer by devise, descent, or operation of the law upon the death of a natural person.

6. A transfer pursuant to court order or court-approved settlement.

7. Any transfer to a public agency, including but not limited to a transfer by eminent domain or under threat of eminent domain.

8. Any transfer of a fractional interest in a Residential Property that is less than fifty percent (50%) of an undivided interest in the Residential Property.

9. Any transfer in which the transferee receives a low-income housing credit pursuant to 28 U.S.C. § 42.

10. A transfer of a Residential Property with no more than four (4) Dwelling Units made for the purpose of either: (a) paying for imminently necessary health care expenses of an Owner of the Residential Property, or (b) an emergency circumstance placing the Owner in financial hardship and at imminent risk of foreclosure or bankruptcy and the Owner has occupied the Residential Property as the Owner's Principal Residence during the prior year. For purposes of this subsection only, "Owner" shall be limited to a natural person having an undivided interest in the Residential Property of at least fifty percent (50%). An Owner may claim this Exempt Transfer within one (1) year of having vacated the Residential Property where the Owner demonstrates the existence of the conditions set forth in this subsection.

Transfer Exemption Procedures. The Owner shall submit a Certificate of Exemption signed under penalty of perjury to the City after deciding to sell and before marketing the property, self-certifying one of the exemptions described in subsection B. A Certificate of

Exemption must be accompanied by supporting documents as set forth in the Administrative Guidelines. The City shall make the template Certificate of Exemption available on the City website. This section shall not be construed to or used in a manner that unreasonably delays an Owner's valid and lawful transfer of a real property interest under Exempt Transfers.

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January 14, 2022
Via email

To: Patrick Heisinger, Rachel Horst

From: Nora Lake-Brown, David Rosen

Subject: Research Regarding Potential Effects of TOPA

This memorandum summarizes the information and analysis conducted by DRA related to the potential economic effects of an Opportunity to Purchase (OPA) ordinance on the housing market and property tax base in the City of East Palo Alto. The purpose of the review is to inform the City Council on potential fiscal and economic effects of OPA on the City.

Summary of Findings and Conclusions

- Single-family home prices, rents and the price of rental units in East Palo Alto are established by housing supply and demand within the regional housing market. Housing demand is strong in many areas of the country, across California, and especially in the Bay Area where rising home prices are spurred on by the continued growth of the Silicon Valley economy.
- The supply of new housing in the Bay Area has not kept pace with demand, and these forces are expected to continue into the near future. EPA's proposed OPA must be viewed in the context of these forces. The ordinance does not limit sales prices on single-family homes or any unit. If the home's tenants are not able to complete a purchase at market price within a set time frame, the home may be sold to any buyer.
- The OPA affects a small proportion of single-family homes in EPA. Buyers will clearly identify those home sales that are covered by the ordinance and those that are not, just like they identify school districts, transit, and other factors influencing their decision to buy. High market demand makes the market very efficient in adjusting to regulatory changes. The OPA should have no effect on prices for home sales not covered by the ordinance. Since price is not limited, DRA also believes the ordinance will have no effect on sales prices for units covered by the ordinance. Changes in interest rates, employment, wages, buyer demand and supply of homes for sale—all factors beyond the control of any city—are the key determinants of market price.

- DRA's "worst case" estimate of the loss in property tax assessment in the City from the purchase of absentee-owned homes and condos by nonprofits under OPA over the next five years is $67 million, or approximately 1.8% of the City's total assessed valuation of $3.7 billion. This worst-case scenario is highly unlikely because:
    - It assumes all absentee-owned homes sold in the next five years are purchased by non-profits and receive a total exemption of property taxes as affordable rental units. Creation of affordable ownership units will result in these units being assessed at affordable prices rather than market prices, resulting in a reduction but not total elimination in the property taxes generated by these units.
    - The subsidy required to cover the "gap" between market home price and affordable home prices will be large and few funds are available for such purchases. DRA estimates the total subsidy required to purchase and make affordable at 80% AMI or below all absentee-owned single-family dwellings and condos sold over the next five years at $97 M to create owner housing and $115 M to create renter housing. Lowering the income targeting to 50% AMI increases the subsidy required to $131 M to create affordable owner housing and $145 M to create affordable renter housing.
    - Subsidizing units purchased under OPA is not an allowable or competitive activity for any of the more than $23 billion in funding sources available for homeless and affordable housing in California in 2022 reviewed by DRA for this assignment. This will limit the number of these purchases and minimize the effect on the City's tax base. Subsidizing absentee-owned units purchased under OPA will require identification of new local government or foundation funding sources. DRA estimates a realistic number of units to be purchased by nonprofits and subsidized at no more than 2 to 3 units per year.

1. Residential Market Context

On a national level, the US has been experiencing high housing price growth, which is expected to continue in the years to come. According to Freddie Mac in July 21:

> High house price growth has been supported by increased demand due to low mortgage rates, disposable after-tax income that has risen during the current recession and a major shortage of housing supply relative to our population. The increase in house price growth will be less transitory than the increase in consumer prices, as the U.S. housing market will continue to struggle with a shortage of available housing for many months to come. [1]

Housing price appreciation has been even more pronounced in California and particularly the Bay Area due to the growth of the technology economy following the Great Recession and further spurred on by the COVID-19 pandemic.

Table 1 shows the growth in the median single-family home price in East Palo Alto and selected Counties since the recovery began in 2012.

Table 1
Appreciation in Single-Family Median Home Prices for Existing Homes
East Palo Alto, Selected Bay Area Counties and California
2012 to 2021

				Percent Increase		
	Dec. 2012	Dec. 2020	Nov. 2021	2012 to 2020	2020 to 2021	2012 to 2021
East Palo Alto	$285,000	$938,000	$1,030,000	229%	10%	261%
San Mateo County	$775,000	$1,700,000	$2,222,500	119%	31%	187%
Santa Clara County	$681,000	$1,375,000	$1,692,500	102%	23%	149%
San Francisco County	$864,795	$1,581,000	$1,900,000	83%	20%	120%
California	$365,840	$717,930	$782,490	96%	9%	114%

Sources: Compass Bay Area Market Reports (East Palo Alto); California Association of Realtors (counties, California

[1] http://www.freddiemac.com/research/forecast/20210715_quarterly_economic_forecast.page

We are currently in a rising interest rate environment, which factors into the demand and supply of housing equation by influencing the cost of money, financing, and financing proceeds. For investors who are paying all cash, interest rates are immaterial. In fact, in a rising rate environment, all cash buyers are even more advantaged against first time homebuyers who are buying for themselves as owner occupants.

2. Potential Loss in Assessed Valuation from Absentee-Owned Units Purchased by Nonprofit Housing Corporations

DRA evaluated the potential loss in the City's assessed property valuation associated with the purchase of absentee-owned single-family homes and condominiums by nonprofit housing corporations pursuant to the OPA.

2.1. Purchase of a single-family home by a non-profit housing corporation does not necessarily mean the City will lose the full amount of property tax revenues it receives from that home.

- Affordable rental units owned by qualifying nonprofit organizations and restricted to low income households with incomes at or below 80% of area median income (AMI) are eligible for a property tax exemption[2].
- Affordable owner units sold by nonprofit corporations and restricted for at least 30 years as affordable to low income households at 80% of AMI or below are eligible for a property tax assessment that takes the affordability restrictions into consideration[3]. This means the property is assessed at the affordable home sales price rather than market value. DRA calculated affordable home prices by 2021 income level, which are summarized in **Table 2** for single-family homes and **Table 3** for condominiums. Detailed assumptions for this calculation are

[2] https://www.boe.ca.gov/proptaxes/pdf/pub149.pdf
[3] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=RTC&sectionNum=402.1

contained in **Appendix Table A-1** for single-family homes, and **Table A-2** for condominiums.

- Special assessments will continue to be paid on all units, regardless of assessed value or exemption status.

Table 2
Affordable Home Prices by Income Level and Unit Bedroom Count
Single-Family Homes
City of East Palo Alto
2021

	50% AMI	80% AMI	120% AMI
1 Bedroom	$207,600	$380,100	$610,200
2 Bedroom	$234,500	$428,700	$687,500
3 Bedroom	$261,300	$476,900	$764,500
4 Bedroom	$280,500	$513,400	$824,000
5 Bedroom	$299,400	$549,600	$883,100

Source: DRA.

Table 3
Affordable Home Prices by Income Level and Unit Bedroom Count
Condominiums
City of East Palo Alto
2021

	50% AMI	80% AMI	120% AMI
1 Bedroom	$150,900	$323,400	$553,600
2 Bedroom	$179,900	$374,100	$632,900
3 Bedroom	$208,100	$423,700	$711,300

Source: DRA.

2.2 DRA estimates a potential "worst case" loss of assessed value over 5 years of $67 million, representing only 1.8% of the City's total assessed valuation.

DRA's estimates are based on the following assumptions and data:

- An average of 28 absentee-owned single-family homes and 4 absentee-owned condos sold per year, which equals the average sales rate for all absentee-owned single-family homes and condos in the City between 2017 and 2021 based on analysis of parcel-specific data from Property Radar. This is an increase from the rate of 8 absentee-owned homes and 4 condos sold per year during the 2007 to 2011 period. Using total absentee-owned units overestimates the result because non-owner occupied units owned by East Palo Alto residents are exempt from the OPA.
- The weighted average assessed values for absentee-owned single-family homes and condos in East Palo Alto in December 2021 of approximately $408,000 and $504,000, respectively, are derived from Property Radar data. The average assessed value by unit bedroom count is summarized for single-family homes in **Table 4**.

Table 4
Average Assessed Value of Absentee-Owned Single-Family Homes[1]
City of East Palo Alto
December 1, 2021

	Total Assessed Value	No. of Units	Average Assessed Value
1 Bedroom	$3,974,848	6	$662,475
2 Bedroom	$14,428,751	54	$267,199
3 Bedroom	$35,337,100	99	$356,940
4 Bedroom	$22,664,495	35	$647,557
5 Bedroom	$7,868,800	13	$605,292
6 Bedroom	$908,147	2	$454,074
Weighted Ave.	--	--	$408,000

[1]Excludes single-family homes Property Radar identifies units as "owner-occupied."
Sources: Property Radar; City of East Palo Alto; DRA.

- Assuming 100% of the absentee-owned homes are sold to nonprofits **and** are paying **no** property taxes as qualifying low-income rental units. This worst case scenario is highly unlikely because:
  -
  - There are insufficient capital subsidies available to assist non-profits to purchase all of the absentee-owned homes coming on the market, as discussed further in Section 3.
  - Homes purchased by nonprofits and resold as affordable ownership units would not be exempt from property taxes but would pay property taxes based on affordable sales prices.

2.3 The increase in assessed valuation in the City from the resale of existing owner-occupied units is estimated at $183 million over the next five years, vastly outweighing the potential loss of assessed value from absentee-owned units.

DRA estimates the increase in assessed valuation from the resale of existing owner-occupied single-family homes and condos as follows:

- An average of 53 owner-occupied single-family homes and 9 owner-occupied condos sold per year, which equals the average sales rate for owner-occupied single-family homes and condos in the City between 2017 and 2021 based on analysis of parcel-specific data from Property Radar.
- The weighted average assessed values for owner-occupied single-family homes and condos in East Palo Alto in December 2021 of approximately $451,000 and $575,000, respectively, derived from Property Radar data.

2.4 In addition, DRA estimates that assessed valuation in the City will increase by another $560 million to $800 million over the next five years

(approximately) as the existing pipeline of market-rate housing is built out.

This estimate is based on the following assumptions:

- Approximately 800 market-rate units in the City's development pipeline;
- Average assessed valuation ranging from $700,000 to $1,000,000 per unit, based on 2021 average sales prices for existing condominiums and single-family homes in East Palo Alto. These assumed prices underestimate the actual increase in value as average new home prices are expected to be well above existing home sales prices.

3. Capital Subsidy Resources Necessary for Nonprofits to Purchase Single-Family Homes

Substantial capital resources will be required for nonprofit housing corporations to purchase existing absentee-owned single-family homes and/or condos for the purposes of creating affordable rental or owner units. Under the OPA, nonprofits will be required to pay market rate prices. DRA calculated subsidy requirements using an "affordability gap" methodology which compares the amount households at various income levels can pay for housing and the estimated cost of purchasing absentee-owned single-family homes at market prices under the OPA.

3.1. DRA estimates the five-year capital subsidy required to purchase and subsidize absentee-owned single-family homes and condos to create affordable owner or renter housing as follows[4]:

	50% AMI	80% AMI	120% AMI
Owner	**$131 M**	**$97 M**	**$52 M**
Renter	**$145 M**	**$115 M**	**$65 M**

[4] Assumes all units are converted to affordable owner or renter units at the target income level.

These estimates are based on the following assumptions:

- An average of 28 absentee-owned single-family homes and 4 absentee-owned condos sold per year, equal to the average sales rate for absentee-owned single-family homes in the City between 2017 and 2021.
- DRA calculated per unit affordable home prices (as described in Section 2.1 above) and renter supportable mortgages by income level and unit bedroom count. DRA then calculated a weighted average affordable home price and renter supportable mortgage by income level using the distribution of absentee-owned homes by unit bedroom count shown above in Table 4. Detailed assumptions for the calculation of affordable single-family and condo home prices and supportable rental mortgages by income levels are shown in Appendix **Tables A-1**, **A-2**, **A-3** and **A-4**.
- The weighted average owner and renter per unit affordability gaps to purchase and "buy down" the affordability of these units by income level and tenure are shown in **Table 5**.
- An average market purchase price of $1,106,000 for single-family homes and $783,000 for condos based on the average sales prices for resale of existing units in East Palo Alto during 2021 from Property Radar.

Table 5
Weighted Average Per Unit Affordability Gaps by Income Level
City of East Palo Alto
2021

	Very Low Income 50% AMI	Low Income 80% AMI	Moderate Income 120%
SFD Owner	$847,700	$633,500	$348,300
Condo Owner	$613,000	$427,000	$178,000
Renter	$905,700	$721,700	$411,700

3.2. Traditional sources of funding for affordable housing may not be used to subsidize units purchased under the TOPA. This will materially limit the number of sales to nonprofit housing corporations.

- California has an unprecedented level of funding available to tackle the problem of homelessness and lack of affordable housing in the State.
- The State Department of Housing and Community Development (HCD) has approximately $1.2 billion in funding remaining under Proposition 1, which authorized $4 billion in general obligation (GO) bonds for housing in 2018. This amount includes funding for the programs listed below, but excludes the Affordable Housing and Sustainable Communities program, which receives ongoing funding subject to Cap and Trade Auction Revenues. None of these funds may be used for OPA homes.

Multifamily Housing Program	$394 M
Veterans Housing and Homelessness Prevention Program (VHHP)	$129 M
Infill Infrastructure Grants (IIG)	$124 M
Serna Farmworker Housing Program	$96 M
No Place Like Home	$496 M

- The California State Budget includes more than $22 billion in funds for housing and homelessness over the next two years. Funding for FY 2021-2022 includes the following programs, which also may not be used to purchase TOPA homes:

Local Homelessness Programs	$1.0 B
Dept. of Social Services Homelessness Programs	$2.0 B
Rental Assistance (Payment of Overdue Rent)	$5.2 B
HCD Pipeline Projects	$1.75 B
Project HomeKey	$1.45 B
Affordable Housing Preservation	$500 M
Infill Infrastructure Grant	$300 M

- The California Tax Credit Allocation Committee (CTCAC) awarded more than $511 M in 9% and 4% Low Income Housing Tax Credits to projects in California in 2020. LIHTC's also are not available for OPA homes.
- The purchase and subsidization of units by nonprofits under the OPA does not qualify for the any of the above funding sources and would

require identification of new local government and/or foundation resources.

4. 1031 Exchanges

Under Section 1031 of the United States Internal Revenue Code, a taxpayer may defer recognition of capital gains and related federal income tax liability on the exchange of certain types of real property through a process known as a 1031 exchange.[5]

4.1 1031 Exchanges only apply to sale of an investment property and replacement purchase of another like-kind investment property of equal or greater value (e.g. sale of one rental property and purchase of another rental property).

4.2 1031 Exchange time limits are measured from when the property to be sold ("relinquished property") closes. Therefore, sale of a property by an East Palo Alto resident under a 1031 Exchange will not be affected by OPA timelines unless they also are purchasing a replacement investment property in East Palo Alto.

4.3 For East Palo Alto residents selling one investment property and purchasing another investment property in East Palo Alto, the OPA timeline is adequate to complete a 1031 Exchange.

- Measured from when the relinquished property closes, the Exchangor has 45 days to nominate (identify) potential replacement properties and a total of 180 days (including the 45-day nominating period) to acquire the replacement property. The 97-day to 127-day time limits proposed for OPA fits within this 180-day time frame.

[5] See https://www.law.cornell.edu/uscode/text/26/1031

4.3 1031 Exchanges comprise a small percentage (less than 5%) of residential transactions nationally.

- According to a 2020 study by the National Association of Realtors, among residential NAR members, 1031 Exchanges comprised an average of less than 5% of sales transactions, with half of members reporting no such transactions.

Appendix Tables

Table A-1
Affordable Home Sales Price Calculations, Owner Housing
Single-Family Homes
City of East Palo Alto
2021

Assumptions

2021 HUD Median Household Income, San Mateo County	$149,600
2021 HUD VLI Limit, Household Size of Four	$91,350
2021 HUD Effective Median Income, HH Size of Four	$182,700
Used in Calculations	$182,700
Affordable Housing Expense As a % of Income	30%

No. of Bedrooms	**Studio**	**1 Bedroom**	**2 Bedroom**	**3 Bedroom**
Household Size	1 Persons	2 Persons	3 Persons	4 Persons
Household Size Income Adjust. Factor	70%	80%	90%	100%
Owner-Paid Utility Allowance (1)	$188	$208	$265	$324

Monthly HOA Fee/Maint. Cost	$200
Monthly Property Insurance	$100
Property Tax Rate (% of AV)	1.00%
Mortgage Interest Rate	5.50%
Term (Years)	30
Downpayment (% of Sales Price)	10.00%

Per Unit Affordable Sales Price by Unit Bedroom Count

		Studio	**1 Bedroom**	**2 Bedroom**	**3 Bedroom**
50% AMI					
Annual Income Limit		$63,945	$73,080	$82,215	$91,350
Affordable Monthly Housing Expense		$1,599	$1,827	$2,055	$2,284
Less: Monthly Utility Allowance		($188)	($208)	($265)	($324)
Less: HOA/Maintenance Expense		($200)	($200)	($200)	($200)
Less: Property Insurance		($100)	($100)	($100)	($100)
Available for Principal, Interest, Taxes		$1,111	$1,319	$1,490	$1,660
Less: Property Taxes	1.20%	$217	$258	$292	$325
Supportable Mortgage Before Prop. Taxes		$195,671	$232,305	$262,421	$292,362
Assumed Assessed Value at Sale	90.00%	$217,413	$258,116	$291,579	$324,847
Available for Mortg. Principal and Interest		$894	$1,061	$1,198	$1,335
Supportable Mortgage		$157,380	$186,845	$211,068	$235,150
Plus: Downpayment @	10.00%	$17,490	$20,760	$23,450	$26,130
Affordable Sales Price (Rounded)		**$174,900**	**$207,600**	**$234,500**	**$261,300**
80% AMI					
Annual Gross Income		$102,312	$116,928	$131,544	$146,160
Affordable Monthly Housing Expense		$2,558	$2,923	$3,289	$3,654
Less: Monthly Utility Allowance		($188)	($208)	($265)	($324)
Less: HOA/Maintenance Expense		($200)	($200)	($200)	($200)
Less: Property Insurance		($100)	($100)	($100)	($100)
Available for Principal, Interest, Taxes		$2,070	$2,415	$2,724	$3,030
Less: Property Taxes	1.20%	$405	$473	$533	$593
Supportable Mortgage Before Prop. Taxes		$364,572	$425,334	$479,756	$533,649
Assumed Assessed Value at Sale	90.00%	$405,080	$472,593	$533,062	$592,943
Available for Mortg. Principal and Interest		$1,665	$1,942	$2,191	$2,437
Supportable Mortgage		$293,229	$342,100	$385,872	$429,219
Plus: Downpayment @	10.00%	$32,580	$38,010	$42,870	$47,690
Affordable Sales Price (Rounded)		**$325,800**	**$380,100**	**$428,700**	**$476,900**
120.0% of AMI					
Annual Gross Income		$153,468	$175,392	$197,316	$219,240
Affordable Monthly Housing Expense		$3,837	$4,385	$4,933	$5,481
Less: Monthly Utility Allowance		($188)	($208)	($265)	($324)
Less: HOA/Maintenance Expense		($200)	($200)	($200)	($200)
Less: Property Insurance		($100)	($100)	($100)	($100)
Available for Principal, Interest, Taxes		$3,349	$3,877	$4,368	$4,857
Less: Property Taxes	1.20%	$655	$759	$855	$950
Supportable Mortgage Before Prop. Taxes		$589,832	$682,824	$769,300	$855,423
Assumed Assessed Value at Sale	90.00%	$655,369	$758,693	$854,778	$950,470
Available for Mortg. Principal and Interest		$2,694	$3,118	$3,513	$3,907
Supportable Mortgage		$474,407	$549,202	$618,755	$688,025
Plus: Downpayment @	10.00%	$52,710	$61,020	$68,750	$76,450
Affordable Sales Price (Rounded)		**$527,100**	**$610,200**	**$687,500**	**$764,500**

(1) For single-family detached units. Source: San Mateo County Housing Authority, effective 3/1/21
Source: DRA

Table A-2
Affordable Home Sales Price Calculations, Owner Housing
Condominium Units
City of East Palo Alto
2021

Assumptions

2021 HUD Median Household Income, San Mateo County	$149,600
2021 HUD VLI Limit, Household Size of Four	$91,350
2021 HUD Effective Median Income, HH Size of Four	$182,700
Used in Calculations	$182,700
Affordable Housing Expense As a % of Income	30%

No. of Bedrooms	Studio	1 Bedroom	2 Bedroom	3 Bedroom
Household Size	1 Persons	2 Persons	3 Persons	4 Persons
Household Size Income Adjust. Factor	70%	80%	90%	100%
Owner-Paid Utility Allowance (1)	$155	$168	$212	$262

Monthly HOA Fee/Maint. Cost	$600
Monthly Property Insurance	$100
Property Tax Rate (% of AV)	1.00%
Mortgage Interest Rate	5.50%
Term (Years)	30
Downpayment (% of Sales Price)	10.00%

Per Unit Affordable Sales Price by Unit Bedroom Count

		Studio	1 Bedroom	2 Bedroom	3 Bedroom
50% AMI					
Annual Income Limit		$63,945	$73,080	$82,215	$91,350
Affordable Monthly Housing Expense		$1,599	$1,827	$2,055	$2,284
Less: Monthly Utility Allowance		($155)	($168)	($212)	($262)
Less: HOA/Maintenance Expense		($600)	($600)	($600)	($600)
Less: Property Insurance		($100)	($100)	($100)	($100)
Available for Principal, Interest, Taxes		$744	$959	$1,143	$1,322
Less: Property Taxes	1.20%	$146	$188	$224	$259
Supportable Mortgage Before Prop. Taxes		$131,035	$168,901	$201,307	$232,833
Assumed Assessed Value at Sale	90.00%	$145,594	$187,668	$223,675	$258,703
Available for Mortg. Principal and Interest		$598	$771	$919	$1,063
Supportable Mortgage		$105,392	$135,848	$161,913	$187,270
Plus: Downpayment @	10.00%	$11,710	$15,090	$17,990	$20,810
Affordable Sales Price (Rounded)		**$117,100**	**$150,900**	**$179,900**	**$208,100**
80% AMI					
Annual Gross Income		$102,312	$116,928	$131,544	$146,160
Affordable Monthly Housing Expense		$2,558	$2,923	$3,289	$3,654
Less: Monthly Utility Allowance		($155)	($168)	($212)	($262)
Less: HOA/Maintenance Expense		($600)	($600)	($600)	($600)
Less: Property Insurance		($100)	($100)	($100)	($100)
Available for Principal, Interest, Taxes		$1,703	$2,055	$2,377	$2,692
Less: Property Taxes	1.20%	$333	$402	$465	$527
Supportable Mortgage Before Prop. Taxes		$299,935	$361,930	$418,641	$474,120
Assumed Assessed Value at Sale	90.00%	$333,262	$402,145	$465,157	$526,800
Available for Mortg. Principal and Interest		$1,370	$1,653	$1,912	$2,165
Supportable Mortgage		$241,241	$291,104	$336,717	$381,339
Plus: Downpayment @	10.00%	$26,800	$32,340	$37,410	$42,370
Affordable Sales Price (Rounded)		**$268,000**	**$323,400**	**$374,100**	**$423,700**
120.0% of AMI					
Annual Gross Income		$153,468	$175,392	$197,316	$219,240
Affordable Monthly Housing Expense		$3,837	$4,385	$4,933	$5,481
Less: Monthly Utility Allowance		($155)	($168)	($212)	($262)
Less: HOA/Maintenance Expense		($600)	($600)	($600)	($600)
Less: Property Insurance		($100)	($100)	($100)	($100)
Available for Principal, Interest, Taxes		$2,982	$3,517	$4,021	$4,519
Less: Property Taxes	1.20%	$584	$688	$787	$884
Supportable Mortgage Before Prop. Taxes		$525,195	$619,420	$708,186	$795,894
Assumed Assessed Value at Sale	90.00%	$583,550	$688,245	$786,873	$884,327
Available for Mortg. Principal and Interest		$2,398	$2,829	$3,234	$3,635
Supportable Mortgage		$422,419	$498,205	$569,600	$640,145
Plus: Downpayment @	10.00%	$46,940	$55,360	$63,290	$71,130
Affordable Sales Price (Rounded)		**$469,400**	**$553,600**	**$632,900**	**$711,300**

(1) For single-family detached units. Source: San Mateo County Housing Authority, effective 3/1/21
Source: DRA

Table A-3
Affordable Rents and Supportable Mortgage By Income Level
City of East Palo Alto
2021

Assumptions

2021 HUD Median Household Income, San Mateo County	$149,600
2021 HUD VLI Limit, Household Size of Four	$91,350
2021 HUD Effective Median Income, HH Size of Four	$182,700
Used in Calculations	$182,700
Affordable Housing Expense As a % of Income	30%

No. of Bedrooms	**Studio**	**1 Bedroom**	**2 Bedroom**	**3 Bedroom**	**4 Bedroom**	**5 Bedroom**
Household Size	1.0 Persons	1.5 Persons	3.0 Persons	4.5 Persons	6.0 Persons	7.5 Persons
Household Size Income Adjust. Factor	70%	75%	90%	104%	116%	128%
Tenant-Paid Utility Allowance, San Mateo Co. Hsg. Author. (1)						
Condos/Apts.	$92	$110	$148	$186	$224	$264

Annual Operating/Maintenance Expenses Per Unit	$8,000
Vacancy Rate	5.00%
Mortgage Interest Rate	6.50%
Mortgage Amortization (Years)	30
Debt Coverage Ratio	1.15

Per Unit Supportable Mortgage	**Studio**	**1 Bedroom**	**2 Bedroom**	**3 Bedroom**	**4 Bedroom**	**4 Bedroom**
50% of Median						
Annual Income Limit	$63,945	$68,513	$82,215	$95,004	$105,966	$116,928
Affordable Monthly Housing Expense	$1,599	$1,713	$2,055	$2,375	$2,649	$2,923
Less: Monthly Utility Allowance	($59)	($70)	($95)	($124)	($151)	($184)
Affordable Monthly Rent	$1,540	$1,643	$1,960	$2,251	$2,498	$2,739
Annual Gross Rental Income Per Unit	$18,480	$19,716	$23,520	$27,012	$29,976	$32,868
Less: Vacancy (Underwriting)	($924)	($986)	($1,176)	($1,351)	($1,499)	($1,643)
Annual Operating/Maintenance Expenses Per Unit	($8,000)	($8,000)	($8,000)	($8,000)	($8,000)	($8,000)
Net Operating Income Per Unit	$9,556	$10,730	$14,344	$17,661	$20,477	$23,225
Available for Debt Service	$8,310	$9,331	$12,473	$15,358	$17,806	$20,195
Supportable Mortgage Per Unit	$109,600	$123,000	$164,400	$202,500	$234,800	$266,300
80.0% of AMI						
Annual Income Limit	$102,312	$109,620	$131,544	$152,006	$169,546	$187,085
Affordable Monthly Housing Expense	$2,558	$2,741	$3,289	$3,800	$4,239	$4,677
Less: Monthly Utility Allowance	($59)	($70)	($95)	($124)	($151)	($184)
Affordable Monthly Rent	$2,499	$2,671	$3,194	$3,676	$4,088	$4,493
Annual Gross Rental Income Per Unit	$29,988	$32,052	$38,328	$44,112	$49,056	$53,916
Less: Vacancy (Underwriting)	($1,499)	($1,603)	($1,916)	($2,206)	($2,453)	($2,696)
Annual Operating/Maintenance Expenses Per Unit	($8,000)	($8,000)	($8,000)	($8,000)	($8,000)	($8,000)
Net Operating Income Per Unit	$20,489	$22,449	$28,412	$33,906	$38,603	$43,220
Available for Debt Service	$17,816	$19,521	$24,706	$29,484	$33,568	$37,583
Supportable Mortgage Per Unit	$234,900	$257,400	$325,700	$388,700	$442,600	$495,500
120% of Median						
Annual Income Limit	$153,468	$164,430	$197,316	$228,010	$254,318	$280,627
Affordable Monthly Housing Expense	$3,837	$4,111	$4,933	$5,700	$6,358	$7,016
Less: Monthly Utility Allowance	($92)	($110)	($148)	($186)	($224)	($264)
Affordable Monthly Rent	$3,745	$4,001	$4,785	$5,514	$6,134	$6,752
Annual Gross Rental Income Per Unit	$44,940	$48,012	$57,420	$66,168	$73,608	$81,024
Plus: Miscellaneous Income	($187)	($200)	($239)	($276)	($307)	($338)
Less: Management Fee/Expense	($8,000)	($8,000)	($8,000)	($8,000)	($8,000)	($8,000)
Annual Operating/Maintenance Expenses Per Unit	($1,499)	($1,603)	($1,916)	($2,206)	($2,453)	($2,696)
Net Operating Income Per Unit	$38,998	$42,210	$52,049	$61,201	$68,983	$76,743
Available for Debt Service	$33,912	$36,705	$45,260	$53,218	$59,985	$66,733
Supportable Mortgage Per Unit	$447,100	$483,900	$596,700	$701,600	$790,900	$879,800

(1) For condos and apartment units. Source: San Mateo County Housing Authority, effective 3/1/21
Source: DRA

Table A-4
Utility Allowances
San Mateo County
East Palo Alto ADU Analysis
2021

No. of Bedrooms	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Apartment/Condo/Duplex					
Heating					
Natural Gas	$17	$21	$24	$26	$29
Electric	$16	$19	$24	$29	$34
Cooking					
Natural Gas	$4	$4	$6	$8	$10
Electric	$7	$8	$11	$15	$18
Water Heating					
Natural Gas	$8	$9	$13	$18	$22
Electric	$15	$18	$23	$28	$33
Other Electric	$21	$25	$37	$52	$66
Water	$69	$71	$90	$111	$133
Trash	$27	$27	$27	$27	$27
Total--All Electric	$59	$70	$95	$124	$151
Total--Natural Gas (& Other Electric)	$50	$59	$80	$104	$127
Assumed Tenant-Paid Utilities (1)	**$59**	**$70**	**$95**	**$124**	**$151**
Assumed Owner-Paid Utilities (2)	**$155**	**$168**	**$212**	**$262**	**$311**
Single-Family Detached					
Heating					
Natural Gas	$25	$30	$34	$38	$42
Electric	$34	$40	$47	$54	$61
Cooking					
Natural Gas	$4	$4	$6	$8	$10
Electric	$7	$8	$11	$15	$18
Water Heating					
Natural Gas	$10	$12	$17	$22	$27
Electric	$19	$22	$29	$35	$42
Other Electric	$32	$40	$61	$82	$103
Water	$69	$71	$90	$111	$133
Trash	$27	$27	$27	$27	$27
Total--All Electric	$92	$110	$148	$186	$224
Total--Natural Gas (& Other Electric)	$71	$86	$118	$150	$182
Assumed Tenant-Paid Utilities (1)	**$92**	**$110**	**$148**	**$186**	**$224**
Assumed Owner-Paid Utilities (2)	**$188**	**$208**	**$265**	**$324**	**$384**

(1) Assumes tenant pays electrict heating, cooking and water heating, and other electric.
(2) Assumes owners pay electric heating, cooking, water heating, other electric, water, sewer and trash.
Source: Housing Authority of the County of San Mateo, effective 3/01/2021

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City Bargaining with SEIU 2022

City of East Palo proposal to SEIU

Distributed *June 2023*

SEIU ARTICLE 4: RIGHTS OF PARTIES

Agreement: ***TA***

A. Release Time.

The Union shall be limited to no more than one steward for every seven (7) members of the unit. However, the Union may identify alternate stewards. Each alternate steward shall share the three (3) hours of release time with the primary steward for which they are the alternate. The Union shall provide the City with a list of all the primary and alternate stewards, including work assignment and contact information.

SEIU ARTICLE 5: LAYOFF

5.1 Layoff

The parties

agree to abide by the City Personnel Rules related to layoff and the applicable requirements of Meyers – Milias-Brown Act (MMBA).

5.2 Negotiations Over Layoff Procedures

The parties agree to meet and confer over the revision of the layoff rules in the Personnel Policies and Procedures. In consideration of the City's current staffing, a good faith effort will be made to begin negotiations over revisions of the layoff rules prior to the expiration of this MOU. ***TBA***

SEIU ARTICLE 11: HOURS OF WORK

Reject proposal

SEIU ARTICLE 16: LEAVE PROVISIONS

Reject proposal

SEIU ARTICLE 19: DISCIPLINE

19.3 Procedure *TA*

(NEW)**6.Removal of Disciplinary Notices**

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Employees may request in writing to the Human Resources Manager, with a copy to Union Representative, that disciplinary notices which are ~~two (2) four (4)~~ Three (3) or more years old shall be removed and destroyed provided the following conditions are met:

(1)The file does not contain subsequent notice of discipline or records of disciplinary action ~~involving the same type of infraction in which case the prior notice of discipline will remain in the employee's personnel file until the most current related notice of discipline or record of disciplinary action is two (2) years old.~~

(2)The employee has not been notified in writing of pending disciplinary action at the time the written request to remove said notice of discipline is received by the Human Resources Manager.

SEIU ARTICLE 23: RECLASSIFICATION

Employees who are ~~successfully~~ reclassified through the City's reclassification process to a higher classification will not be subject to the probationary period. *TA*

SEIU ARTICLE 24: POSITION RECRUITMENT

Reject proposal

*The City and Unions will continue to meet and confer in good faith over non economic MOU language

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Jose Angel Picon, SEIU Representative — 6/5/2023 Date

DocuSigned by:
Janet Nunez-Aguilar
91F36AEAA9BC400...

Janet Nunez-Aguilar, SEIU Member — 9/20/2023 Date

DocuSigned by:
Ana M Torres-Mondragon
14EC557863E547D...

Ana Torres-Mondragon, Human Resources Manager — 9/19/2023 Date