Midpeninsula Regional
Open Space District

R-26-69
Meeting 26-14
May 13, 2026

AGENDA ITEM 10

AGENDA ITEM

Initial Review of the Revised Design Alternatives for the La Honda Creek Parking and Trailhead Access Project based on New Traffic Findings

GENERAL MANAGER'S RECOMMENDATIONS

1. Receive a presentation, including input from the Planning and Natural Resources Committee, on the revised design alternatives for Sites E3 (Red Barn Area) and D (Preserve Gate LH07) of the La Honda Creek Parking and Trailhead Access Project.

2. Direct the General Manager to return to the full Board of Directors with the revised design alternatives for Sites E3 and D, with any Board-directed changes, for selection of a preferred design options to be incorporated as part of the CEQA project description and analysis.

SUMMARY

This presentation is intended for Board of Directors (Board) discussion and feedback only in preparation for a subsequent meeting. No project decision will be made at this Board meeting. This item is scheduled to return to the Board in the Summer to select the preferred design alternative for Sites E3 and D.

On April 9, 2025, the Board authorized the General Manager to enter into a contract with Ascent Environmental (Ascent) to provide environmental review services for the La Honda Creek Parking and Trailhead Access Project (Project). Ascent's scope of work included a traffic consultant's peer review of the previously prepared traffic study. The traffic peer review, completed by Hexagon Transportation (Hexagon) in 2025, concluded that the designs for two of the three sites, Sites D (Preserve Gate LH07) and E3 (Red Barn), require modifications to meet Caltrans requirements. Hexagon's design recommendations have been incorporated into a new set of revised conceptual designs. The environmental review for the overall project is currently on hold pending Board selection of the revised site designs options. The Planning and Natural Resources Committee (PNR) reviewed, provided comments and forwarded the revised conceptual designs to the full Board on March 31, 2026. The purpose of this report is to provide an update on the Project, present an initial review of the revised site designs, and receive feedback from the Board. The General Manager plans to return to the Board in the Summer to request Board selection of a preferred design option for each site that will be incorporated as part of the CEQA project description and analysis.

DISCUSSION

The objective of the Project is to provide ecologically sensitive public access to the central portion of La Honda Creek Preserve (Preserve). In 2019, the La Honda Creek Public Access Working Group (PAWG), consisting of two Midpeninsula Regional Open Space District (District) Board members and constituents from throughout the District's service area, made recommendations for expanding public access to the central area of the Preserve. At the October 21, 2020 regular meeting, the Board approved the PAWG recommendations to advance the following three sites into the feasibility study phase (see map in Attachment 1):

- Site B2 – an expansion of the Sears Ranch Road parking area;
- Site D – located adjacent to Preserve Gate LH07; and
- and E3 – located near and north of the Red Barn

The feasibility study phase analyzed these sites and developed associated programming and conceptual designs. At the June 26, 2024 regular meeting, the Board authorized advancing the conceptual designs and associated programs for each site to the environmental review phase of the Project.

On April 6, 2025, the Board authorized the General Manager to enter into a contract with Ascent to complete the environmental review and conduct an expanded transportation analysis, including a peer review of the June 2024 traffic study. The traffic consultant's peer review concluded that the driveway locations associated with Sites D and E3 had inadequate line of sight to meet Caltrans standards. Considering the existing site conditions and Caltrans requirements, Hexagon developed design recommendations to meet the required standards. Based on these recommendations, staff revised the parking area site designs with the goal of retaining the original project footprints as much as possible while retaining key programming elements. These revised site designs were presented to PNR for review and feedback. The environmental review of the overall project is currently on hold pending a future Board selection of the revised site designs.

85th Percentile Speed and Line of Sight

To determine the required line of sight necessary for a driveway location, traffic engineers typically conduct speed surveys to identify the 85th percentile speed on the roadway. The 85th percentile speed represents the speed at or below which 85% of drivers are traveling on a given roadway under normal conditions. The design speed for a given roadway is informed by the 85th percentile speed consistent with Caltrans' Highway Design Manual or the American Association of State Highway and Transportation Officials (AASHTO) Green Book guidelines.

During the feasibility phase in 2023, a speed survey was conducted to determine the 85th percentile speed in the project area. Based on the speed survey findings, the design speed for the project was determined at 50 miles per hour (mph). In August 2025, as part of its peer review, Hexagon collected new speed data over the course of three days (Thursday, Friday and Saturday) and confirmed that the design speed for the project remains at 50 mph.

Two types of sight distances, stopping sight distance and corner (intersection) sight distance, have been evaluated for the Project. Stopping sight distance refers to the minimum distance a driver traveling on a roadway needs in order to perceive a hazard and bring a vehicle to a complete stop. Meeting the highway safety manual stopping sight distance is specifically required for Caltrans to approve driveway improvements. Corner (intersection) sight distance is

the distance required for a driver on a minor road to see approaching traffic and safely enter, cross, or turn onto a major road. It ensures a driver can enter the roadway within an acceptable gap without causing on-coming traffic to slow down, unlike stopping sight distance, where the purpose is to avoid a collision.

Site D (Gate LH07)

Site D is located within the central area of the Preserve. At this location, the PAWG proposed a small parking area with trailhead access and restroom facilities for general public use.

Feasibility Study Conceptual Design

The feasibility study conceptual site design proposed the following programming elements:

- Paved parking area with a total of 28 spaces
- Vault restroom facility
- New trailhead providing general Preserve access for hikers and bicyclist
- Traffic safety enhancements such as advanced warning beacons

The feasibility study traffic report identified a driveway location 50 feet north of Preserve Gate LH07 with a solid white line on the pavement indicating where vehicles must stop and look for oncoming vehicles before entering the highway (stop bar) located 20 feet back from Highway 84 (Attachment 2).

Peer Review Findings

As part of 2025 traffic peer review, the traffic consultant field-measured the proposed driveway location's sight distances (50 feet north of Preserve Gate LH07 and 20 feet back from the edge of roadway) and found the sight distance measurements to be different than the measurements documented in the earlier traffic study. The new measurements do not meet Caltrans standards. Hexagon analyzed the site conditions and identified an alternative driveway location that meets Caltrans' line of sight requirements. The revised driveway alternative is instead 90 feet north of Preserve Gate LH07 with a stop bar located 15 feet back from the edge of Highway 84.

Revised Site D Design

Staff developed a revised site design for Site D that incorporates the new driveway location while still maintaining key programming elements within the original project footprint. The new design has two fewer parking spaces since the driveway is now located in the middle of the parking lot, requiring a turning radius for the vehicle on either side of the driveway (Attachment 3). Shifting or expanding the footprint of the lot is restricted due to an ephemeral drainage channel to the north, private land to the south, steep terrain to the west, and the highway to the east. Although the parking capacity is slightly reduced, the revised design remains consistent with the PAWG recommendation for the site, including the provision of a small parking area with trailhead amenities for general public use in the central area of the Preserve. The difference in costs between the revised site design and the feasibility study conceptual design is minimal. The cost estimate remains at approximately $2 million.

The updated programming elements of Revised Site D Design are summarized as follows:

- Paved parking area with a total of 26 spaces
- Vault restroom facility
- New trailhead providing general Preserve access for hikers and bicyclists
- Driveway entrance shifted 40 feet northward and near the middle of the parking area

- Traffic safety enhancements, including warning beacons and updated stop bar location

Hexagon confirmed the measured sight distances meet line of sight requirements, even with the one-foot variance given small tolerances are allowed within the measurements. Hexagon also recommends vegetative trimming along the highway, which can improve the line of sight.

Site D – New Driveway Location Sight Distances

Location	**Measured Sight Distance**	**Sight Distance Standard**
Looking Right (Northbound Traffic)	391 ft*	390 ft
Looking Left (Southbound Traffic)	474 ft*	475 ft

*Note: The one-foot difference between the Caltrans required sight distance and the field measured sight distance is within typical field tolerance and does not change the conclusion that the proposed design meets safety standards.

Site E3 (Red Barn)

Site E3 is located near the Red Barn within the central area of the Preserve. The PAWG recommended a small parking area with limited access, for docent and/or permit access.

Feasibility Study Conceptual Design

The feasibility study conceptual site design proposed the following programming elements:

- Gravel parking area with 18 spaces
- Permit reservation and/or docent-led access
- Traffic safety enhancements such as median barriers and warning beacons
- Trailhead access

The feasibility study conceptual site design utilized the existing northern driveway as a one-way entrance and the existing southern driveway as a one-way exit (Attachment 2).

Peer Review Findings

The 2025 peer review of the traffic study for Site E3 concluded that there is not adequate sight distance at the northern driveway for northbound traffic approaching the driveway or vehicles looking right to exit using a left turnout of the driveway. Enforcing right turn only restrictions (restricting left turn in and left turn out of the northern driveway) would be difficult, especially because a vehicle is unable to conveniently turn around on Highway 84 due to a lack of a nearby turnaround location. Hexagon field-measured the southern driveway in 2016 and confirmed the existing southern driveway meets the required sight distances and can accommodate inbound and outbound traffic from both directions Therefore, Hexagon recommends only using the southern driveway for public use as the entry and exit point to access the small parking area. Hexagon also recommends trimming vegetation that grew after the 2016 measurements.

Revised Site E3 Design Options

In response to Hexagon's recommendations, staff have developed two options for revising the Site E3 design as presented below (refer to Attachment 3 for design plans). These two options incorporate the southern ingress/egress point that fronts the highway but utilize two different interior connecting driveway pathways to connect vehicles from the highway ingress/egress to the small parking area. In both options, the interior connecting driveways are and would remain

12 foot wide, with several pullouts required for Option 1. The interior driveway would be gravel-surfaced in flatter areas (predominantly the case for Option 2) or also require a more durable surface material along steeper slopes that will be selected to match the rural aesthetics of the surrounding area (predominantly the case for Option 1). The parking area would largely be gravel-surfaced aside from specific sections that require more stable footing (e.g. ADA parking space and connecting pathway to the restroom). Under both options, the highway ingress/egress point includes a 24-foot paved, two-way apron to facilitate vehicles turning into/out of the property from/into the highway.

Site E3 – Southern Driveway Sight Distances

Location	**Measured Sight Distance**	**Sight Distance Standard**
Looking Right (Northbound Traffic)	530 ft	425 ft
Looking Left (Southbound Traffic)	525 ft	425 ft

Under both options, the parking area itself would require the removal of four trees. The parking area is surrounded by extensive tree cover, with many trees in declining health. Numerous other trees will likely need to be removed or pruned in a phased approach to address tree conditions. This approach will also allow existing younger oak trees to grow and mature. Option 2 will also require the removal of approximately six additional trees to accommodate the new driveway entry into the parking area. Additional analysis by an Arborist will be required during the design development process to confirm the number of tree removals.

Moreover, under both options, the following site uses would continue: (1) access to and use of the existing white corrals and Red Barn by the onsite grazing operation, and (2) use of the adjacent emergency landing zone.

Comparison between Option 1 and Option 2

Option 1

The interior connecting driveway in Option 1 is approximately 1,000-feet in length requiring pullouts every 400 feet (2 pullouts) to meet San Mateo County Fire requirements (based on early agency consultation). This option utilizes an existing 12-foot-wide interior ranch road that travels across steep side slopes. As a result, this option requires cutting back approximately 25 feet into the hillside slope at two (2) separate locations along the ranch road to accommodate the two pullouts, as well as additional grading to widen the ranch road near the highway ingress/egress. Cutting into the slope within the highway right-of-way for one of the pullouts and the road widening will require a Caltrans encroachment permit since this work lies within the Highway 84 right-of-way.

Option 2

In comparison to Option 1, the interior connecting driveway in Option 2 is approximately 500 feet in length and requires minimal grading. This option utilizes a different section of existing, interior ranch road that more directly connects to the proposed site of the small parking area. A short, approximately 120-foot stretch of new interior road would need to be constructed to bridge the gap between the existing ranch road and the proposed parking site.

The tables below provide a comparison of costs and advantages/disadvantages for each option:

Concept-level Construction Cost Estimate Comparison

Site E3	2028 Dollars*
Early Feasibility Study Design	$2.9M
Option 1	$2.4M
Option 2	$2M

* Costs shown in millions (not including standard construction contingency)

Option 1 – Advantages and Disadvantages

Advantages	Disadvantages
• Removal of approximately 6 fewer trees • Predominantly gravel surface for the parking area	• Longer driveway requiring improvements (approximately 1,000 feet) • Greater amounts of grading; hillside cut required to install two pull outs and for road widening • Requires durable, hardened surface along steeper segments of the driveway • Complex Caltrans encroachment permit process to allow for hillside cuts within the Hwy 84 right-of-way • Higher construction cost • Higher long-term maintenance cost

Option 2 - Advantages and Disadvantages

Advantages	Disadvantages
• Shorter driveway – 500 feet • Predominantly gravel surface for the driveway and parking area • Minimal grading • Simpler Caltrans encroachment permit process (limited only to driveway entry/exit apron from Highway 84) • Reduced construction costs • Reduced long-term maintenance costs	• Construction of approximately 120-feet of new interior road to connect existing ranch road to the proposed parking area • Removal of approximately 6 additional trees

Tree discussion (Site E3)
Option 1 requires the same number of tree removal as the feasibility study conceptual design plan. Four trees are within the parking lot footprint and will require removal. Additional tree removal could be considered in accordance with the Board-approved Resource Management Policies to remove non-native and fire prone trees. To maintain screening of the parking area from the highway, staff would take a phased approach on additional tree removal with a focus on encouraging the growth of young existing oak trees that offer improved screening opportunities.

Option 2 will require additional trees, as many as six, to be removed to accommodate the new road into the proposed parking area. Three of the six trees are within the road footprint (required) and three additional trees could be removed for fire clearance of the road (discretionary unless required by permitting agencies). Of these six trees, three are under six inches in diameter and one is in declining health.

General Manager's Initial Recommendation
After reviewing the advantages and disadvantages of Options 1 and 2, at this time, the General Manager is identifying Option 2 as the preferred site design option based on current information. This design option limits the extent of site disturbance and greatly minimizes the length of vehicle feet traveled within the preserve to reach the small parking area. The underlying design retains the surrounding rural ranch character with a predominantly gravel interior driveway and parking area, with the parking area screened by existing mature trees. The Red Barn and white corrals located in the foreground will remain as predominant agricultural land features and continue to be used by the grazing tenant to support cattle operations. Use of the small parking area will be limited and restricted to docent-led activities and/or by permit-only use, which requires advanced issuance of a single day-use permit, allowing the District to strictly limit and control the level of use (similar to the Event Center permit parking area).

PNR Committee Feedback

This item was presented to the PNR on March 31, 2026. At this meeting, two PNR Committee members expressed a preference for Site E3 Option 2, due to less grading and a shorter gravel entry road. One PNR member expressed a preference for Site E3 Option 1, due to use of existing roads and less tree removal.

The following table provides more detail on PNR's feedback, their questions, and staff responses.

Table 1. PNR Feedback, Questions, and Responses

Site	Feedback/Comments/ Questions	Responses
Sites D and E3	Why did the District conduct a traffic peer review?	Given the importance of traffic safety on Highway 84, staff conducted a peer review of the 2024 traffic study to confirm the findings of that traffic study, which was completed during the feasibility study phase. The new recommendations for the proposed driveways ensure that Caltrans standards are met at Sites D and E3.
	Project cost estimates – do the estimates exceed available MAA Portfolio funding?	There are insufficient funds in the projected portfolio balance to complete construction of Site B2, Site D or Site E3. Staff are prepared to seek additional funding (e.g. grant funding, a Measure AA reallocation, and/or General Fund funds) to cover the funding gap.

		There are sufficient funds to cover up to $1.5M in construction with the current portfolio allocation.
	Flashing beacons: 1. Will any neighbors be affected by the flashing lights? 2. What do the advanced warning signs say?	1. No neighbors would be affected by the flashing beacons, based on a desktop analysis of the surrounding topography and vegetation along Highway 84. 2. The proposed advanced warning beacon traffic sign will include flashing beacons that are triggered when a vehicle drives over a sensor in the driveway as it exits the parking area (see image below). The beacons would mostly be in use during the day, when the parking area is open to the public. After the preserve closes, the beacons would only occasionally flash when the ranger resident and/or grazing tenant trigger the beacons. Light shields would be proposed to direct the light toward the roadway, and not upward into the sky. 
	How would the District receive approval for vegetative trimming along the highway?	The District would seek review and approval from Caltrans for any vegetation trimming or maintenance within Highway 84 through an encroachment permit process.
	How will highway parking/no parking be addressed?	The District would need to obtain approval from Caltrans for any proposed parking restrictions and signage along Highway 84 through their encroachment permit process. Approvals from the County of San Mateo may apply for zones that are deferred for County discretion. Site D- Staff propose “No Parking” signage on both sides of the proposed driveway, to restrict vehicles from pulling off the highway within this wider area. The intent of signage at this location is to prevent vehicles from blocking sight lines from the driveway. Site E3 – Staff propose “15-minute parking” restriction signage on the existing Highway 84 pullout in front of the Red Barn. The intent of this signage is to prevent long-term parking of vehicles. As a reminder, a permit will be required ahead of arriving at the site to obtain the instructions for opening the locked gate and the gate has been moved to allow for more vehicle stacking within the site while the gate is being opened. Beyond the pull out, the District will pursue

		"No Parking" signage along either side of the driveway in zones where drivers may be tempted to park along the roadway.
	1. Clarify the tree removal for each options 2. For Site E3, option 2, clarify the reason for additional tree removal	Site D requires the same amount of tree removal as proposed in the feasibility study conceptual design – a total of 40 trees. Of the 40 trees, 15 trees are under 12 inches in diameter, and two (2) trees are fire prone and nonnative. The remaining trees are mostly Coast Live Oaks ranging from 13 – 24 inches in diameter. Additional tree removal could be considered in accordance with the District's Resource Management Policies. Site E3 Option 1 requires the same amount of tree removal as proposed in the feasibility study conceptual design – a total of four (4) trees within the parking area footprint. Additional removal of trees within close proximity of the parking area could be considered in accordance with the District's Resource Management Policies. The District prefers to retain as many screening trees as possible and encourage the growth of young existing oak trees to provide screening from the highway. If additional tree removal is recommended in this area based on further evaluation, a phased approach will be implemented to balance safety, removal of fire prone trees, retaining granary trees and screening. Site E3 Option 2 requires four (4) trees to be removed for the parking area plus up to six (6) additional trees for the driveway connection. Of the six trees, three (3) are located within the new driveway footprint, one of the trees only the tree's root system is within the new driveway footprint, and three (3) trees may require removal for fire clearance (potentially discretionary). Of these six additional trees proposed for removal, three (3) are under 6 inches in diameter and one (1) is in declining health. The remaining two (2) trees are coast live oaks, 26 inches and 27 inches in diameter, in good health.
Site D	Mark the location of the new driveway location for Site D	The driveway location for Site D is marked for Board members to see during site tours.
	Do we meet stopping sight distance minimum standard even though measured sight distance is 474 feet and Caltran's sight distance standard is 475?	The traffic consultant confirms the site distance is met under the existing conditions. According to industry practice, a one-foot difference on a 475 foot requirement is within typical field tolerance and does not change the safety conclusion. The sight distance measurements were made without vegetation clearing along Highway 84. The traffic report indicates that vegetation removal on the hillside would improve the line of sight.
	Can we confirm the collision data for Site D?	Hexagon reviewed the most recent collision data along Highway 84 for Site D from the Statewide Integrated Traffic Records System (SWITRS) database for the dates following what was collected in the transportation study (April 2024 – December 2025). The recent trends are consistent with the trends found in the transportation study, which include unsafe speeds and improper passing/turning.
	How can visitors safely exit Site D if they arrive when the parking area is full?	If a visitor arrives when the Site D parking area is full, there is a vehicular turnaround located at the back of the parking area. In addition, there is also a "no parking area" near the restroom that visitors could use to turn around to exit.

	Are there opportunities for dynamic signage to call out when the Site D parking area is full?	Staff will explore how to post real-time parking information on the District's "Know Before You Go" website. If implemented, visitors could access information to understand if the Site D parking area is full, allowing them to visit an alternative location such as the Allen Road or Sears Ranch Road parking areas. Staff will investigate and confirm the type of power needed to support the dynamic signage.
E3 (Options 1 and 2)	Has there been coordination with the grazing tenant related to Site E3?	Throughout the design process, staff met with the grazing tenant to review the two design options at Site E3. Their operations can continue without any significant impacts under either option. However, the grazing tenant prefers Option 1 as it minimizes user interactions with the grazing operations. The new road in Option 2 is located where the tenant brings cattle into the corral area. Since the area provides limited permit-only access, staff discussed the ability for the District to withhold permits during times when the tenant needs full access to the road for moving cattle to avoid interactions with the public. The driveway is designed in both options to accommodate big rigs and other vehicles with trailers, per the grazing tenant's request.
	Confirm we are avoiding the "small pond next to the Red Barn" as discussed by community members in the past.	While a "pond" existed in the past, it no longer exists as the site has undergone natural sedimentation. In both site options, the driveway will not negatively impact this feature through either excavation or drainage modifications.
	Median – Show examples of types of medians Confirm if bicycles would be affected by the median.	Hexagon reviewed the proposed median location within the feasibility study conceptual design and noted that where a median barrier is proposed, cars would not be able to pass bicycles given the lanes are only about 11 feet wide. Hexagon recommends plastic delineator, which images will be shared in the Board presentation. This type of median material will also benefit wildlife, as there will be gaps for animals to cross the roadway. Also, entering and exiting the driveway will not be impacted by the proposed median. The median would be approximately 200 feet in length and would be located more than 240 feet to the northwest of Site E3 driveway allowing adequate time and space for bicycles to turn left or right into or out of the driveway.
E3 Option 1	Confirm pull out locations for Site E3.	One pullout is located at the bottom edge of the driveway, the other is on the northern end of the interior road adjacent to the highway. See attachment 3.
	What materials are proposed for Site E3? Are hardened materials or asphalt proposed?	No asphalt is proposed. Staff will propose a material that can be colored to match the surrounding environment to protect the aesthetics of the rural landscape.
	How do we prevent the Site E3 parking area from surpassing its capacity? If multiple visitors arrive at the same time, will stacking along the highway become an issue?	Since the Site E3 parking area is planned to be limited to parking by-permit and/or docent-only access, the District is able to fully control the number of vehicles that enter the lot. Only visitors with a valid District pre-issued permit (which each are provided as a single day-use pass) or visitors who are pre-registered to attend a docent-led activity will have access to the lot.

		The driveway allows for the stacking of four vehicles. Options 1 and 2 designs have been revised since the March 31, 2026 PNR meeting, moving the gate to allow for more vehicle stacking. Staff confirmed docents commonly arrive 30 minutes early to open gates and that can be a requirement for this location.
E3 Option 2	Can a non-local Monterey Pine tree that is identified for removal as part of the original feasibility conceptual designs be retained?	A PNR member expressed interest in retaining a non-local Monterey Pine that was identified for removal as part of the original feasibility conceptual designs. Although the tree is considered healthy, it is not a local species and has a significant defect at the base that compromises its stability. Given this defect and the tree's pronounced lean, retaining the tree near a proposed road, parking area, or trail is not advisable for safety reasons. Removal is also supported from a fuels management and ecosystem resiliency perspective. In addition, San Mateo County has exempted this tree, along with a limited number of others, from tree removal permit requirements for fuel management work.
	Confirm the landing zone location and effects related to Option 2.	The landing zone is west of the corral and south of the driveway, adjacent and within the area proposed for the new road. The landing zone is not affected by Option 2 and will continue to be in use. Rangers commonly close parking areas when landing zones are within use and would do so if and when this landing zone is needed.

FISCAL IMPACT

These preliminary cost estimates reflect projected 2028 hard construction costs, including escalation, for each site:

Site	2028 Construction Costs with Escalation*
Site B2 - Parking Area	$1,951,556
Site B2 - Sears Ranch Road Widening	$1,440,551
Site D	$1,969,870
Site D Bridge	$1,300,770
Site E3	$2,032,726
General Project Mobilization	$122,150
Total	**$8,817,624**

**Soft costs not included*

The following table outlines Measure AA Portfolio 05 allocations, projected life-of-project expenditures, and the projected remaining portfolio balance. The table includes the most current information that will be reflected in the FY27 budget book plus the construction costs for all 3 sites.

Based on these projections, there are insufficient funds within the current Measure AA Portfolio 05 allocation to fully construct Site B2, Site D, or Site E3. The projected funding gap (unfunded allocation) is $7.3 million if all sites are selected. Staff is prepared to pursue additional funding sources, such as grant funding, a Measure AA reallocation, use of reserve allocations, and/or

General Fund support, to cover the remaining funding gap. Under the current portfolio allocation, approximately $1.5 million in Measure AA funding is currently available to support construction.

The current phase of the project is not eligible for Measure AA reimbursement, as it is still within the feasibility stage. However, capital improvement costs will be eligible for Measure AA reimbursements in the future (MAA05-013).

MAA 05: La Honda Creek—Upper Area Recreation, Habitat Restoration and Conservation Grazing Projects Portfolio	
Portfolio Allocation:	$11,733,000
Grant Income (through FY29):	$1,000,000
Unfunded Allocation:	*$7,316,971
Total Portfolio Allocation:	**$20,049,971**
Projected Expenditures (Life of Project):	
05-001 La Honda Creek Land Conservation Opportunities	($1,756,093)
05-002 Upper La Honda Creek Grazing Infrastructure	($297,432)
05-005 La Honda Creek Red Barn Parking Area and Easy Access Trail	($327,514)
05-007 La Honda Creek Trail Connections	($1,461,861)
05-008 La Honda Creek White Barn Structural Rehabilitation	($705,117)
05-009 La Honda Creek Redwood Cabin Removal and Site Restoration	($488,846)
05-010 La Honda Forest Health	($2,311,036)
05-011 Lone Madrone Ranch Fence Installation	($287,348)
05-012 Paulin Culvert/Bridge Improvements	($768,997)
05-013 La Honda Parking and Trailhead Access Implementation**	(9,878,869)
05-014 Lone Madrone Corrals	($324,000)
05-015 Upper La Honda Creek Land Acquisition (Eberhard)	($1,026,358)
05-XXX Conservation Grazing Water Development	($306,000)
05-XXX Lone Madrone Perimeter Fence	($110,500)
Total Projected Expenditures:	**($20,049,971)**
Proposed Portfolio Amount Remaining:	**$0**

** Represents the portfolio-wide funding gap if all sites are selected.*
***Projection of high-end soft and hard costs if all sites are selected (B2, D, and E3).*

PRIOR BOARD AND COMMITTEE REVIEW

- **March 31, 2026:** PNR reviewed and provided comments on the Site D and E3 redesigns
  - Board Report
  - Minutes

- **April 9, 2025:** Award of Contract with Ascent Environmental to provide Environmental Review (CEQA) Services for the La Honda Creek Parking and Trailhead Access Project
  - Board Report
  - Minutes

- **June 26, 2024:** Board accepted the La Honda Creek Feasibility Study and advanced all three project sites with associated programming and conceptual designs, including Board-requested modifications, into environmental review under the California Environmental Quality Act.
  - Board Report
  - Minutes

- **April 24, 2024:** Board received a presentation on the La Honda Feasibility Study findings. No action was taken.
  - Board Report
  - Minutes

- **December 13, 2022:** PNR reviewed the Existing Conditions/Site Opportunity and Constraints Analysis Report.
  - Board Report
  - Minutes

- **September 22, 2021:** Board awarded a contract to RHAA to prepare a feasibility study..
  - Board Report
  - Minutes

- **March 10, 2021:** Board received a presentation on best practices from the La Honda PAWG pilot process.
  - Board Report
  - Minutes

- **October 21, 2020:** Board accepted the La Honda PAWG recommendations.
  - Board Report
  - Minutes

- **July 28, 2020:** PNR forwarded the La Honda PAWG recommendations to the full Board.
  - PNR Report
  - Minutes

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. In addition, public notices were provided to adjoining neighbors, parties interested in La Honda Creek Preserve, the coastside protection area, and PAWG members. Furthermore, notices were posted at the Preserve's three trailheads (Event Center, Sears Ranch Road, and Allen Road) and the La Honda Post Office.

CEQA COMPLIANCE

The CEQA phase of the project began in May 2025 and is currently on hold to address necessary design revisions due to new traffic findings and recommendations. Once the Board selects preferred revised concept designs at a future meeting, staff will update the CEQA project description and resume environmental review.

NEXT STEPS

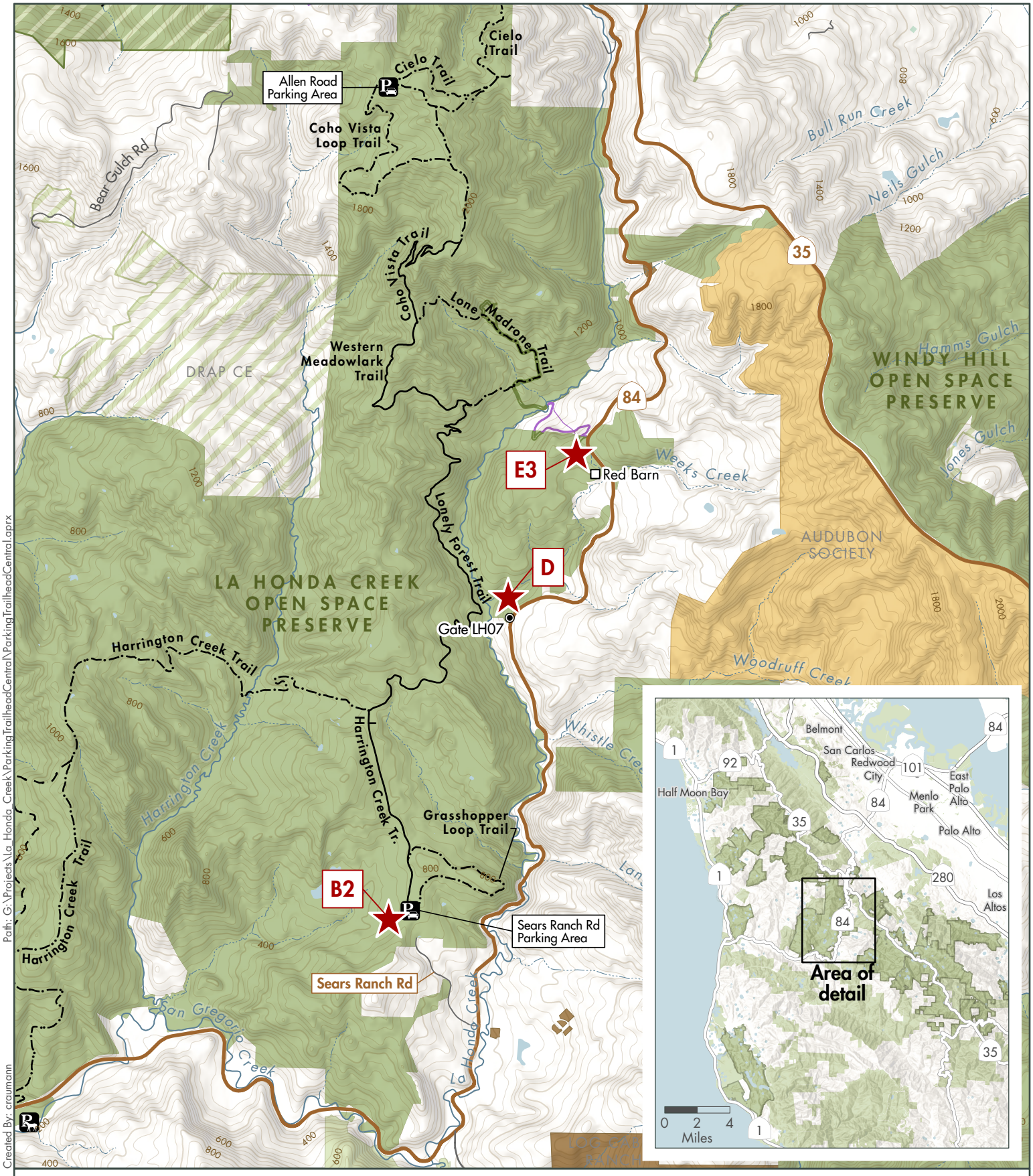
Staff will return to the Board in the Summer (currently planned for June 24, 2026) for selection of the preferred site design alternatives, which will be incorporated into the CEQA project description, allowing environmental review to resume. Once environmental review is complete, the Project will be presented to the Board for consideration of CEQA certification and Project approval.

Tentative Schedule	**Target Milestones**
May 13, 2026	Board meeting *(informational presentation)*
June 24, 2026 – tentative	Board meeting *(selection of preferred design alternatives to update CEQA project description)*
Spring 2027	Board meeting *(CEQA certification and Project approval)*

Attachment(s)
1. Site B2, D and E3 Map
2. Site D and E3 Feasibility Study Conceptual Designs
3. Site D and E3 Revised conceptual designs with traffic recommendations incorporated
4. Hexagon Peer Review Memorandum (November 26, 2025)
5. LSA Traffic Access Study (June 2024)
6. Response to Public Comments received on the 03_31_26 PNR

Responsible Department Head:
Jane Mark, AICP, Planning Manager

Prepared by/contact person:
Melissa Borgesi, Planner III, Planning Department



Path: G:\Projects\La_Honda_Creek\ParkingTrailheadCentral\ParkingTrailheadCentral.aprx

Created By: craumann

La Honda Creek Parking and Trailhead Access Project

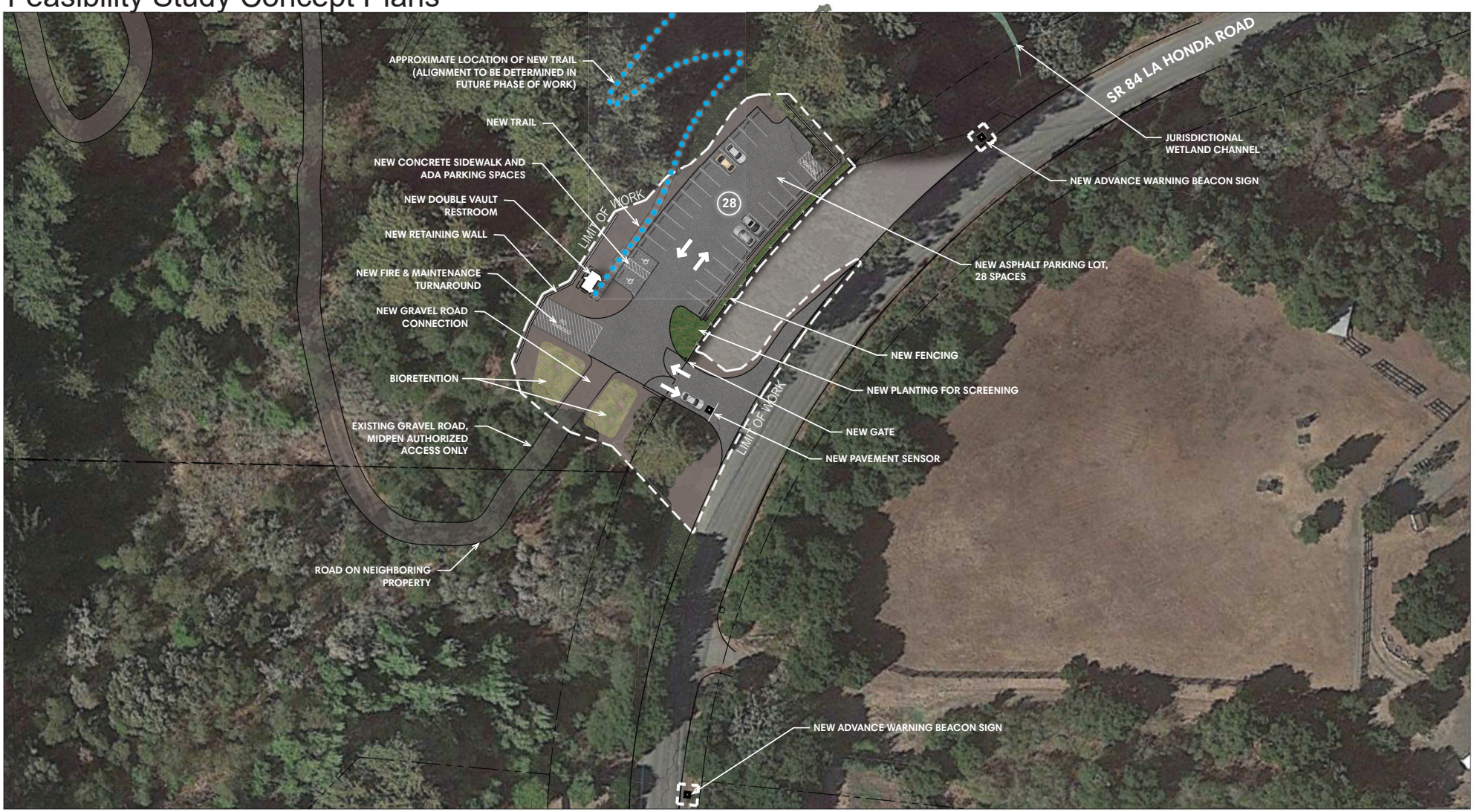
- Midpen preserves
- Other protected lands
- Private property
- Watershed land
- Land trust
- Other public agency
- Project area

Midpeninsula Regional Open Space District
(Midpen)
4/17/2026
Scale 1:24,000

Feet
0 2,000 4,000

While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.

Feasibility Study Concept Plans



MIDPENINSULA REGIONAL OPEN SPACE

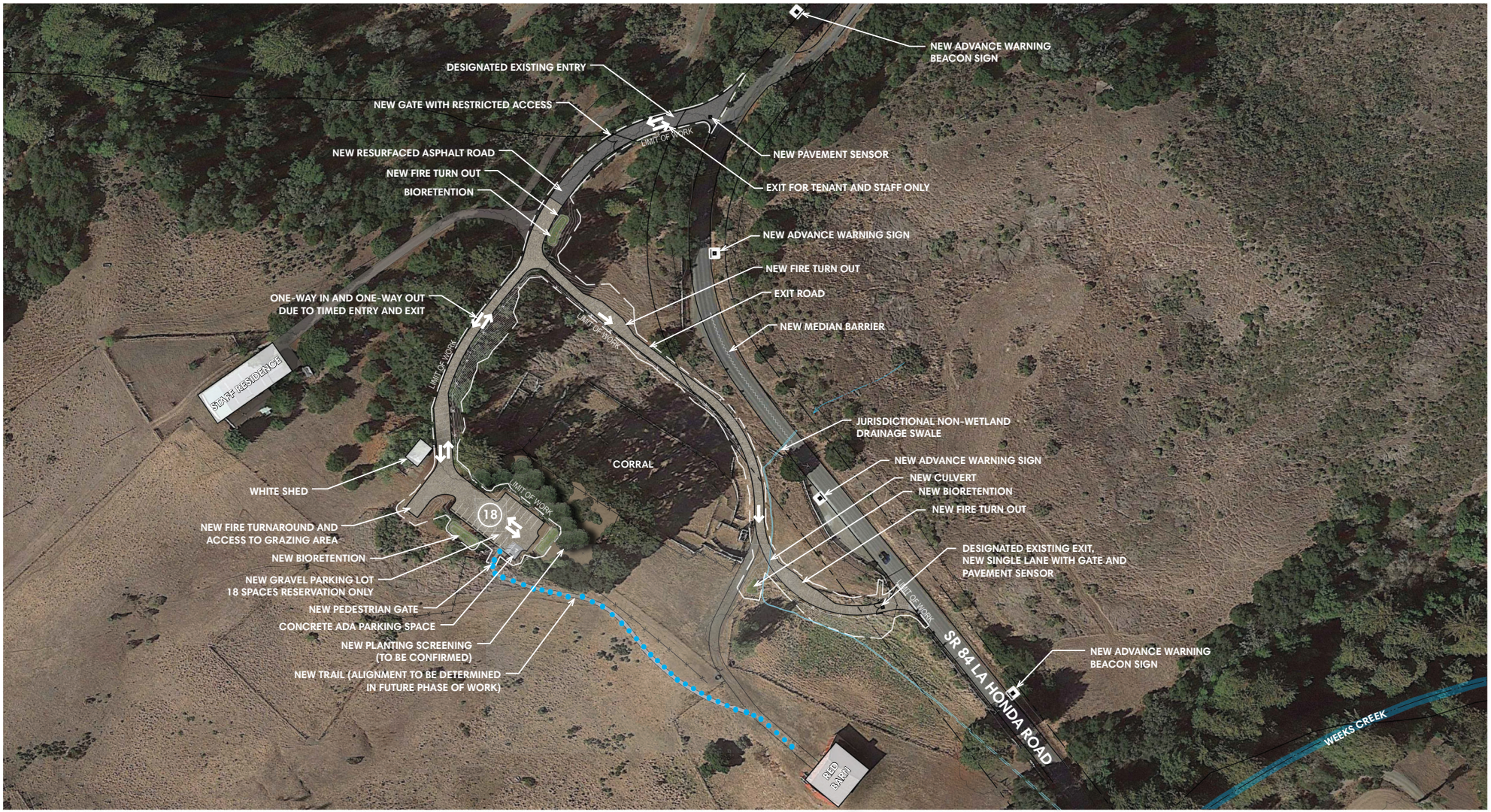
LA HONDA CREEK PARKING AND TRAILHEAD FEASIBILITY STUDY

SITE D - CONCEPT DESIGN GRAPHIC

MARCH 2024

N

0 10' 20' 30' 60'



MIDPENINSULA REGIONAL OPEN SPACE

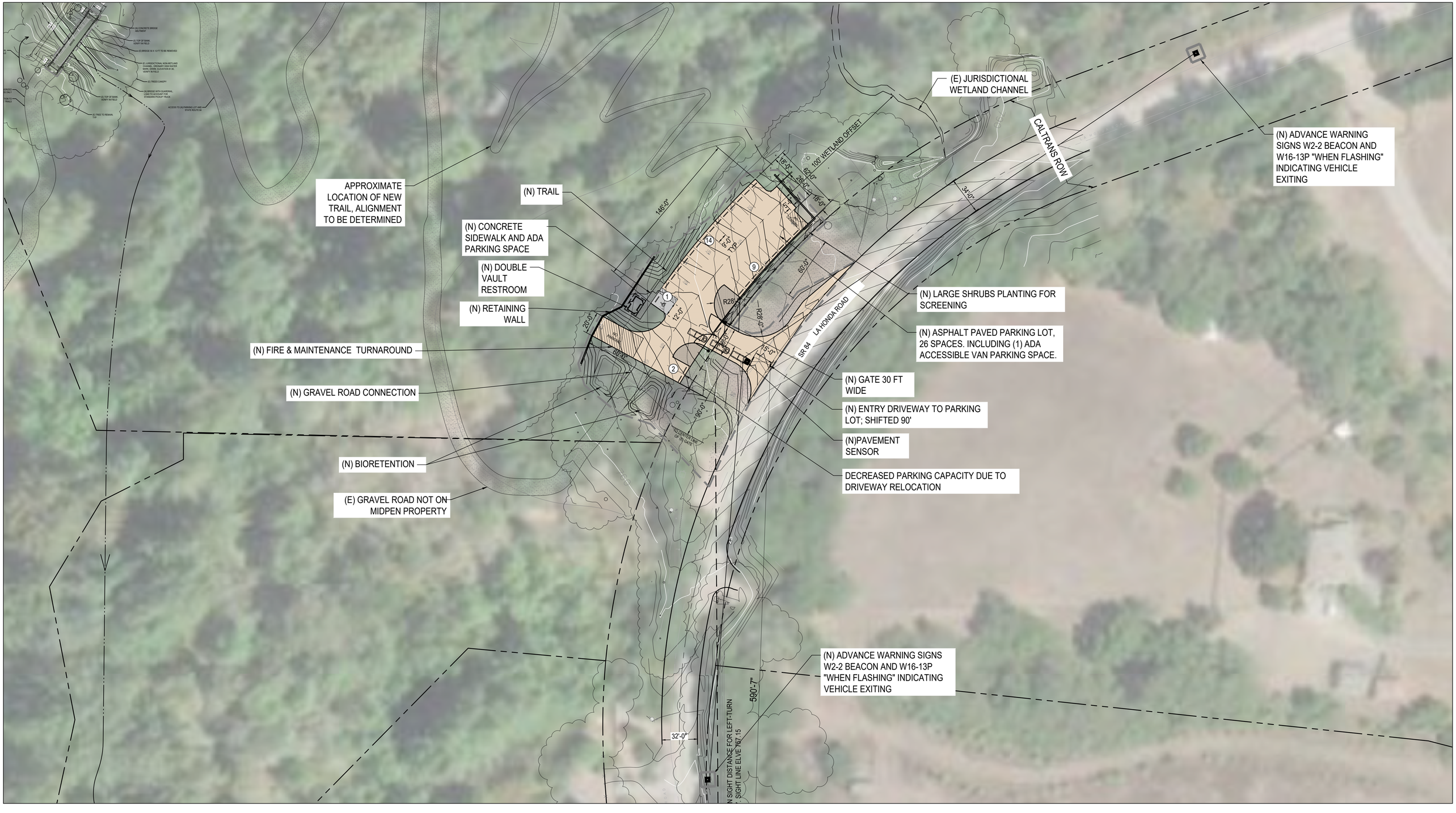
LA HONDA CREEK PARKING AND TRAILHEAD FEASIBILITY STUDY

SITE E3 - CONCEPT DESIGN GRAPHIC

MARCH 2024

N

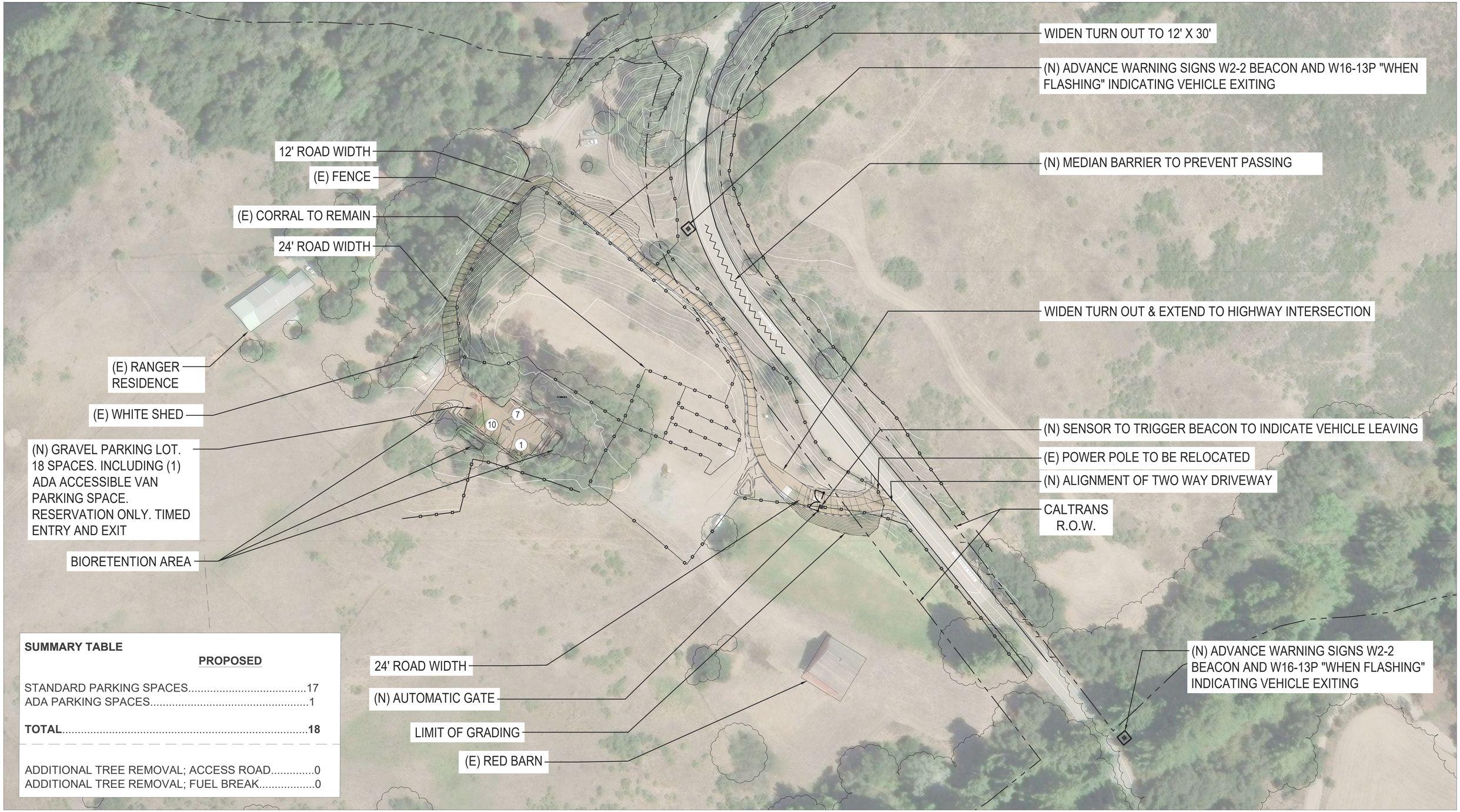
0 30' 60' 120'



ATTACHMENT 3

0 15 40 80 120 160 ft
1"=40'-0" (22"X34")

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT	LA HONDA PUBLIC ACCESS
SCALE:1"=40'-0" / DATE: 5/1/2026	SITE D



SUMMARY TABLE

	PROPOSED
STANDARD PARKING SPACES	17
ADA PARKING SPACES	1
TOTAL	**18**
ADDITIONAL TREE REMOVAL; ACCESS ROAD	0
ADDITIONAL TREE REMOVAL; FUEL BREAK	0

ATTACHMENT 3

0 30 60 120 180 240 ft
1"=60'-0" (22"X34")

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SCALE:1"=60'-0" | DATE: 5/1/2026

LA HONDA PUBLIC ACCESS
SITE E3: OPTION 01

(N) ADVANCE WARNING SIGNS W2-2 BEACON AND W16-13P "WHEN FLASHING" INDICATING VEHICLE EXITING

(N) MEDIAN BARRIER TO PREVENT PASSING

(E) FENCE

(E) CORRAL TO REMAIN

WIDEN TURN OUT & EXTEND TO HIGHWAY INTERSECTION

(N) SENSOR TO TRIGGER BEACON TO INDICATE VEHICLE LEAVING

(E) POWER POLE TO BE RELOCATED

(N) ALIGNMENT OF TWO WAY DRIVEWAY

(E) RANGER RESIDENCE

(E) WHITE SHED

(N) GRAVEL PARKING LOT. 18 SPACES. INCLUDING (1) ADA ACCESSIBLE VAN PARKING SPACE. RESERVATION ONLY. TIMED ENTRY AND EXIT

CALTRANS R.O.W.

BIORETENTION AREA

(N) SHADED FUEL BREAK

12' ROAD WIDTH

24' ROAD WIDTH

(N) AUTOMATIC GATE

LIMIT OF GRADING

(E) RED BARN

(N) ADVANCE WARNING SIGNS W2-2 BEACON AND W16-13P "WHEN FLASHING" INDICATING VEHICLE EXITING

SUMMARY TABLE

	PROPOSED
STANDARD PARKING SPACES	17
ADA PARKING SPACES	1
TOTAL	**18**
ADDITIONAL TREE REMOVAL; ACCESS ROAD	2
ADDITIONAL TREE REMOVAL; FUEL BREAK	4

ATTACHMENT 3

0 30 60 120 180 240 ft
1"=60'-0" (22"X34")

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SCALE:1"=60'-0" | DATE: 5/1/2026

LA HONDA PUBLIC ACCESS

SITE E3: OPTION 02

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: May 4, 2026

To: Mr. Mike Parker, Ascent

From: Katie Riutta, Gary Black, Jon Chang, Jeff Elia

Subject: Peer Review of La Honda Creek Open Space Preserve Transportation Study

Hexagon Transportation Consultants, Inc. has completed a peer review of the transportation study prepared for the addition of parking areas at the La Honda Creek Open Space Preserve in San Mateo County, California. The transportation study under review was prepared by LSA in June of 2024. Parking areas are proposed by the Midpeninsula Regional Open Space District (Midpen) at three sites as shown in Figure 1. Sites E3 and D have driveways along SR 84, and Site B is located at the end of Sears Ranch Road. This memo presents Hexagon's review of the transportation study's methodology, conclusions, and recommendations with an emphasis on traffic safety.

Intersection Operations

Hexagon reviewed the methodology and conclusions regarding the intersection operations analysis in the transportation study. Some minor rounding discrepancies were found that would not affect the conclusions. Hexagon concurs with the findings of the intersection operations analysis.

Traffic Safety

The traffic safety review focuses on sight distance at the proposed driveway locations. As stated in Sections 201 and 405 of the Caltrans' 2025 *Highway Design Manual (HDM)*, sight distance is the continuous length of highway ahead, visible to the highway user. Stopping sight distance is the distance required by the user, traveling at a given speed, to bring the vehicle or bicycle to a stop after an object on the road becomes visible. Stopping sight distance is to be provided for all users, including motorists and bicyclists, at all elements of interchanges and intersections at grade, including private road connections. Corner sight distance (referred to as intersection sight distance in the 2024 transportation study) gives adequate time for the stopped vehicle on the minor road to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed. Corner sight distance is used at intersections of public streets. Stopping sight distance is the minimum sight distance required by Caltrans. Therefore, the peer review focuses only on stopping sight distance.

Sight distance can be evaluated using the Caltran's *HDM* or the American Association of State Highway and Transportation Officials (AASHTO)'s 2011 *A Policy on Geometric Design of Highways and Streets (Green Book)*. This analysis references the AASHTO *Green Book* to be consistent with the transportation study under review.

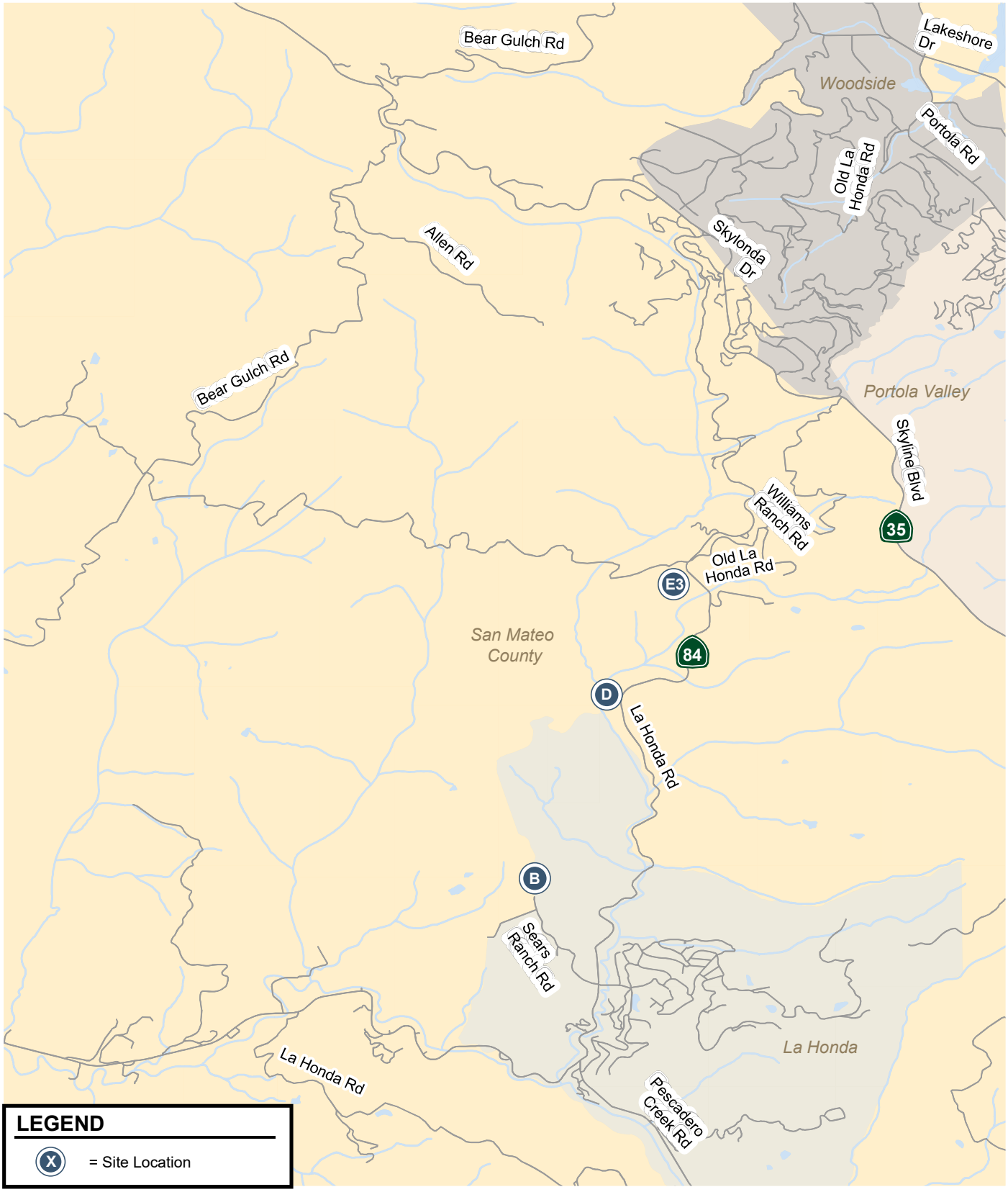


Figure 1
Project Location

Site E3

Project Site E3 is the northernmost of the three proposed parking areas and is located at the Red Barn local landmark. Site E3 proposes two driveways along SR 84.

North Driveway (Proposed Entrance)

The Site E3 north driveway is located on SR 84 across from Old La Honda Road (see Figure 2). Page 28 of the transportation study states that a vehicle waiting to turn left into the driveway can see approximately 435 feet (to locate a gap in traffic) before the driver's view is obstructed by foliage and a horizontal curve in the roadway. The transportation study also states that the distance traveled by a vehicle at 50 miles per hour (mph) during the 5.5 seconds (1.5 seconds of decision time and 4 seconds of acceleration time) required for a left-turning vehicle to fully exit the roadway is approximately 400 feet. This discussion pertains to the vision of oncoming vehicles for vehicles waiting to turn left into the north driveway.

The transportation study does not discuss the risk of rear-end collisions for vehicles turning left into the north driveway. The average 85th percentile speed for northbound traffic near Site E3 is between 42 and 49 mph, which requires a minimum stopping sight distance of 425 feet based on a design speed of 50 mph according to the AASHTO *Green Book*. Therefore, vehicles traveling northbound on SR 84 would require 425 feet to be able to see a vehicle stopped in the northbound lane waiting to turn left into the north driveway.

The estimated sight distance based on aerial imagery is about 130 feet, which is below the standard (see Table 1). Therefore, the sight distance for northbound vehicles near the Site E3 north driveway is inadequate due to the sharp roadway curve located directly south of the driveway. The sharp roadway curve located south of the driveway also obstructs sight distance for vehicles exiting the driveway looking to the right to make a left turn. As stated previously, the average 85th percentile speed for northbound traffic near Site E3 is between 42 and 49 mph, which requires a minimum stopping sight distance of 425 feet according to the Green Book. The estimated sight distance based on aerial imagery is 220 feet, which is below the standard (see Table 1). Therefore, the sight distance looking right from the Site E3 north driveway (northbound traffic) is inadequate. In addition, the current Site E3 north driveway has a downward slope and some vegetation on the southwest corner of the driveway intersection that may further obstruct sight distance. The view for drivers exiting the north driveway looking in both directions on SR 84 is shown in Figure 3.

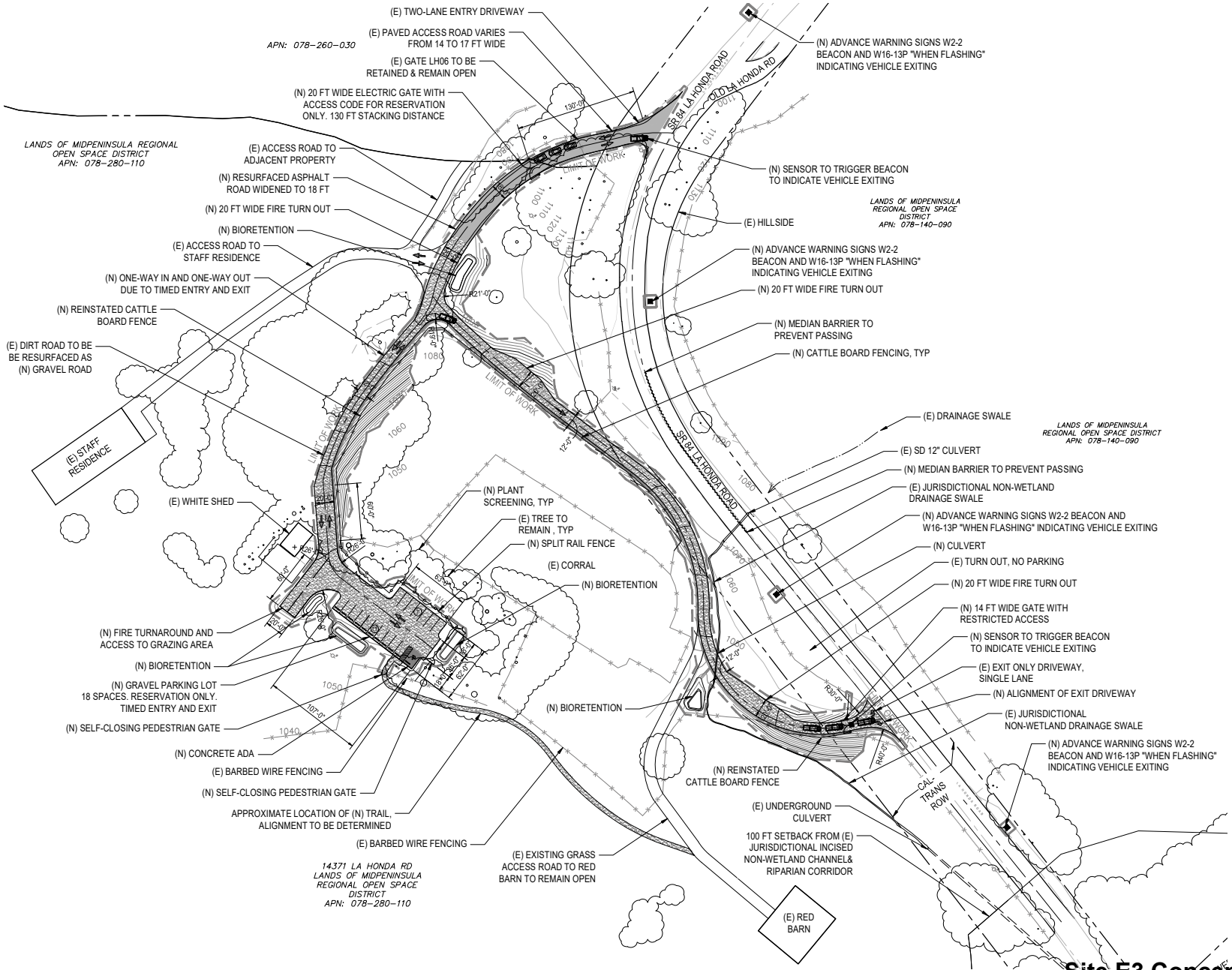


Figure 2
Site E3 Concept Design

NORTH
Not to Scale

Table 1
Sight Distance at Site E3 North Driveway

Location	Estimated Sight Distance[1]			Sight Distance Standard[2]
	NB Lane	Looking Left (SB traffic)	Looking Right (NB traffic)	
Site E3 North Driveway	130 ft	500+ ft	220 ft	425 ft

Notes:
ft = feet; NB = northbound; SB = southbound

[1] The sight distance at the Site E3 north driveway was estimated using aerial imagery.

[2] The sight distance standard reflects a design speed of 50 mph for stopping sight distance in the American Association of State Highway and Transportation Officials (AASHTO)'s 2011 *A Policy on Geometric Design of Highways and Streets (Green Book)*.

Hexagon reviewed additional information provided in the April 2024 Midpen Board meeting recording. In that meeting, concerns about the risk of rear-end collisions in the northbound lane at the Site E3 north driveway were addressed by stating that the 95th percentile vehicle queue would be less than one vehicle for the northbound left-turn movement at the driveway and there is sufficient sight distance between northbound left-turning vehicles and oncoming southbound vehicles traveling at 50 mph (which is the 85th percentile speed). Although the likelihood of a vehicle turning left into the Site E3 north driveway and a southbound vehicle crossing its path and another northbound vehicle approaching the driveway all happening at the same time is very low, the lack of sight distance is a safety concern.

Due to the sight distance deficiency and potential safety issue, Hexagon recommends that the Site E3 north driveway be closed. While the north driveway could accommodate right turns in and right turns out with adequate sight distance, Hexagon agrees with the LSA study in that no portion of SR-84 adjacent to the La Honda Creek Open Space provides a signalized intersection, a turnout with adequate sight distance, or other features to facilitate U-turns. With the north driveway closed, the Site E3 south driveway could accommodate inbound and outbound traffic from both directions.

Figure 3
Looking Left from Site E3 North Driveway



Figure 3 (continued)
Looking Right from Site E3 North Driveway



South Driveway (Proposed Exit)

The Site E3 south driveway is located on SR 84, near the Red Barn (see Figure 2). Previous transportation studies prepared by Hexagon and W-Trans recommended that the south driveway be moved at least 55 feet (up to 165 feet) to the south to provide adequate sight distance in both directions from the driveway. The transportation study prepared by LSA did not recommend moving the driveway. The reason for the difference in recommendations is due to the different 85th percentile speeds that were collected. The studies also referenced different manuals to find the stopping sight distance. The Hexagon and W-Trans studies referenced speed data collected in 2016, where the average 85th percentile speed was 57 mph for southbound traffic and 43 mph for northbound traffic. Based on design speeds of 60 mph and 45 mph, respectively, in the Caltrans' *Highway Design Manual*, the recommended stopping sight distance is 580 feet for southbound traffic and 360 feet for northbound traffic. The LSA study referenced speed data collected in 2021 and 2023, where the average 85th percentile speed was between 46 and 51 mph for southbound traffic and between 42 and 49 for northbound traffic. Based on a design speed of 50 mph in the AASHTO Green Book, the recommended stopping sight distance is 425 feet for both southbound and northbound traffic.

Due to the difference in 85th percentile speeds collected in 2016 and 2021/2023, additional speed data was collected over the course of three days (Thursday, Friday, and Saturday) in August of 2025 (see Appendix A). The 85th percentile speed for southbound traffic was found to be 49.3 mph, which requires a minimum stopping sight distance of 425 feet based on a design speed of 50 mph according to the Green Book. The average 85th percentile speed for northbound traffic was found to be 47.6 mph, which requires a minimum stopping sight distance of 425 feet based on a design speed of 50 mph according to the Green Book.

Sight distance was measured in the field by Hexagon in 2016. At the Site E3 south driveway, 525 feet of sight distance was measured between the driveway and southbound traffic (looking left) and 530 feet of sight distance was measured between the driveway and northbound traffic (look right) (Hexagon 2016). The measured sight distance of 525 feet is in excess of the standard, confirming that the sight distance looking left from the driveway (southbound traffic) is adequate. The measured sight distance of 530 feet is also in excess of the standard, confirming that the sight distance looking right from the driveway (northbound traffic) is adequate. The sight distance is summarized in Table 2.

Table 2
Sight Distance at Site E3 South Driveway

Location	Measured Sight Distance[1]		Sight Distance Standard[2]
	Looking Left (SB traffic)	Looking Right (NB traffic)	
Site E3 South Driveway	525 ft	530 ft	425 ft

Notes:
ft = feet; NB = northbound; SB = southbound

[1] The sight distance at Site E3 south driveway was measured in the field by Hexagon in 2016.

[2] The sight distance standard reflects a design speed of 50 mph for stopping sight distance in the American Association of State Highway and Transportation Officials (AASHTO)'s 2011 *A Policy on Geometric Design of Highways and Streets (Green Book)*.

Hexagon revisited the driveway location in June of 2025. The view for drivers exiting the south driveway looking in both directions on SR 84 is shown in Figure 4. As shown in Figure 4, ground vegetation obstructs sight distance between the driveway and northbound traffic (looking right). This ground vegetation was not present when sight distance was measured in the field in 2016. Midpen will work with Caltrans to clear the vegetation. Figure 5 shows how removing the vegetation should greatly improve line of sight in that direction. Hexagon recommends regularly removing the ground vegetation, as needed, to ensure that overgrown vegetation does not obstruct the vision of drivers exiting the driveway over time.

Based on the results of the most recent speed data and the 2016 field measurements, adequate stopping sight distance is available in both directions at the currently proposed location of the Site E3 south driveway, assuming the recommended vegetation removal since new vegetation has grown since the 2016 measurements. Since the maximum observed speeds are over 70 mph, and the most common collision factors are unsafe speed and improper turning, Hexagon agrees with LSA's recommendation to slow traffic near the driveway by providing advanced warning signage to indicate when a vehicle is about to enter SR 84 to enhance safety near the driveway. The flashing signage could be paired with a speed advisory sign. Hexagon also agrees with the recommendation to provide a median barrier to prevent illegal passing and to create a perception of a narrower lane to further enhance safety. Hexagon recommends considering plastic delineator posts as they are durable, crash-rated, narrow, and would not affect line of sight. Ultimately, Caltrans will decide whether a median barrier is suitable at this location. It should be noted that where a median barrier is installed, cars would not be able to pass bicycles. The lanes are only about 11 feet wide. Current designs propose an approximately 200 foot median.

Figure 4
Looking Left from Site E3 South Driveway



Figure 4 (continued)
Looking Right from Site E3 South Driveway



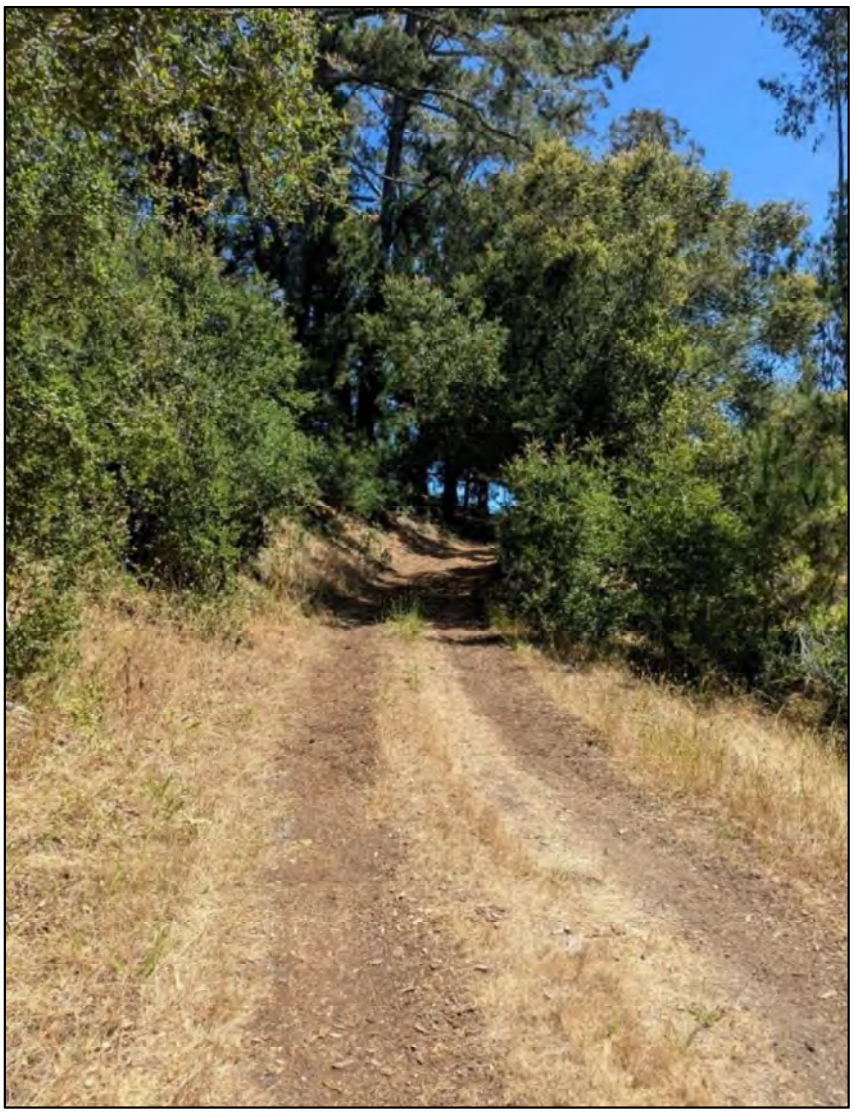
Figure 5
Looking Right from Site E3 South Driveway White Line



On-Site Drive Aisles

The proposed Site E3 parking area would be set back from SR 84 and would be connected to the two driveways via on-site drive aisles (see Figure 2). Some sections of the drive aisles would have a width of 12 feet. Site E3 would be limited to permit or docent-led hikes only so vehicles traveling in opposite directions at the same time would be uncommon. In the case that opposing vehicles were to meet in the 12-foot-wide section of the drive aisle, one of the vehicles would need to reverse until the aisle is wide enough for the vehicles to pass. At a speed of 15 mph, the minimum standard for stopping sight distance is 80 feet according to the AASHTO Green Book. Based on the site plan shown in Figure 2, the sight distance is expected to be adequate for drivers in each direction to see each other. The view for drivers exiting the parking area looking along the location of the drive aisle is shown in Figure 6.

Figure 6
Looking North from Site E3 Parking Area



Site D

Project Site D is located south of Site E3 at the existing Gate LH07. Site D proposes one driveway along SR 84 as shown in Figure 7. The transportation study prepared by LSA recommended that the driveway be located 50 feet north of the existing Gate LH07 and the stop bar be located 20 feet back from SR 84. In Table M of the transportation study, LSA estimates, based on aerial photo imagery, that for vehicles waiting to enter SR 84 from a driveway 50 feet north of Gate LH07 and 20 feet back from SR 84, the sight distance looking right (northbound traffic) would be 425 feet and the sight distance looking left (southbound traffic) would be 480 feet. As shown in Table F of the transportation study, the average 85th percentile speed for northbound traffic near Site D is between 48 and 50 mph, which requires a minimum stopping sight distance of 425 feet based on a design speed of 50 mph according to the AASHTO Green Book. The average 85th percentile speed for southbound traffic near Site D is between 47 and 50 mph, which requires a minimum stopping sight distance of 425 feet based on a design speed of 50 mph according to the Green Book. Note that this sight distance standard is planning level and does not account for the road grade.

As part of the initial peer review effort, a preliminary field check was conducted at the proposed Site D driveway. As part of this preliminary field check, sight distance was measured in the field at two locations: 50 feet north of Gate LH07 and 10 feet back from SR 84, and 50 feet north of Gate LH07 and 20 feet back from SR 84. This evaluation found that the sight distance looking to the right (northbound traffic) was inadequate and the sight distance to the left (southbound traffic) would only be adequate if the driver was sitting 20 feet or more back from the edge of the road.

The preliminary field-measured sight distances are different from the estimated sight distances in the transportation study due to ground vegetation and steep hillside next to the shoulder. The ground vegetation and hillside around the curve to the south of the driveway on the opposite side of SR 84 obstructed sight distance. The view for drivers exiting the proposed Site D driveway looking in both directions on SR 84 is shown in Figures 8 and 9. A more detailed assessment of sight distance at this driveway is contained below in the section discussing the alternate driveway location.

In order to achieve the required sight distance at the proposed Site D driveway location, the ground vegetation and brush along portions of the curve would need to be removed up to about 10 feet from the base of the slope and/or a portion of the hillside south of the driveway on the opposite side of SR 84 may need to be regraded so that the vision of exiting drivers is not obstructed, the driveway location may need to be shifted, or a combination of these measures would be needed. The extent of brush and vegetation removal and the potential need to regrade portions of the hillside cannot be definitively assessed at this time due to the dense vegetation around the hillside. A more definitive recommendation could be provided once the undergrowth is trimmed to the ground level and the extent of the hillside is exposed.

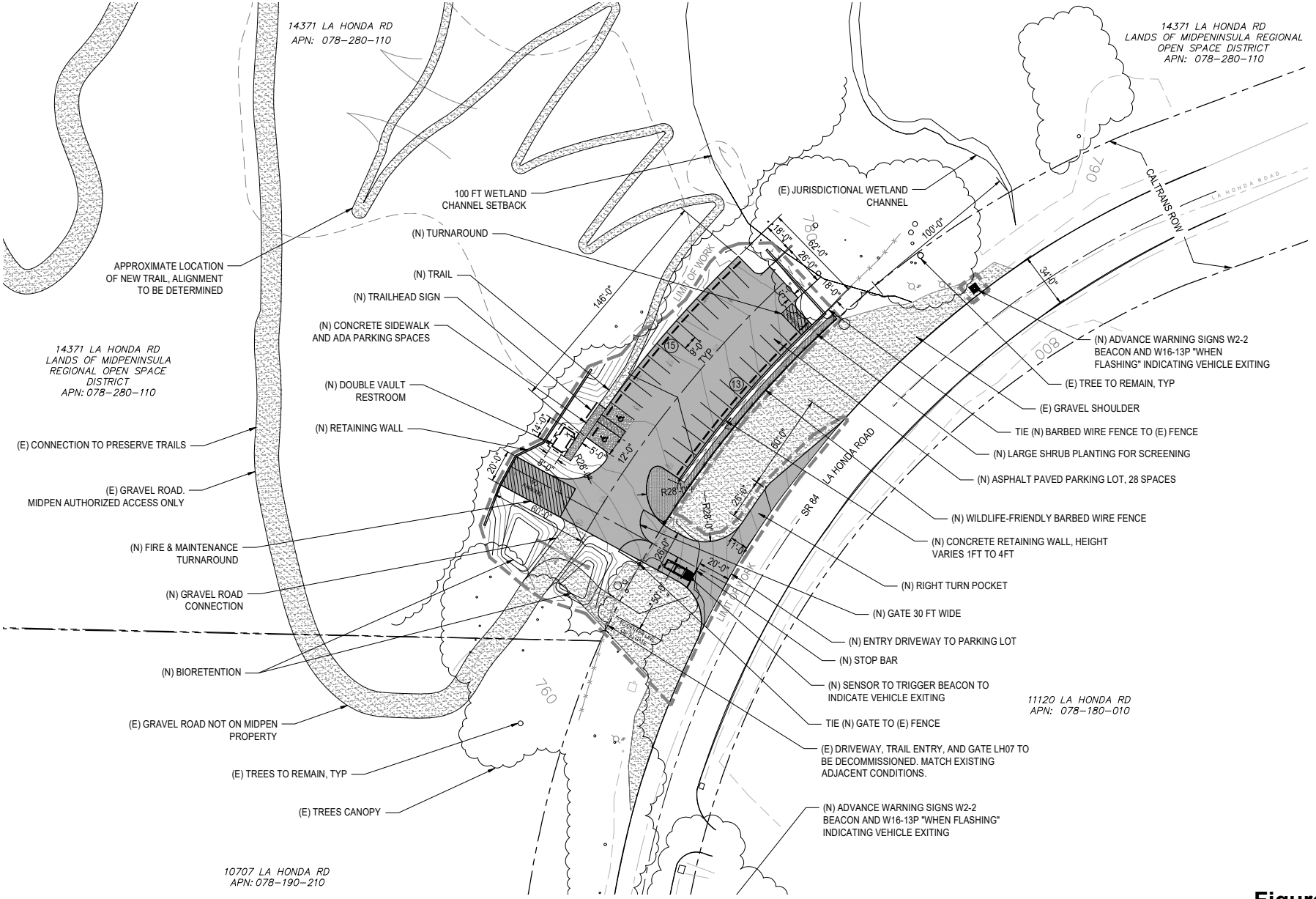


Figure 7
Site D Concept Design

Figure 8
Looking Left from Proposed Site D Driveway Location
10 feet back from SR 84



Figure 8 (continued)
Looking Right from Proposed Site D Driveway Location
10 feet back from SR 84



Figure 9
Looking Left from Proposed Site D Driveway Location
20 feet back from SR 84



Figure 9 (continued)
Looking Right from Proposed Site D Driveway Location
20 feet back from SR 84



Site D Driveway Alternative Location Evaluation

Since the initial peer review work, Midpen provided topography data for Hexagon to evaluate alternative driveway locations and to conduct a more detailed sight distance evaluation at Site D. Hexagon refined the sight distance analysis by measuring the road grade along SR 84 adjacent to Site D using the topography data, re-calculating the required sight distance standard using the road grades, and conducting a more thorough sight distance check in the field.

The road is on a slight grade near the Site D driveway, with the grade being about 6% north of the driveway and about 5.7% south of the driveway. In this area, southbound traffic is on a downgrade and northbound traffic is on an upgrade. The AASHTO Green Book was used to calculate sight distance accounting for the grade in each direction at the driveway. The methodology in Section 3.2.2.3 of the AASHTO Green Book accounts for uphill or downhill gradient when calculating driver braking distance, which can either increase or decrease the required stopping sight distance. As shown in Table 3, northbound SR 84 has a 5.7% upgrade and a design speed of 50 mph, which requires a minimum stopping sight distance of 390 feet. Southbound SR 84 has a 6% downgrade and a design speed of 50 mph, which requires a minimum stopping sight distance of 475 feet.

Table 3
Sight Distance at Site D Driveway

Location	Road Grade	85th Percentile Speed[1]	Measured Sight Distance[2]	Design Speed	Sight Distance Standard[3]	Adequate Sight Distance
1. 50 Feet North of Gate LH07 / 15 Feet Back from SR 84						
Looking Right (Northbound Traffic)	5.7%	48-50 mph	385 ft	50 mph	390 ft	NO
Looking Left (Southbound Traffic)	-6%	47-50 mph	437 ft	50 mph	475 ft	NO
2. 50 Feet North of Gate LH07 / 25 Feet Back from SR 84						
Looking Right (Northbound Traffic)	5.7%	48-50 mph	408 ft	50 mph	390 ft	YES
Looking Left (Southbound Traffic)	-6%	47-50 mph	459 ft	50 mph	475 ft	NO
3. 50 Feet North of Gate LH07 / 40 Feet Back from SR 84						
Looking Right (Northbound Traffic)	5.7%	48-50 mph	390 ft	50 mph	390 ft	YES
Looking Left (Southbound Traffic)	-6%	47-50 mph	475 ft	50 mph	475 ft	YES
4. 90 Feet North of Gate LH07 / 15 Feet Back from SR 84						
Looking Right (Northbound Traffic)	5.7%	48-50 mph	391 ft	50 mph	390 ft	YES
Looking Left (Southbound Traffic)	-6%	47-50 mph	474 ft	50 mph	475 ft	YES

Notes:

[1] Based on speed data collected in the *La Honda Creek Open Space Preserve Access Study*, dated June 2024, by LSA.

[2] The available sight distance at locations 1, 2, and 4 was measured in the field by Hexagon in November of 2025. The sight distance at location 3 was estimated using topographic data.

[3] Source: AASHTO, 2018 *The Green Book 7th Edition*, Equation 3-3 was used for locations with grade to determine the required sight distance standard.

Section 9.5.3.2 of the Green Book specifies that the driver's eye position for sight distance evaluations at intersections and driveways on the minor road shall be at least 14.5 feet from the edge of the major-road traveled way. The distance used for this evaluation was 15 feet from the edge of the pavement on SR 84.

Hexagon conducted field observations at Site D in November of 2025. Based on measurements taken in the field, the existing available sight distance at the currently proposed driveway location (50 feet north of Gate LH07) and 15 feet back from SR 84 is about 385 feet for the northbound direction and about 437 feet for the southbound direction (see Appendix B). The existing available sight distance for both directions is not adequate to meet the required minimum standard of 390 feet for the northbound direction and 475 feet for the southbound direction.

Based on measurements taken in the field, the existing available sight distance at the currently proposed driveway location (50 feet north of Gate LH07) and 25 feet back from SR 84 is about 408 feet for the northbound direction and about 459 feet for the southbound direction (see Appendix B). The existing available sight distance for the northbound direction is adequate, however, the existing available sight distance in the southbound direction is not adequate to meet the required minimum standard of 475 feet.

Based on measurements taken on the topographic map, the stop bar would need to be located about 40 feet back from SR 84 in order to achieve adequate sight distance in both directions at the proposed driveway location at 50 feet north of Gate LH07 (see Appendix B). That distance is not practical, as drivers would likely not stop that far back from the road to wait for a gap in traffic to turn onto SR 84. This could create potential safety issues for that driveway location. Thus, Hexagon found an alternative driveway location that achieves line of sight in both directions on SR 84 based on AASHTO standards. The recommended driveway location is 90 feet north of the Gate LH07 northernmost gate post, with a stop bar located 15 feet from the edge of pavement (21 feet from the shoulder stripe). Based on measurements taken in the field, the existing available sight distance at the recommended driveway location is about 391 feet for the northbound direction and about 474 feet for the southbound direction (see Appendix B). The existing available sight distance for both directions is within typical field tolerance to meet the required minimum standard.

Hexagon observed in the field that the limiting factor for sight distance in both directions at this location appears to be dense ground vegetation on the hillside across the street from the driveway. Although the available sight distance was adequate during the November field work, Hexagon strongly recommends regularly removing the ground vegetation and brush, as needed, around the hillside between the tree trunks and up to about 10 feet from the base of the slope to ensure that overgrown vegetation does not obstruct the vision of drivers exiting the driveway over time. Based on the topographic data, all recommended brush and vegetation removal appears to be within Caltrans right-of-way. The view for drivers exiting the recommended Site D driveway looking in both directions on SR 84 is shown in Figure 10. The approximate locations of the recommended vegetation to be removed at the sight lines are shown in Appendix C.

In addition, Hexagon agrees with LSA's recommendation to provide advance warning signage to indicate when a vehicle is about to enter SR 84 to enhance safety near the driveway. The flashing signage could be paired with a speed advisory sign. The signs could be placed at the required stopping sight distance in each direction from the driveway location (about 390 feet from the driveway for northbound traffic and about 475 feet from the driveway for southbound traffic). Exact sign placements can be determined during the design phase.

Figure 10
Looking Left from Recommended Site D Driveway



Figure 10 (continued)
Looking Right from Recommended Site D Driveway



Site B

Project Site B is located at the end of Sears Ranch Road adjacent to the existing Open Space Preserve parking area (see Figure 11). Hexagon agrees with the transportation study's recommendations to widen the single-lane portions of Sears Ranch Road to 20 feet and to restripe the crosswalk across the north leg of the SR 84/Sears Ranch Road intersection to a high-visibility crosswalk with Rectangular Rapid Flashing Beacon (RRFB) signals.

The transportation study discussed the limited sight distance at the west approach of the SR 84/Sears Ranch Road intersection looking to the right. Hexagon confirmed the limited sight distance in the field (see Figure 12). Given the limited sight distance, vehicles turning left or going straight through the intersection currently need to look to the left for a gap in southbound traffic, then roll into the southbound lane to look to the right for a gap in northbound traffic. According to Figure 7 in the transportation study, there were three collisions near the intersection of SR 84/Sears Ranch Road between 2017 and 2024. There were two sideswipe collisions due to improper passing and one broadside collision due to automobile right-of-way. Therefore, the intersection currently operates with few collisions even with the limited sight distance on the west approach. The collisions that did occur do not appear to be related to sight distance. Hexagon agrees with the transportation study's recommendation to not add left-turn pockets as they could encourage increased speed.

Crash Data

Hexagon reviewed the most recent crash data along SR 84 from the Statewide Integrated Traffic Records System (SWITRS) database for the dates following what was collected in the transportation study (April 2024 – December 2025). It should be noted that data from 2024 – 2025 is provisional and subject to change. The data show that three crashes occurred in the vicinity of the proposed driveways, including one crash just south of the Site E3 north driveway (which Hexagon recommends be closed). The crash involved a motorcycle being overturned due to improper turning. The other two crashes occurred in the vicinity of the driveways, but not directly at the driveway locations. A crash occurred north of the Site E3 north driveway and involved a motorcycle that sideswiped a passenger vehicle when it crossed into the opposing lane. Another crash occurred south of the Site D driveway and involved a pickup truck hitting a fixed object due to unsafe speed. Thus, the recent trends are consistent with the trends found in the transportation study, which include unsafe speeds and improper passing/turning. The recent crash data is provided in Appendix D.

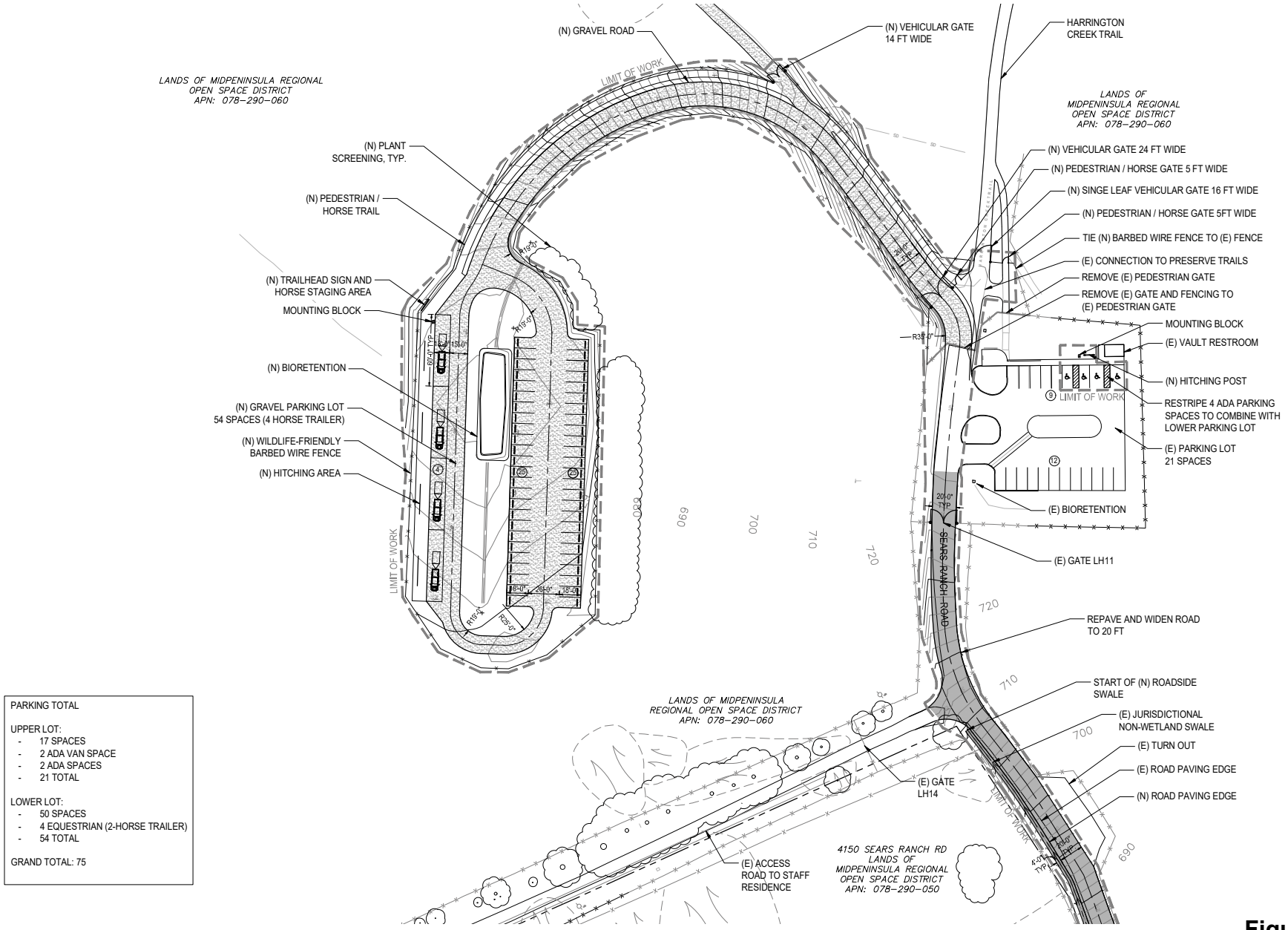


Figure 11
Site B Concept Design

Figure 12
Looking Right from Sears Ranch Road at SR 84
A Few Feet Back from Stop Bar



Figure 12 (continued)
Looking Right from Sears Ranch Road at SR 84
At Stop Bar



Conclusions

Adequate sight distance is not available at the Site E3 north driveway for northbound traffic approaching the driveway or vehicles looking right from the driveway. Therefore, Hexagon recommends that the north driveway be closed. The Site E3 south driveway could accommodate inbound and outbound traffic from both directions. Based on the results of the most recent speed data and the 2016 field measurements, adequate stopping sight distance is available in both directions at the currently proposed location of the Site E3 south driveway, assuming the recommended vegetation removal since new vegetation has grown since the 2016 measurements.

Since the maximum observed speeds are over 70 mph, and the most common collision factors are unsafe speed and improper turning, Hexagon agrees with LSA's recommendation to slow traffic near the Site E3 driveways by providing advanced warning signage to indicate when a vehicle is about to enter SR 84 to enhance safety near the driveways. The flashing signage could be paired with a speed advisory sign. Hexagon also agrees with the recommendation to provide a median barrier to prevent illegal passing and to create a perception of a narrower lane to further enhance safety.

Adequate sight distance in both directions is not available at the currently proposed driveway location for Site D (50 feet north of Gate LH07) until about 40 feet back from SR 84. That distance is not practical, as drivers would likely not stop that far back from the road to wait for a gap in traffic to turn onto SR 84. Thus, Hexagon found an alternative driveway location that achieves line of sight in both directions on SR 84 based on AASHTO standards and typical field tolerance. The recommended driveway location is 90 feet north of the Gate LH07 northernmost gate post, with a stop bar located 15 feet from the edge of pavement (21 feet from the shoulder stripe). Although the available sight distance was adequate during the November field work, Hexagon strongly recommends regularly removing the ground vegetation around the hillside between the tree trunks and up to about 10 feet from the base of the slope to ensure that overgrown vegetation does not obstruct the vision of drivers exiting the driveway over time. In addition, Hexagon agrees with LSA's recommendation to slow traffic by providing advanced warning signage to indicate when a vehicle is about to enter SR 84 to enhance safety near the driveway.

At Site B, Hexagon agrees with the transportation study's recommendations to widen the single-lane portions of Sears Ranch Road to 20 feet, to restripe the crosswalk across the north leg of the SR 84/Sears Ranch Road intersection to a high-visibility crosswalk with Rectangular Rapid Flashing Beacon (RRFB) signals, and to not add left-turn pockets at the SR 84/Sears Ranch Road intersection, as they could encourage increased speed.

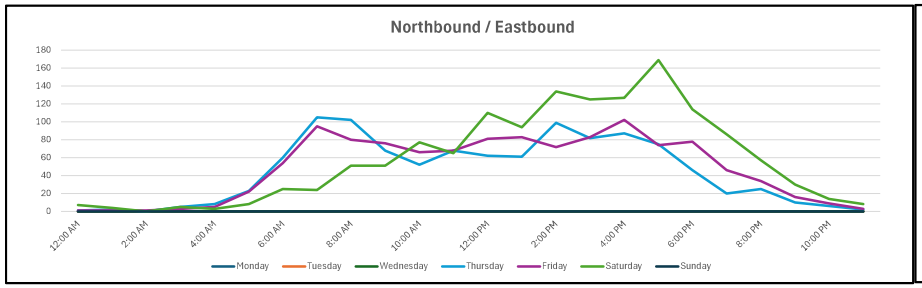
Appendix A

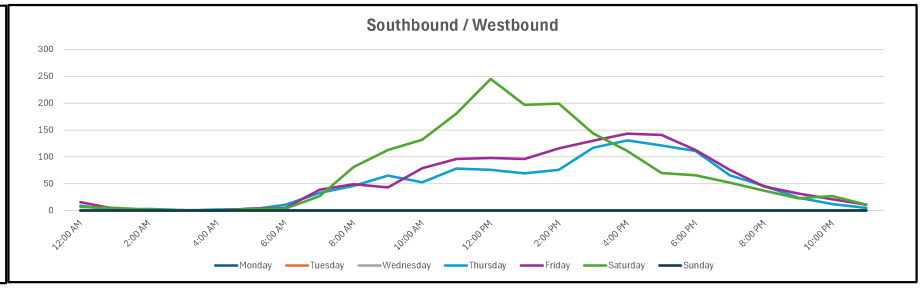
Speed Data

Vehicle Volume Report - Hourly

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Time	Monday 8/18/25			Tuesday 8/19/25			Wednesday 8/20/25			Thursday 8/14/25			Friday 8/15/25			Saturday 8/16/25			Sunday 8/17/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	-	-	-	1	9	10	1	16	17	7	7	14	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	2	1	3	1	3	4	4	5	9	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	0	3	3	1	0	1	0	2	2	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	5	0	5	3	1	4	5	1	6	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	8	2	10	5	0	5	3	0	3	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	23	2	25	22	4	26	8	3	11	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	60	11	71	54	5	59	25	4	29	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	105	33	138	95	39	134	24	27	51	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	102	46	148	80	49	129	51	81	132	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	68	65	133	76	43	119	51	113	164	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	52	53	105	66	79	145	77	132	209	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	68	78	146	68	96	164	65	181	246	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	62	76	138	81	98	179	110	245	355	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	61	69	130	83	96	179	94	197	291	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	99	76	175	72	116	188	134	199	333	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	82	117	199	83	130	213	125	144	269	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	87	131	218	102	143	245	127	111	238	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	75	121	196	74	141	215	169	70	239	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	46	111	157	78	113	191	114	66	180	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	20	66	86	46	76	122	86	52	138	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	25	46	71	34	45	79	57	37	94	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	10	24	34	16	32	48	30	23	53	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	6	12	18	9	21	30	14	27	41	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	2	5	7	3	11	14	8	11	19	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**267**	**90**	**357**	**229**	**93**	**322**	**100**	**112**	**212**	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**244**	**369**	**613**	**259**	**414**	**673**	**421**	**325**	**746**	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**967**	**987**	**1954**	**1012**	**1148**	**2160**	**1166**	**1570**	**2736**	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**1069**	**1157**	**2226**	**1153**	**1357**	**2510**	**1388**	**1738**	**3126**	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***48.0%***	***52.0%***	***100.0%***	***45.9%***	***54.1%***	***100.0%***	***44.4%***	***55.6%***	***100.0%***	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**8:00 AM**	**9:00 AM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		-	-							
PM Peak	-	-		-	-		-	-		**4:00 PM**	**5:00 PM**		**4:00 PM**	**5:00 PM**		**12:00 PM**	**1:00 PM**		-	-							





Vehicle Speed Report - Hourly

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	41.8 mph	43.7 mph
50th Percentile	41.8 mph	43.6 mph
85th Percentile	47.6 mph	49.3 mph
95th Percentile	52.4 mph	54.6 mph

Speed Range (MPH) - Total Study																					
	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	85-90	90-95	95-100	100+
Northbound	3610	8	1	14	34	66	313	856	1321	678	203	69	23	11	9	2	1	1	0	0	0
Percent	*100.0%*	*0.2%*	*0.0%*	*0.4%*	*0.9%*	*1.8%*	*8.7%*	*23.7%*	*36.6%*	*18.8%*	*5.6%*	*1.9%*	*0.6%*	*0.3%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	4252	1	9	22	46	84	137	624	1649	1133	350	114	39	22	13	5	2	1	0	1	0
Percent	*100.0%*	*0.0%*	*0.2%*	*0.5%*	*1.1%*	*2.0%*	*3.2%*	*14.7%*	*38.8%*	*26.6%*	*8.2%*	*2.7%*	*0.9%*	*0.5%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	7862	9	10	36	80	150	450	1480	2970	1811	553	183	62	33	22	7	3	2	0	1	0
Percent	*100.0%*	*0.1%*	*0.1%*	*0.5%*	*1.0%*	*1.9%*	*5.7%*	*18.8%*	*37.8%*	*23.0%*	*7.0%*	*2.3%*	*0.8%*	*0.4%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Vehicle Speed Report (Northbound - 08/14/2025)

Thursday	Northbound																				
8/14/25	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	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	0	0	2	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	0	0	0
3:00 AM	5	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	8	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	23	0	0	0	0	0	0	2	9	8	3	1	0	0	0	0	0	0	0	0	0
6:00 AM	60	0	0	0	1	0	1	12	19	11	13	3	0	0	0	0	0	0	0	0	0
7:00 AM	105	0	0	0	0	1	3	30	34	28	8	1	0	0	0	0	0	0	0	0	0
8:00 AM	102	0	0	0	2	4	7	18	45	20	5	1	0	0	0	0	0	0	0	0	0
9:00 AM	68	0	0	0	0	0	5	15	23	20	5	0	0	0	0	0	0	0	0	0	0
10:00 AM	52	0	0	0	0	0	4	12	24	7	3	2	0	0	0	0	0	0	0	0	0
11:00 AM	68	0	0	0	0	2	10	11	23	18	3	1	0	0	0	0	0	0	0	0	0
12:00 PM	62	0	0	1	4	0	7	8	22	14	3	2	0	1	0	0	0	0	0	0	0
1:00 PM	61	1	0	0	1	1	9	18	21	6	1	1	0	1	0	1	0	0	0	0	0
2:00 PM	99	0	0	0	0	5	18	20	28	14	3	8	2	1	0	0	0	0	0	0	0
3:00 PM	82	0	0	3	0	0	12	15	31	12	6	2	0	1	0	0	0	0	0	0	0
4:00 PM	87	0	0	0	0	0	2	24	29	17	9	2	1	1	2	0	0	0	0	0	0
5:00 PM	75	0	0	0	0	0	3	19	23	19	5	3	0	1	1	1	0	0	0	0	0
6:00 PM	46	0	0	0	0	0	2	7	17	16	3	1	0	0	0	0	0	0	0	0	0
7:00 PM	20	0	0	0	0	0	0	6	2	9	0	2	0	0	1	0	0	0	0	0	0
8:00 PM	25	0	0	0	1	1	0	6	7	4	3	0	3	0	0	0	0	0	0	0	0
9:00 PM	10	0	0	0	0	0	1	2	3	1	1	1	1	0	0	0	0	0	0	0	0
10:00 PM	6	0	0	0	0	0	0	1	3	0	1	1	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**267**	**0**	**0**	**0**	**3**	**5**	**11**	**60**	**98**	**59**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**244**	**0**	**0**	**3**	**0**	**0**	**17**	**58**	**83**	**48**	**20**	**7**	**1**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**967**	**1**	**0**	**4**	**8**	**13**	**83**	**209**	**339**	**202**	**67**	**27**	**3**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1069**	**1**	**0**	**4**	**9**	**14**	**88**	**230**	**369**	**227**	**76**	**32**	**7**	**6**	**4**	**2**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.1%***	***0.0%***	***0.4%***	***0.8%***	***1.3%***	***8.2%***	***21.5%***	***34.5%***	***21.2%***	***7.1%***	***3.0%***	***0.7%***	***0.6%***	***0.4%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**42.5 mph**																				
85th Percentile	**48.4 mph**																				
95th Percentile	**54.5 mph**	**Average Speed**		**42.63 mph**																	

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Vehicle Speed Report (Southbound - 08/14/2025)

Thursday	Southbound																				
8/14/25	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	85-90	90-95	95-100	100+
12:00 AM	9	0	0	0	0	1	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	0	0	0	0	1	1	1	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	0	0	0
4:00 AM	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	11	0	0	1	0	0	0	1	3	5	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	33	0	0	0	0	1	1	2	17	12	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	46	0	0	0	0	0	1	5	22	14	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	65	0	0	1	1	0	2	14	29	14	3	0	1	0	0	0	0	0	0	0	0
10:00 AM	53	0	0	0	12	5	2	4	19	8	1	1	1	0	0	0	0	0	0	0	0
11:00 AM	78	0	1	0	0	3	7	5	31	16	5	6	1	2	1	0	0	0	0	0	0
12:00 PM	76	0	1	0	0	0	3	4	27	30	7	2	1	1	0	0	0	0	0	0	0
1:00 PM	69	0	0	0	1	0	1	12	23	12	10	8	0	1	0	1	0	0	0	0	0
2:00 PM	76	0	0	2	0	1	2	20	25	17	3	3	1	2	0	0	0	0	0	0	0
3:00 PM	117	0	1	2	1	0	0	14	35	46	15	1	1	0	0	0	1	0	0	0	0
4:00 PM	131	0	0	0	0	0	2	4	45	56	18	4	1	0	1	0	0	0	0	0	0
5:00 PM	121	0	0	1	1	0	2	11	36	46	13	7	2	1	1	0	0	0	0	0	0
6:00 PM	111	0	0	0	0	1	3	6	44	36	11	2	2	1	3	2	0	0	0	0	0
7:00 PM	66	0	0	0	0	0	2	3	21	26	10	3	0	0	1	0	0	0	0	0	0
8:00 PM	46	1	0	0	0	0	0	6	10	20	7	0	2	0	0	0	0	0	0	0	0
9:00 PM	24	0	0	0	0	0	0	0	10	9	3	2	0	0	0	0	0	0	0	0	0
10:00 PM	12	0	0	0	0	0	0	0	4	3	1	3	1	0	0	0	0	0	0	0	0
11:00 PM	5	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**90**	**0**	**0**	**1**	**0**	**1**	**2**	**8**	**42**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**369**	**0**	**1**	**3**	**2**	**0**	**4**	**29**	**116**	**148**	**46**	**12**	**4**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**987**	**0**	**3**	**7**	**16**	**11**	**26**	**102**	**356**	**312**	**90**	**35**	**11**	**8**	**6**	**3**	**1**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1157**	**1**	**3**	**7**	**16**	**12**	**28**	**111**	**413**	**377**	**112**	**44**	**14**	**8**	**7**	**3**	**1**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.1%***	***0.3%***	***0.6%***	***1.4%***	***1.0%***	***2.4%***	***9.6%***	***35.7%***	***32.6%***	***9.7%***	***3.8%***	***1.2%***	***0.7%***	***0.6%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***

50th Percentile	**44.8 mph**		
85th Percentile	**50.6 mph**		
95th Percentile	**56.1 mph**	**Average Speed**	**44.95 mph**

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Vehicle Speed Report (Northbound - 08/15/2025)

Friday	Northbound																				
8/15/25	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	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	5	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	22	0	0	0	0	0	1	1	6	10	3	1	0	0	0	0	0	0	0	0	0
6:00 AM	54	0	0	0	0	0	2	7	14	19	7	4	1	0	0	0	0	0	0	0	0
7:00 AM	95	0	0	0	2	0	3	9	44	30	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	80	0	0	0	0	2	1	9	41	19	8	0	0	0	0	0	0	0	0	0	0
9:00 AM	76	0	0	0	0	1	4	9	31	24	6	1	0	0	0	0	0	0	0	0	0
10:00 AM	66	0	0	1	0	3	4	9	27	18	2	1	1	0	0	0	0	0	0	0	0
11:00 AM	68	1	0	0	0	1	5	16	32	9	4	0	0	0	0	0	0	0	0	0	0
12:00 PM	81	0	0	0	0	1	9	20	30	16	4	0	1	0	0	0	0	0	0	0	0
1:00 PM	83	0	0	0	1	4	12	16	31	11	6	0	0	1	1	0	0	0	0	0	0
2:00 PM	72	1	0	0	0	0	2	23	35	4	5	1	0	1	0	0	0	0	0	0	0
3:00 PM	83	0	0	0	0	0	3	20	27	19	11	3	0	0	0	0	0	0	0	0	0
4:00 PM	102	1	0	0	0	0	0	25	38	28	6	3	1	0	0	0	0	0	0	0	0
5:00 PM	74	0	0	0	0	0	2	15	31	19	3	2	0	1	1	0	0	0	0	0	0
6:00 PM	78	1	0	0	1	1	3	22	32	11	5	0	1	0	0	0	0	1	0	0	0
7:00 PM	46	0	0	0	0	0	5	6	18	8	5	2	1	1	0	0	0	0	0	0	0
8:00 PM	34	0	0	0	0	0	2	16	9	4	2	0	0	0	1	0	0	0	0	0	0
9:00 PM	16	0	0	0	0	0	2	3	4	5	0	0	2	0	0	0	0	0	0	0	0
10:00 PM	9	0	0	0	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**229**	**0**	**0**	**0**	**2**	**2**	**6**	**25**	**99**	**68**	**22**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**259**	**1**	**0**	**0**	**0**	**0**	**5**	**60**	**96**	**66**	**20**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1012**	**4**	**0**	**1**	**4**	**13**	**50**	**200**	**413**	**227**	**74**	**15**	**5**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1153**	**4**	**0**	**1**	**4**	**13**	**62**	**230**	**459**	**260**	**86**	**18**	**8**	**4**	**3**	**0**	**0**	**1**	**0**	**0**	**0**
Percent	***100%***	***0.3%***	***0.0%***	***0.1%***	***0.3%***	***1.1%***	***5.4%***	***19.9%***	***39.8%***	***22.5%***	***7.5%***	***1.6%***	***0.7%***	***0.3%***	***0.3%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**42.9 mph**																				
85th Percentile	**48.6 mph**																				
95th Percentile	**52.8 mph**	**Average Speed**		**43.02 mph**																	

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Vehicle Speed Report (Southbound - 08/15/2025)

Friday	Southbound																				
8/15/25	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	85-90	90-95	95-100	100+
12:00 AM	16	0	0	0	0	0	0	1	3	5	0	1	5	1	0	0	0	0	0	0	0
1:00 AM	3	0	0	0	0	0	0	1	1	0	1	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	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	5	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	39	0	0	0	1	0	1	5	13	14	2	3	0	0	0	0	0	0	0	0	0
8:00 AM	49	0	0	0	0	0	1	15	14	11	7	0	1	0	0	0	0	0	0	0	0
9:00 AM	43	0	0	1	0	2	5	5	13	11	6	0	0	0	0	0	0	0	0	0	0
10:00 AM	79	0	0	1	0	3	5	14	31	16	6	3	0	0	0	0	0	0	0	0	0
11:00 AM	96	0	0	0	3	5	5	14	35	13	15	1	4	1	0	0	0	0	0	0	0
12:00 PM	98	0	0	0	0	3	2	6	40	31	9	5	1	0	0	0	0	0	0	1	0
1:00 PM	96	0	0	0	0	2	2	13	38	34	6	0	1	0	0	0	0	0	0	0	0
2:00 PM	116	0	0	0	0	1	2	12	54	32	6	6	1	1	1	0	0	0	0	0	0
3:00 PM	130	0	1	0	0	2	3	10	46	49	10	6	2	0	0	1	0	0	0	0	0
4:00 PM	143	0	1	1	0	0	4	13	55	48	16	3	1	0	1	0	0	0	0	0	0
5:00 PM	141	0	0	1	0	1	0	14	60	42	12	9	2	0	0	0	0	0	0	0	0
6:00 PM	113	0	1	0	0	0	1	10	54	38	5	3	1	0	0	0	0	0	0	0	0
7:00 PM	76	0	0	0	0	0	1	8	30	25	8	3	0	1	0	0	0	0	0	0	0
8:00 PM	45	0	0	0	0	0	1	4	19	15	4	1	0	1	0	0	0	0	0	0	0
9:00 PM	32	0	0	0	0	0	2	9	9	8	2	2	0	0	0	0	0	0	0	0	0
10:00 PM	21	0	0	0	0	0	0	2	8	6	3	2	0	0	0	0	0	0	0	0	0
11:00 PM	11	0	0	0	0	0	0	4	1	4	1	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**93**	**0**	**0**	**0**	**1**	**0**	**2**	**20**	**30**	**26**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**414**	**0**	**2**	**2**	**0**	**3**	**7**	**37**	**161**	**139**	**38**	**18**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1148**	**0**	**3**	**4**	**4**	**19**	**31**	**131**	**456**	**340**	**101**	**39**	**14**	**2**	**2**	**1**	**0**	**0**	**0**	**1**	**0**
12:00 AM - 12:00 AM	**1357**	**0**	**3**	**4**	**4**	**19**	**35**	**160**	**530**	**405**	**120**	**49**	**19**	**5**	**2**	**1**	**0**	**0**	**0**	**1**	**0**
Percent	***100%***	***0.0%***	***0.2%***	***0.3%***	***0.3%***	***1.4%***	***2.6%***	***11.8%***	***39.1%***	***29.8%***	***8.8%***	***3.6%***	***1.4%***	***0.4%***	***0.1%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***
50th Percentile	**44.2 mph**																				
85th Percentile	**49.8 mph**																				
95th Percentile	**55.4 mph**	**Average Speed**		**44.57 mph**																	

Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Vehicle Speed Report (Northbound - 08/16/2025)

Saturday	Northbound																				
8/16/25	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	85-90	90-95	95-100	100+
12:00 AM	7	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	0	0	0	0	1	3	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	0	0	0
3:00 AM	5	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	0	0	0	0	0	2	2	3	0	0	0	0	1	0	0	0	0	0	0
6:00 AM	25	0	0	0	0	0	2	4	11	5	1	2	0	0	0	0	0	0	0	0	0
7:00 AM	24	0	0	0	0	0	2	2	10	8	1	1	0	0	0	0	0	0	0	0	0
8:00 AM	51	0	0	0	0	0	7	12	15	14	2	0	1	0	0	0	0	0	0	0	0
9:00 AM	51	0	0	0	0	1	1	5	27	14	2	1	0	0	0	0	0	0	0	0	0
10:00 AM	77	0	0	0	0	0	9	15	26	21	4	1	1	0	0	0	0	0	0	0	0
11:00 AM	65	1	0	0	1	1	1	23	26	7	3	1	0	1	0	0	0	0	0	0	0
12:00 PM	110	1	1	5	6	12	38	28	14	5	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	94	0	0	2	6	12	34	22	14	2	1	1	0	0	0	0	0	0	0	0	0
2:00 PM	134	0	0	1	3	10	22	48	33	9	5	2	1	0	0	0	0	0	0	0	0
3:00 PM	125	0	0	1	0	0	7	36	59	14	7	1	0	0	0	0	0	0	0	0	0
4:00 PM	127	0	0	0	0	0	5	41	55	21	3	1	0	0	0	0	1	0	0	0	0
5:00 PM	169	1	0	0	2	0	11	43	80	23	6	3	0	0	0	0	0	0	0	0	0
6:00 PM	114	0	0	0	1	0	3	45	42	20	1	2	0	0	0	0	0	0	0	0	0
7:00 PM	86	0	0	0	1	0	3	31	35	12	1	1	2	0	0	0	0	0	0	0	0
8:00 PM	57	0	0	0	1	1	5	14	26	6	1	1	2	0	0	0	0	0	0	0	0
9:00 PM	30	0	0	0	0	1	6	10	8	2	1	0	1	0	1	0	0	0	0	0	0
10:00 PM	14	0	0	0	0	1	4	1	4	3	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	8	0	0	0	0	0	0	5	1	0	1	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**100**	**0**	**0**	**0**	**0**	**0**	**11**	**18**	**36**	**27**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**421**	**1**	**0**	**1**	**2**	**0**	**23**	**120**	**194**	**58**	**16**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1166**	**3**	**1**	**9**	**19**	**36**	**142**	**324**	**412**	**163**	**36**	**16**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1388**	**3**	**1**	**9**	**21**	**39**	**163**	**396**	**493**	**191**	**41**	**19**	**8**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.2%***	***0.1%***	***0.6%***	***1.5%***	***2.8%***	***11.7%***	***28.5%***	***35.5%***	***13.8%***	***3.0%***	***1.4%***	***0.6%***	***0.1%***	***0.1%***	***0.0%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***

50th Percentile	40.5 mph
85th Percentile	45.8 mph
95th Percentile	50.1 mph

Average Speed 40.22 mph

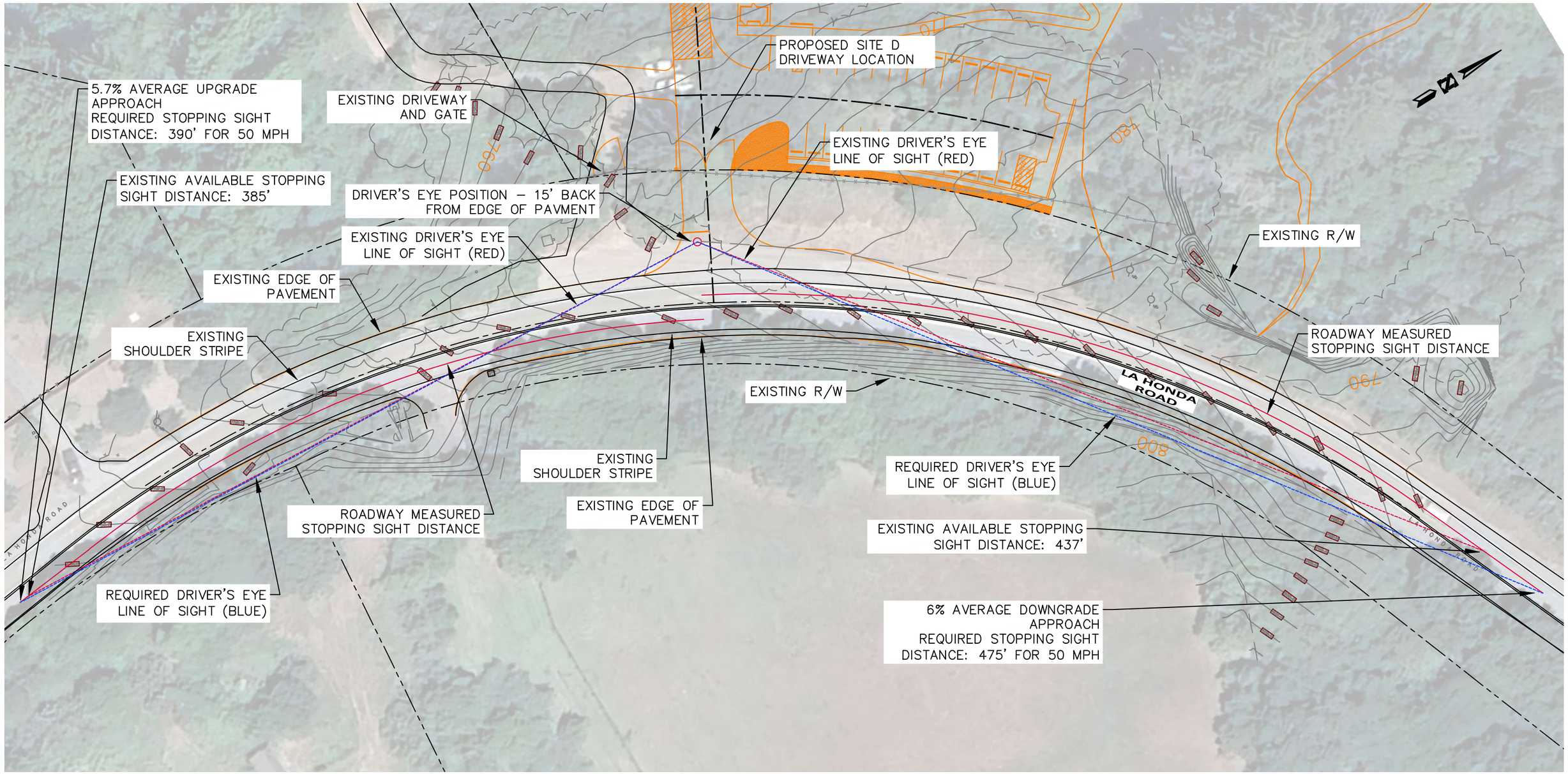
Site Description: La Honda Rd S.O Jeep Trail
Site Number: 1
Start Date: 08/14/2025
End Date: 08/16/2025

Vehicle Speed Report (Southbound - 08/16/2025)

Saturday	Southbound																				
8/16/25	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	85-90	90-95	95-100	100+
12:00 AM	7	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	27	0	0	0	1	0	1	6	15	3	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	81	0	0	1	0	6	0	5	34	20	13	1	1	0	0	0	0	0	0	0	0
9:00 AM	113	0	1	0	6	11	7	16	45	21	6	0	0	0	0	0	0	0	0	0	0
10:00 AM	132	0	0	0	9	4	3	26	66	18	3	1	0	1	1	0	0	0	0	0	0
11:00 AM	181	0	1	3	1	11	16	46	60	30	12	0	0	1	0	0	0	0	0	0	0
12:00 PM	245	0	0	3	5	9	16	81	87	38	4	1	0	1	0	0	0	0	0	0	0
1:00 PM	197	0	0	1	0	3	9	52	93	30	6	2	0	1	0	0	0	0	0	0	0
2:00 PM	199	0	0	2	0	6	11	52	88	31	5	3	0	1	0	0	0	0	0	0	0
3:00 PM	144	0	0	0	2	1	1	15	75	38	11	0	0	0	1	0	0	0	0	0	0
4:00 PM	111	0	0	0	0	0	2	27	43	28	10	1	0	0	0	0	0	0	0	0	0
5:00 PM	70	0	1	0	1	2	3	3	26	22	11	0	0	0	0	0	0	1	0	0	0
6:00 PM	66	0	0	0	0	0	3	6	13	21	13	7	3	0	0	0	0	0	0	0	0
7:00 PM	52	0	0	0	0	0	1	7	20	13	6	2	1	1	0	0	1	0	0	0	0
8:00 PM	37	0	0	0	0	0	0	1	16	11	5	2	1	1	0	0	0	0	0	0	0
9:00 PM	23	0	0	1	0	0	0	1	6	9	3	0	0	1	1	1	0	0	0	0	0
10:00 PM	27	0	0	0	1	0	0	2	8	9	5	1	0	1	0	0	0	0	0	0	0
11:00 PM	11	0	0	0	0	0	0	0	4	3	3	0	0	0	1	0	0	0	0	0	0
6:00 AM - 9:00 AM	**112**	**0**	**0**	**1**	**1**	**6**	**1**	**12**	**51**	**24**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**325**	**0**	**1**	**0**	**3**	**3**	**6**	**45**	**144**	**88**	**32**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1570**	**0**	**3**	**10**	**25**	**53**	**72**	**336**	**647**	**301**	**95**	**16**	**4**	**5**	**2**	**0**	**0**	**1**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1738**	**0**	**3**	**11**	**26**	**53**	**74**	**353**	**706**	**351**	**118**	**21**	**6**	**9**	**4**	**1**	**1**	**1**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.2%***	***0.6%***	***1.5%***	***3.0%***	***4.3%***	***20.3%***	***40.6%***	***20.2%***	***6.8%***	***1.2%***	***0.3%***	***0.5%***	***0.2%***	***0.1%***	***0.1%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**42.3 mph**																				
85th Percentile	**47.8 mph**																				
95th Percentile	**52.3 mph**	**Average Speed**		**42.21 mph**																	

Appendix B

Sight Distance Diagrams

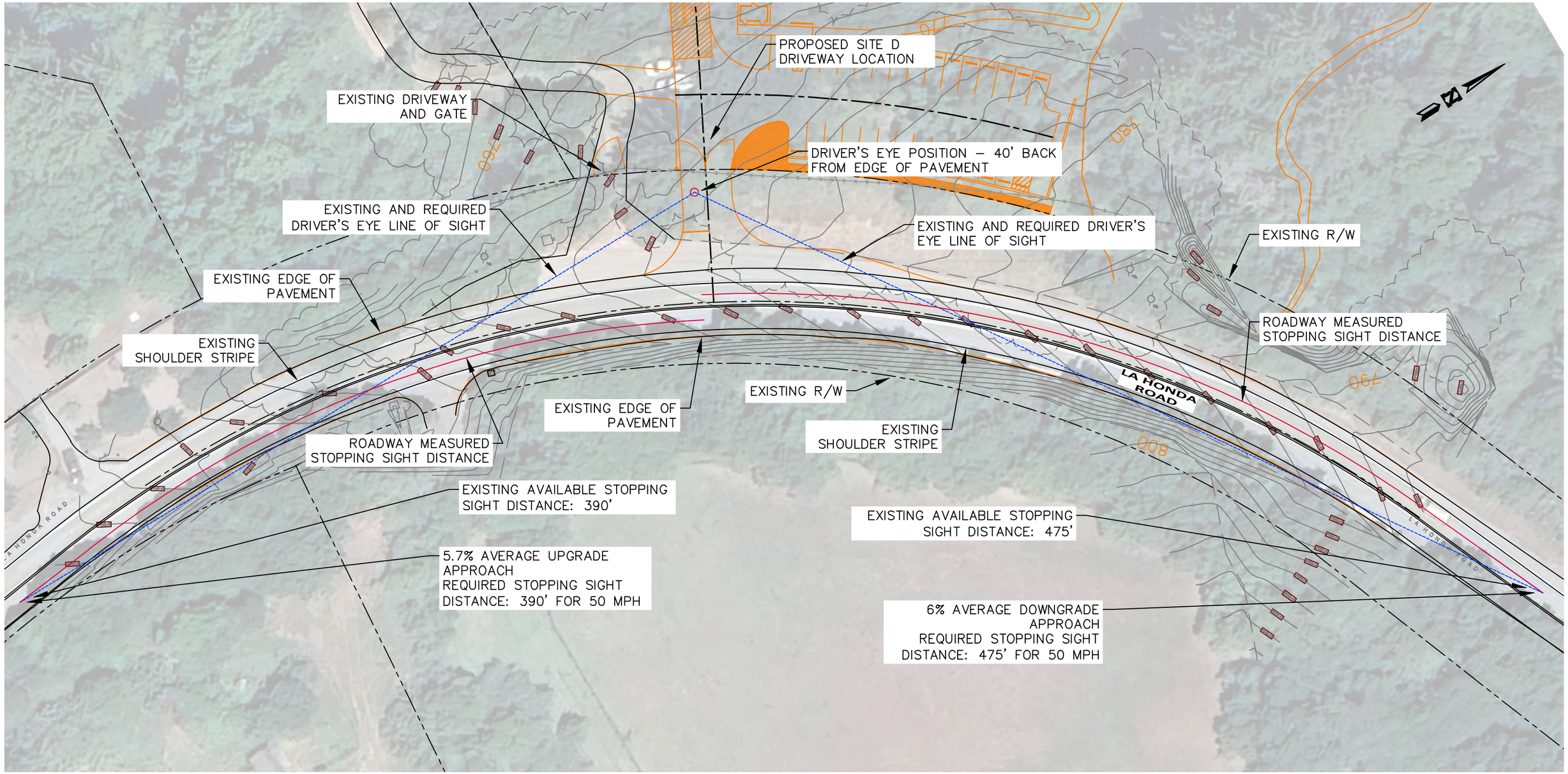


GRAPHIC SCALE

50 0 25 50

1 INCH = 50 FEET

HEXAGON TRANSPORTATION CONSULTANTS, INC.	100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**COUNTY OF SAN MATEO** LA HONDA CREEK OPEN SPACE PRESERVE DRIVEWAY D SIGHT DISTANCE EXHIBIT (15' FROM EDGE OF TRAVELED WAY)	DRAWN: JC CHECKED: JE DATE: 4/24/2026 SCALE: 1" = 50'	1

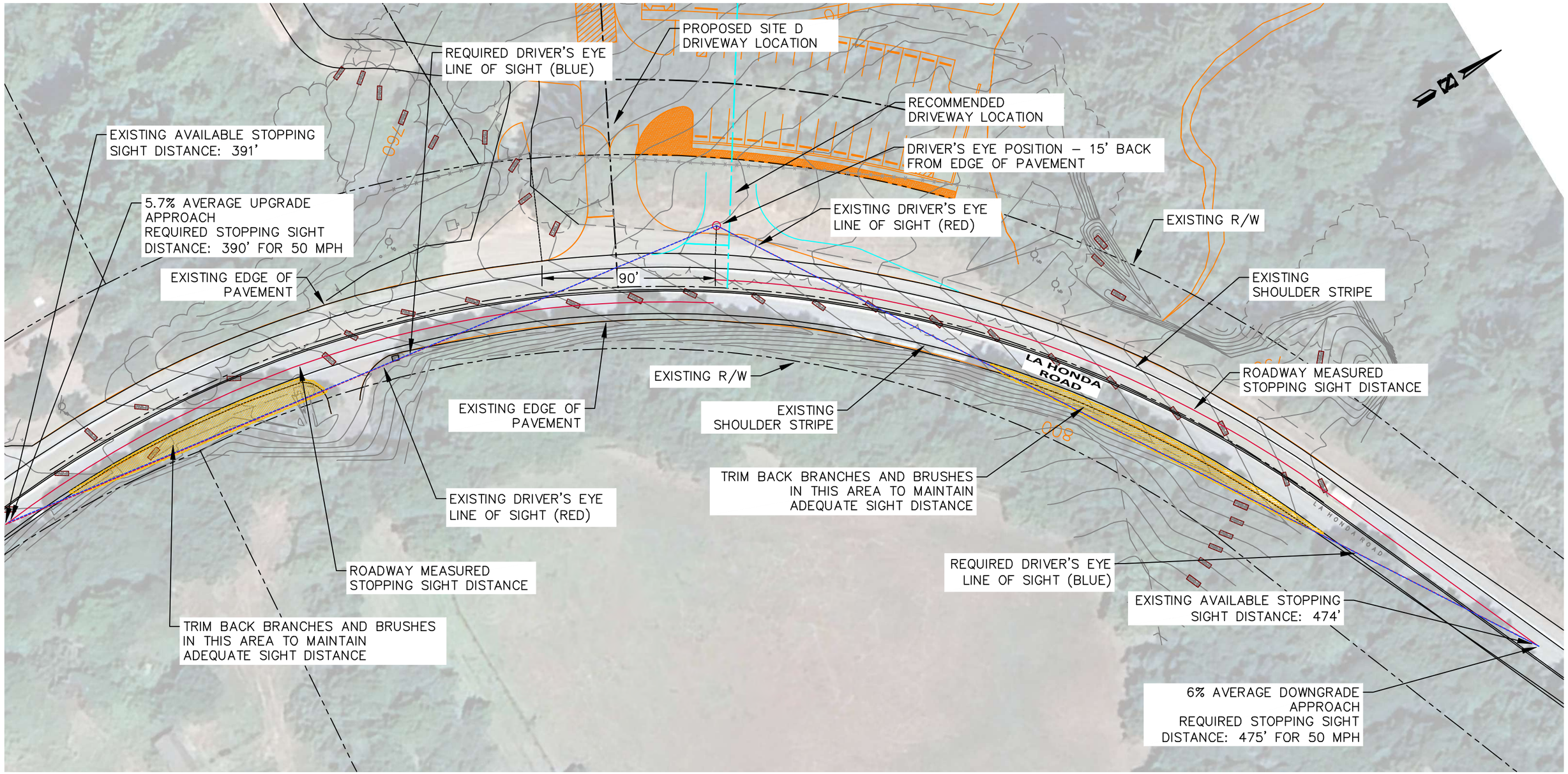


GRAPHIC SCALE

50 0 25 50

1 INCH = 50 FEET

HEXAGON TRANSPORTATION CONSULTANTS, INC.	100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**COUNTY OF SAN MATEO** LA HONDA CREEK OPEN SPACE PRESERVE DRIVEWAY D SIGHT DISTANCE EXHIBIT (40' FROM EDGE OF TRAVELED WAY)	DRAWN: JC CHECKED: JE DATE: 4/24/2026 SCALE: 1" = 50'



GRAPHIC SCALE

50 0 25 50

1 INCH = 50 FEET

HEXAGON TRANSPORTATION CONSULTANTS, INC.	100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**COUNTY OF SAN MATEO** LA HONDA CREEK OPEN SPACE PRESERVE ALTERNATIVE DRIVEWAY D LOCATION SIGHT DISTANCE EXHIBIT	DRAWN: JC CHECKED: JE DATE: 4/24/2026 SCALE: 1" = 50'

Appendix C

Recommended Vegetation Removal





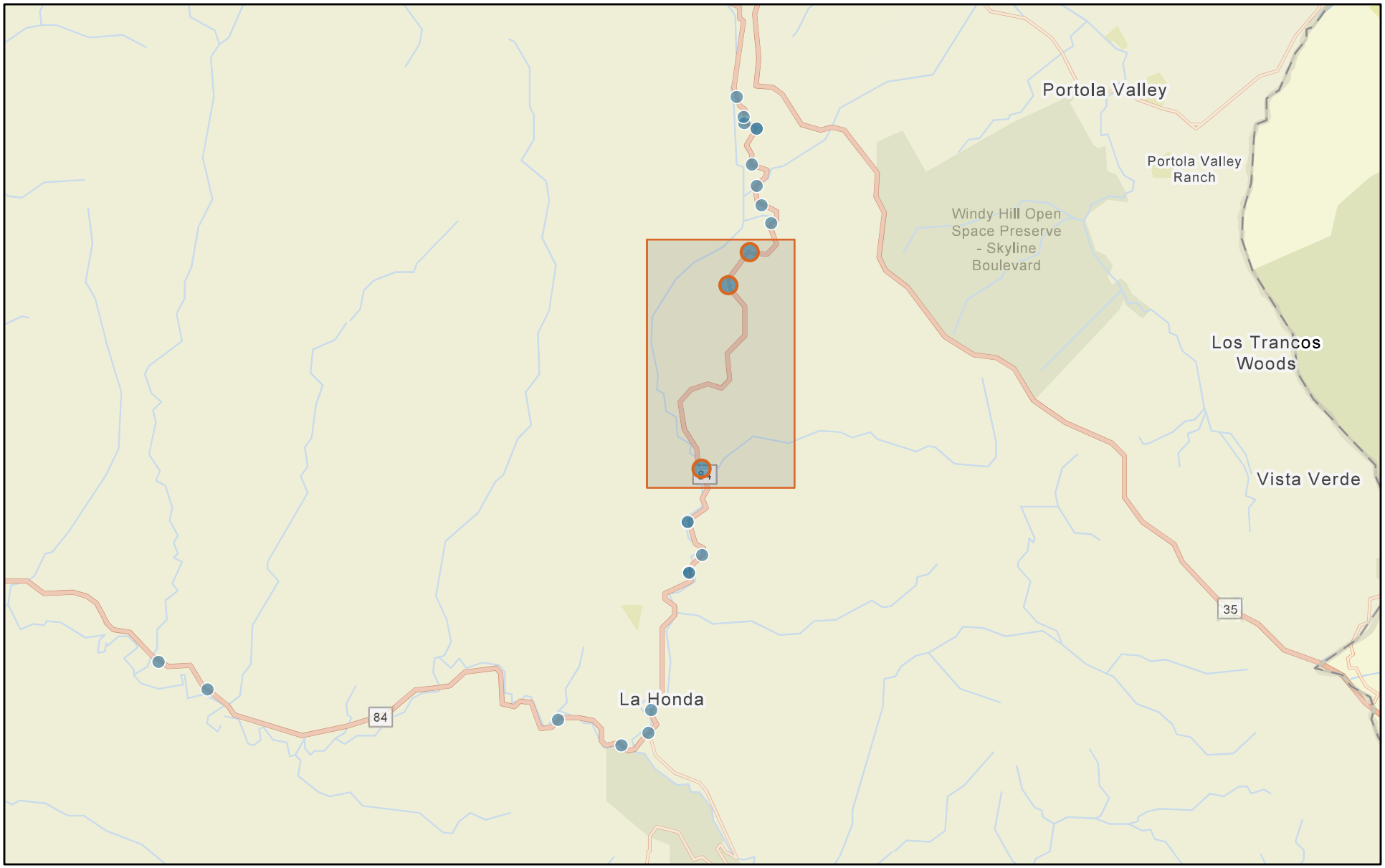




Appendix D

Recent Crash Data

SWITRS GIS Map: San Mateo, 84 04/01/2024 - 12/31/2025



4/21/2026

SWITRS

Crashes

Crashes (Selected)

1:75,053

0 0.5 1 2 mi

0 0.75 1.5 3 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

TIMS (https://tims.berkeley.edu), SafeTREC, UC Berkeley

Copyright © 2026 UC Regents; all rights reserved.

Crash Details for Case ID - 94591731

Crash Information

County	San Mateo
City	Unincorporated
Date & Time (M/D/Y)	02/16/2025 12:36
Location (Intersection)	Sr-84 & Old La Honda Road
Dist. & Dir. from Intersection	382.00 ft South
State Highway Info	Route Number 84 Side of Hwy R Postmile 12.175 Location Type H - Highway
Geocoded Location	37.3563004, -122.2663498

Type of Crash	F - Overturned
Motor Vehicle Involved With	A - Non-Collision
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	08 - Improper Turning
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Crash	No	**Bicycle Crash**	No
Motorcycle Crash	Yes	**Truck Crash**	No

Map View



Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	Yes	West	M - Other Unsafe Turning

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	21	7 - Possible Injury

SWITRS Crash Details for CASE ID - 94443012

Crash Information

County	San Mateo
City	Unincorporated
Date & Time (M/D/Y)	06/02/2024 15:30
Location (Intersection)	Sr-84 & Jeep Trail
Dist. & Dir. from Intersection	1056.00 ft East
State Highway Info	Route Number 84 Side of Hwy R Postmile 12.459 Location Type H - Highway
Geocoded Location	37.3596115, -122.2636414 Location

Type of Crash	B - Sideswipe
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	05 - Wrong Side of Road
Weather	A - Clear
Alcohol Involved	No

Pedestrian Crash	No	**Bicycle Crash**	No
Motorcycle Crash	Yes	**Truck Crash**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	Yes	East	N - Crossed Into Opposing Lane
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	23	5 - Suspected Serious Injury
2	1 - Driver	M - Male	24	6 - Suspected Minor Injury

Crash Details for Case ID - 94930451

Crash Information

County	San Mateo
City	Unincorporated
Date & Time (M/D/Y)	11/12/2025 21:40
Location (Intersection)	Sr-84 (la Honda Rd) W/b & Hildebrand Rd
Dist. & Dir. from Intersection	4385.00 ft West
State Highway Info	Route Number 84 Side of Hwy L Postmile 10.391 Location Type H - Highway
Geocoded Location	37.3381577, -122.2696762

Type of Crash	E - Hit Object
Motor Vehicle Involved With	8 - Fixed Object and Additional Object
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	03 - Unsafe Speed
Weather	B - Cloudy
Alcohol Involved	No

Pedestrian Crash	No	**Bicycle Crash**	No
Motorcycle Crash	No	**Truck Crash**	No

Map View



Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	Yes	West	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	16	6 - Suspected Minor Injury

ATTACHMENT 5

ACCESS STUDY

LA HONDA CREEK OPEN SPACE PRESERVE

12444 LA HONDA ROAD

SAN MATEO COUNTY, CALIFORNIA

LSA

June 2024

ACCESS STUDY

LA HONDA CREEK OPEN SPACE PRESERVE

12444 LA HONDA ROAD

SAN MATEO COUNTY, CALIFORNIA

Submitted to:

Midpeninsula Regional Open Space District
330 Distel Circle
Los Altos, California 94022

Prepared by:

LSA
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

Project No. RAA2102

LSA

June 2024

TABLE OF CONTENTS

TABLE OF CONTENTS i
FIGURES AND TABLES iii
LIST OF ABBREVIATIONS AND ACRONYMS iv
INTRODUCTION 1
PROJECT DESCRIPTION 3
Site E3 (Red Barn) 3
Site D 7
Site B 7
VEHICLE LEVEL OF SERVICE 7
Existing Traffic Volumes and LOS Analysis 8
Trip Generation 14
Trip Distribution and Assignment 15
Existing Plus Project LOS Analysis 15
Left-Turn Lanes 20
Level of Service Summary 20
ROADWAY SPEED 21
COLLISION HISTORY 24
Site E3 (Red Barn) 26
Site D 26
Site B 27
SIGHT DISTANCE 27
Site E3 28
Site D 29
RECOMMENDATIONS 32
Operational Considerations 32
Turn Restrictions 32
Roadway Widening 32
Advance Warning Sign 33
Summary of Recommendations by Site 34
Site E3 34
Site D 34
Site B 35
CONCLUSION 35
REFERENCES 37

APPENDICES

A: TRAFFIC VOLUME DATA
B: EXISTING LEVEL OF SERVICE WORKSHEETS
C: EXISTING PLUS PROJECT LEVEL OF SERVICE WORKSHEETS
D: COLLISION DATA

FIGURES AND TABLES

FIGURES

Figure 1: Project Location 2
Figure 2a: Conceptual Plan – E3 4
Figure 2b: Conceptual Plan – D 5
Figure 2c: Conceptual Plan – B 6
Figure 3: Study Intersections 9
Figure 4a: Existing Weekday Peak-Hour Traffic Volume 12
Figure 4b: Existing Saturday Midday Peak-Hour Traffic Volume 13
Figure 5a: Project Trip Assignment – Weekday Peak Hours 16
Figure 5b: Project Trip Assignment – Weekend Peak Hour 17
Figure 6a: Existing Plus Project Weekday Peak Hour Traffic Volume 18
Figure 6b: Existing Plus Project Saturday Midday Peak-Hour Traffic Volume 19
Figure 7: Collision Locations on State Route 84 (2017-2024) 25
Figure 8: Site D Sight Distance 31

TABLES

Table A: State Route 84 Daily Traffic Volume 10
Table B: SR-84/Site E3 Entrance Turning Volume 11
Table C: Existing Intersection LOS Summary 14
Table D: Project Trip Generation 15
Table E: Existing Plus Project Intersection LOS Summary 20
Table F: Summary of Vehicle Speed Surveys (85th Percentile) 21
Table G: Highest Observed Vehicle Speed (mph) 22
Table H: Number of Vehicles Traveling Greater than 60 mph 23
Table I: Number of Vehicles Traveling 70 mph or Greater 23
Table J: State Route 84 Collision Summary – Skyline Boulevard to Sears Ranch Road (2017–2024) 26
Table K: Recommended Sight Distance 28
Table L: Site E3 Exit Driveway Sight Distance 29
Table M: Site D Driveway Sight Distance 30

LIST OF ABBREVIATIONS AND ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CMP	*San Mateo County Congestion Management Program, Final Report*
District	Midpeninsula Regional Open Space District
HCM	*Highway Capacity Manual*
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
MUTCD	*Manual on Uniform Traffic Control Devices*
NCHRP	National Cooperative Highway Research Program
RRFB	Rectangular Rapid Flashing Beacon
SR-1	State Route 1
SR-84	State Route 84
SWITRS	Statewide Integrated Traffic Records System
vpd	vehicles per day

ACCESS STUDY
LA HONDA CREEK OPEN SPACE PRESERVE

INTRODUCTION

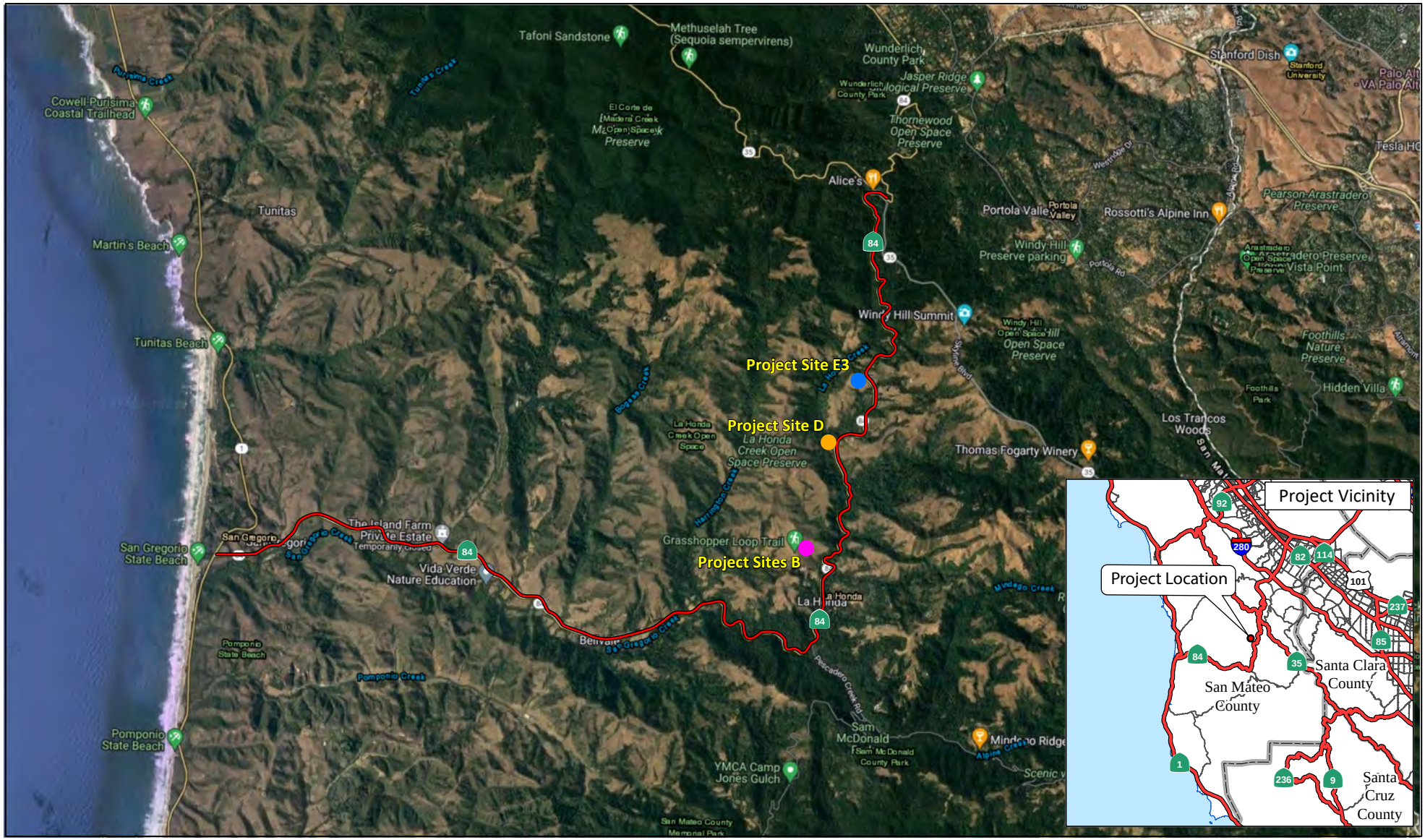
The Midpeninsula Regional Open Space District (District) manages 26 open space preserves in the Santa Cruz Mountains region of the San Francisco Bay area. In total, the District is responsible for the conservation, maintenance, and public accessibility of approximately 62,000 acres. In 2012, the District approved the La Honda Creek Preserve Master Plan establishing a 30-year vision for one of these preserves: the La Honda Creek Open Space Preserve. Figure 1 displays the location of this preserve within the region. Among the goals established in the master plan was improving public access. The three sites under consideration are identified on Figure 1. As Figure 1 shows, all three sites could be accessed by vehicles traveling on La Honda Road, which is designated State Route 84 (SR-84).

SR-84 is owned and maintained by the California Department of Transportation (Caltrans). The District intends to coordinate with Caltrans on the potential impacts of the project and design of a proposed access from SR-84. SR-84 is a two-lane highway that is one of two highways in San Mateo County that connect San Francisco Bay to State Route 1 (SR-1) and the Pacific Ocean. Because SR-84 traverses the Santa Cruz Mountains, the roadway is characterized by frequent horizontal curves. Shoulders are provided where possible, but much of the roadway adjacent to the La Honda Creek Open Space Preserve lacks shoulders. Unsignalized intersections with local roadways and paved and unpaved driveways providing access to adjacent property occur along the roadway. The posted speed limit is 40 miles per hour (mph). Designated passing areas and pullouts are infrequent.

SR-84 is an east-west highway with the western terminus near San Gregorio and the eastern terminus near Redwood City. However, SR-84 primarily traverses the study area north-south. Where SR-84 intersects driveways and roadways within the study area, SR-84 represents the north and south legs of those intersections. Therefore, this document refers to the eastbound direction of SR-84 as northbound and the westbound direction of SR-84 as southbound.

The District has conducted a previous study of potential access to the La Honda Creek Open Space Preserve. The *La Honda Creek Open Space Preserve – Red Barn Access Study* (Hexagon 2016) analyzed the potential for a 50-space parking lot at Site E3. This analysis identified a prevailing roadway speed of 57 mph in the southbound (i.e., westbound SR-84) direction. The analysis concluded that the traffic generated by the proposed public access would not impact vehicle level of service (LOS) but expressed concern about the adequacy of sight distance given the prevailing roadway speed.

The *Interim Transportation Circulation Technical Memorandum for the Red Barn Public Access Area in the La Honda Creek Open Space Preserve* (W-Trans 2017) also focused on public access at Site E3. This analysis also concluded that sight distance at the existing driveway would be inadequate for a design speed of 60 mph, but that a driveway placed 55 feet south of the existing driveway would have adequate sight distance.



LSA

LEGEND

- State Route 84
- Site E3
- Site D
- Site B

0 4000 8000
FEET

SOURCE: Google Maps (2022).

I:\RAA2102\G\Project_Location.ai (8/9/2022)

FIGURE 1

La Honda Creek Open Space Access Study

Project Location

The *La Honda Creek Open Space Access Analysis* (W-Trans 2020) considered five potential access locations along SR-84. As part of this analysis new, limited speed surveys were conducted at with one location at the northern end of the study area and another at the southern end. At the northern end, speed surveys showed lower prevailing speeds than the 2016 study (51 mph). This analysis again expressed concern about the adequacy of sight distance at Site E3 and at Site D but observed that reducing speeds could result in adequate sight distance.

In addition to these studies initiated by the District, the County of San Mateo commissioned the *Unincorporated San Mateo County Active Transportation Plan* (County of San Mateo 2021). This plan discusses a proposed bicycle route along SR-84 and pedestrian focus areas at community identified gaps.

This Access Study considers the three sites identified on Figure 1. From north to south these are Site E3 (also known as the Red Barn site), Site D, and Site B. The effect of the project on vehicle LOS is considered in this Access Study as roadway safety, including vehicle speed, collision history, sight distance, and project design features.

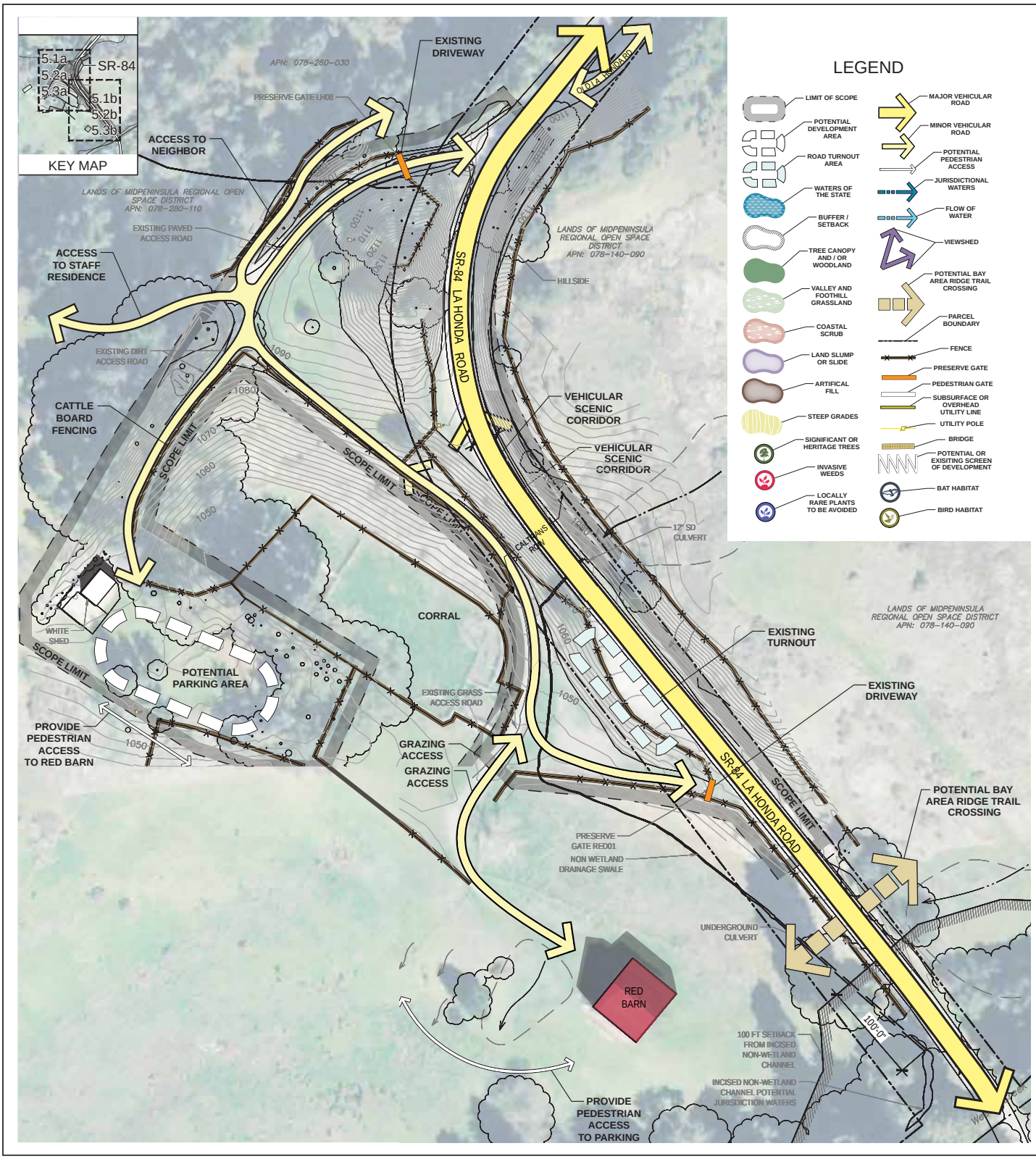
PROJECT DESCRIPTION

This Access Study considers the three sites identified on Figure 1. From north to south these are Site E3 (also known as the Red Barn site), Site D, and Site B. Figures 2a through 2c, respectively, illustrate the conceptual plans for each of these.

Site E3 (Red Barn)

This site is currently accessed from a private drive approximately 80 feet south of the intersection with Old La Honda Road. The drive is shared with a ranger residence and other agricultural and residential parcels. This drive is currently gated. An unpaved driveway located approximately 800 feet south of the intersection with Old La Honda Road (located just south of an unpaved pullout) is also gated and provides access for the District.

Public access to this area of the La Honda Creek Open Space could use both of the existing access points. The conceptual plan contemplates that the northern access would be used by visitors inbound to Site E3. The southern driveway would permit exiting vehicles only. A new gate is proposed providing 130 feet of stacking distance from SR-84. Between SR-84 and the road accessing the ranger residence, the inbound drive would be 20 feet wide, accommodating two directions of travel. Between the ranger residence roadway and the parking lot, a 12-foot drive can be maintained. Site E3 has space for a maximum of 18 parking spaces. Vehicles exiting the parking lot would use the 12-foot drive and then a separate 12-foot drive toward the exit. The intersection with SR-84 could be widened to provide separate left-turn and right-turn lanes.



LSA

FIGURE 2a

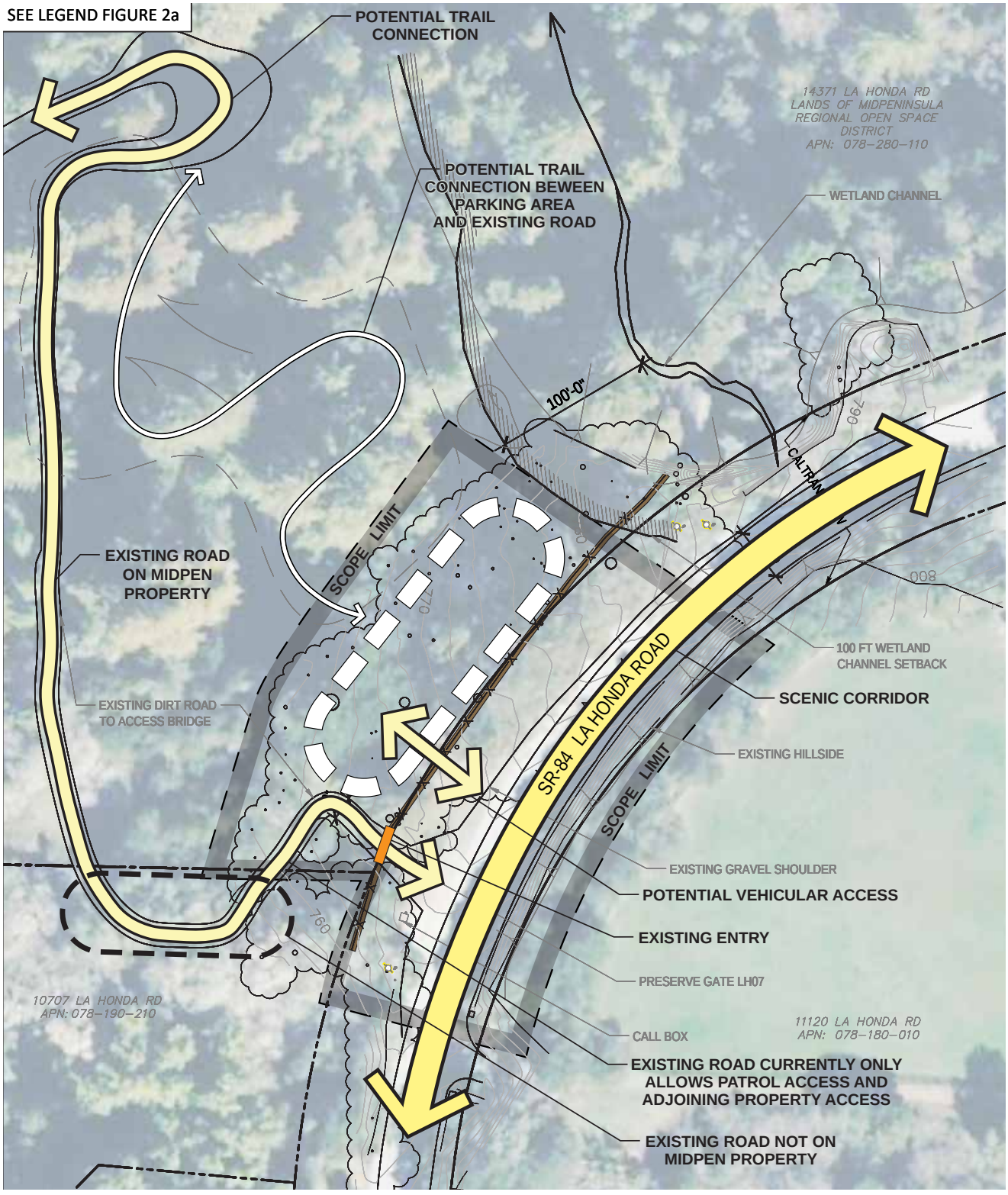
0 80 160
FEET

SOURCE: RHAA Landscape Architecture and Planning (11/22/22)

I:\RAA2102\G\Conceptual_Plan.ai (11/22/2022)

La Honda Creek Open Space Access Study

Conceptual Plan - Site E3



LSA

FIGURE 2b

N

0 50 100

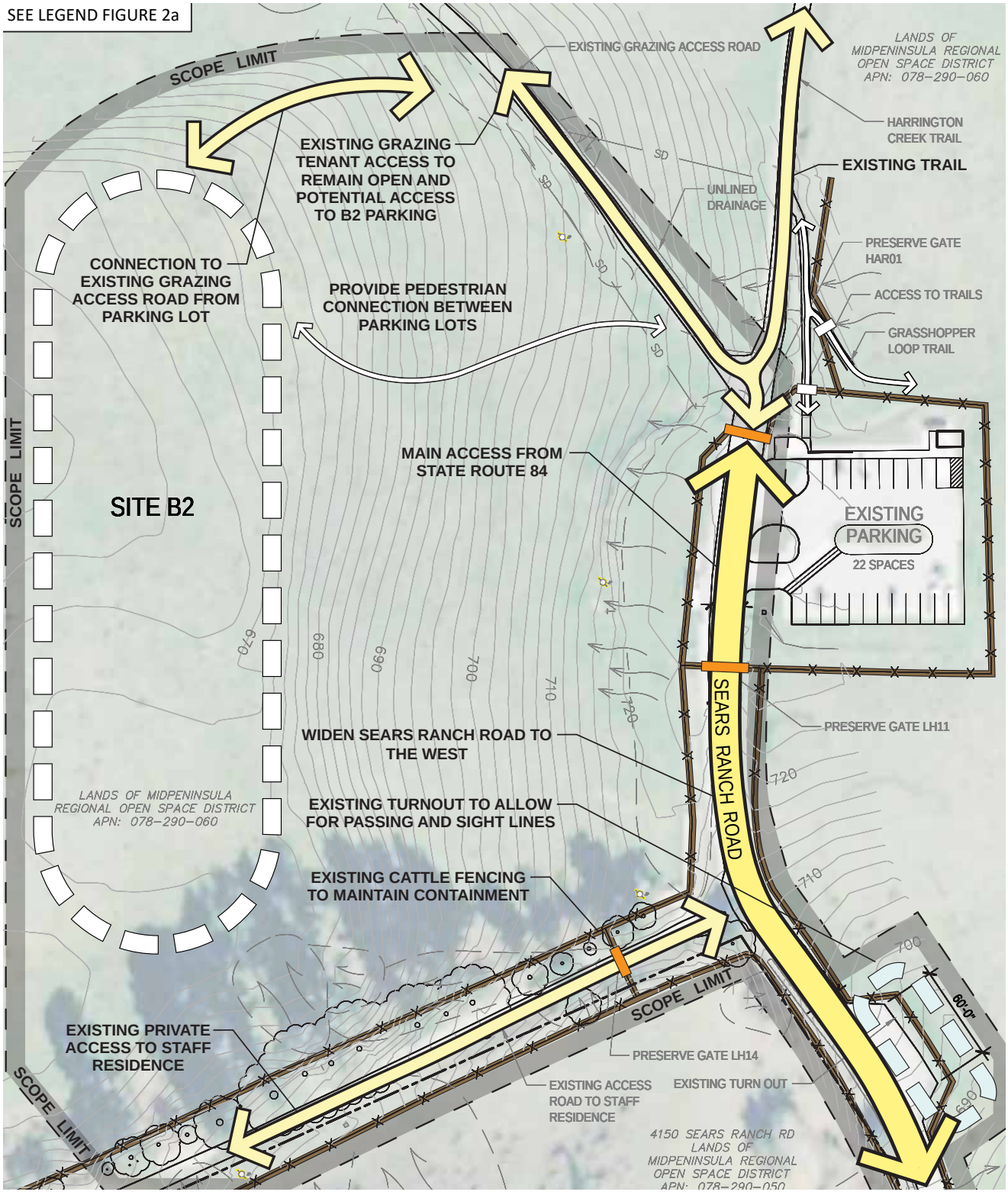
FEET

SOURCE: RHAA Landscape Architecture and Planning (11/22/22)

I:\RAA2102\G\Conceptual_Plan.ai (11/22/2022)

La Honda Creek Open Space Access Study

Conceptual Plan - Site D



LSA

FIGURE 2c

N

0 50 100

FEET

SOURCE: RHAA Landscape Architecture and Planning (11/22/22)

I:\RAA2102\G\Conceptual_Plan.ai (11/22/2022)

La Honda Creek Open Space Access Study

Conceptual Plan - Site B2

Parking constraints and the 12-foot drive aisle limit the accessibility of Site E3. To ensure that enough parking spaces can be provided, Site E3 will be available by timed reservation only. Dependent on the program, visits to Site E3 may be docent led. Docents would be able to open the access gate and instruct visitors to exit prior to new vehicles arriving. If visits are not docent led, then reservation timing will need to ensure an appropriate gap between one group exiting and the next group arriving so that only one direction of vehicles is attempting to use the 12-foot drive at a time. If the constraints of the site prevent public access into the site, the District may consider placing an information plaque about the Red Barn in the existing pullout.

Site D

This site is located near Gate LH07, approximately 6,280 feet south of the intersection with Old La Honda Road. A wide unpaved shoulder is present in this area that provides access to and from SR-84 for maintenance vehicles. A parking lot with a maximum of 30 spaces is possible for this site. A new vehicle gate would permit the District to close the parking lot at the end of the operating day. The driveway would be improved to provide paved entry/exit with one lane in each direction.

Site B

This site is located along Sears Ranch Road, approximately 3,450 feet north of the intersection of SR-84 (La Honda Road)/Sears Ranch Road. An existing 21-space parking lot is located at the end of Sears Ranch Road. Portions of Sears Ranch Road between La Honda Elementary School and this parking lot are less than 20 feet in width. A pullout is provided to permit vehicles traveling in opposite directions to pass one another. This configuration was reviewed and approved by San Mateo County Fire/California Department of Forestry and Fire Protection (CAL FIRE) at the time the existing parking lot was constructed.

As part of the project, Sears Ranch Road could be widened north of La Honda Elementary School to provide at least 20 feet in width to permit two-way travel and to meet the standards of San Mateo County Fire. The conceptual plan shows a roadway extending from the gate at the terminus of Sears Ranch Road to an additional parking lot that could provide a maximum of 77 parking spaces, 4 of which would accommodate horse trailers. The gate would remain, allowing the District to close the parking lot at the end of the operating day.

A conceptual plan locating an additional parking lot on the east side of Sears Ranch Road just north of La Honda Elementary School (identified as Site B3) was also considered.

VEHICLE LEVEL OF SERVICE

Synchro (Version 11) computer software was utilized to determine the vehicle LOS at project driveways and unsignalized intersections based on *Highway Capacity Manual* (HCM) methodology. For the HCM methodology, the LOS is presented in terms of total intersection delay (in seconds per vehicle). The relationship between LOS and the delay at unsignalized intersections is as follows:

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

sec = seconds

Figure 3 indicates the locations of the study intersections. Caltrans has traditionally had a goal of preserving State facilities at a vehicle LOS at the cusp between LOS C and LOS D (*Guide for the Preparation of Traffic Impact Studies* [Caltrans 2002]).

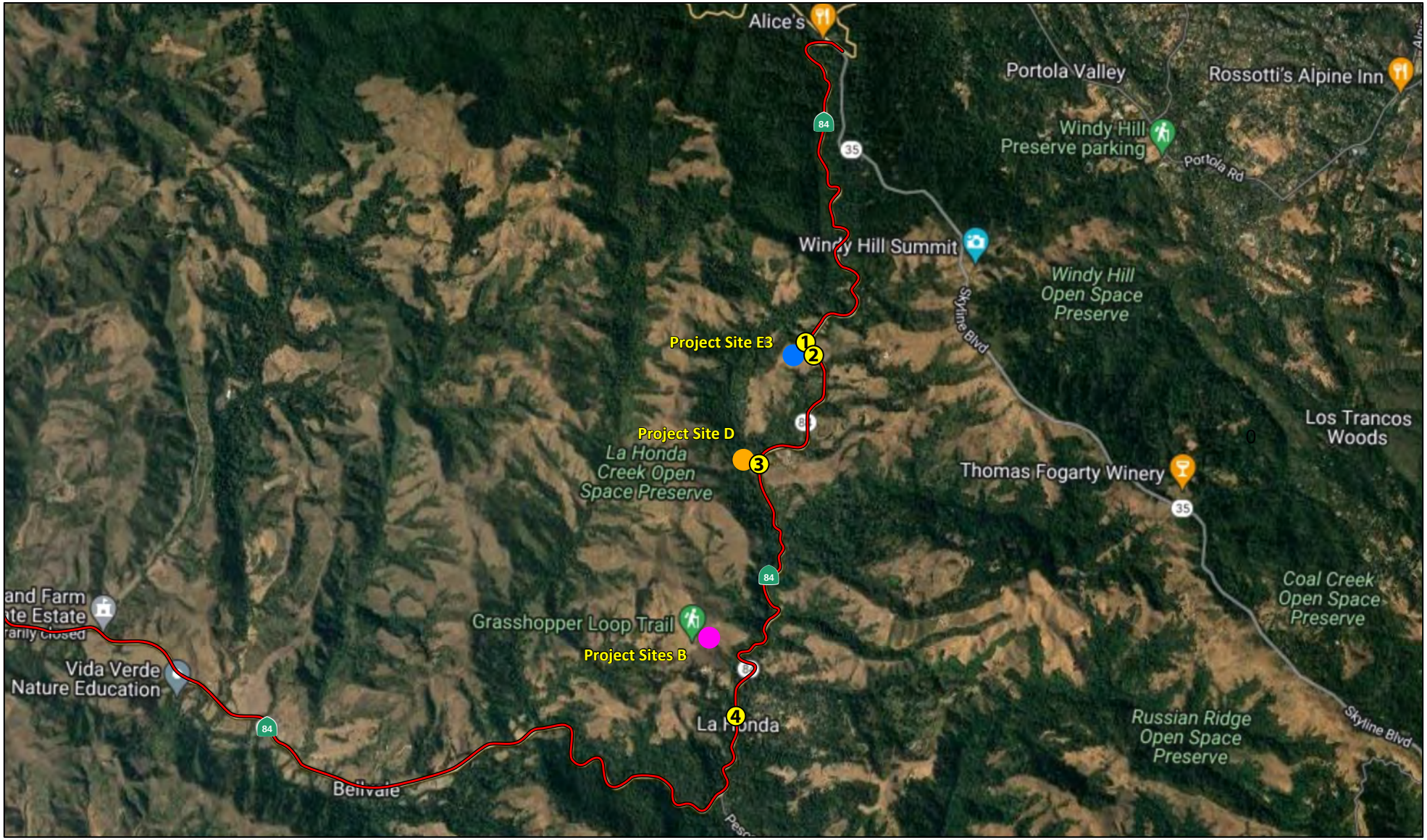
Existing Traffic Volumes and LOS Analysis

LSA contracted with an independent data collection company to collect traffic volume data within the study area. Roadway traffic volume data were collected between Wednesday, November 3, 2021, and Saturday, November 6, 2021. These data were collected at two points along SR-84, one near Site E3 and one near Site D. Peak-hour intersection turn volumes were collected at the intersection of SR-84/Sears Ranch Road on Tuesday, March 1, 2022, which was a day that the La Honda Elementary School was in session. At the recommendation of the District Board of Directors, additional traffic volume was collected in summer 2023 (July) and fall 2023 (December) to confirm the original 2021 conclusions and to determine whether summer conditions differ substantially.

Cameras were placed at the intersection of SR-84/Site E3 Entrance Roadway. The west leg of this intersection is a gated roadway serving existing uses. The intersection is just south of Old La Honda Road. Using cameras allowed all the infrequent turn volumes to and from the side roads to be captured for 24-hour periods from Thursday, July 13, 2023, to Saturday, July 15, 2023. These cameras were also used to count the number of bicycles using SR-84 because bicycles do not register on the pneumatic tubes used to collect vehicle volume and speed data.

Roadway traffic volume data were collected between Thursday, July 13, 2023, and Saturday, July 15, 2023, and between Thursday, December 7, 2023, and Saturday, December 9, 2023, at the same two points along SR-84 as originally collected in 2021. In reviewing the July 2023 data, however, a malfunction of one set of pneumatic tubes was identified. Discrepancies between the two roadway data points (spaced approximately 1 mile apart with no major intersecting roadways in between) could not be explained by bicycle volume, double counting of a set of vehicles, or another source of interference that could be adjusted within the dataset. Video captured at the intersection of SR-84/Site E3 Entrance Roadway was used to verify which roadway dataset accurately reflected the traffic volume on SR-84. As a result, the summer traffic volume data collected near Site E3 is presented in this analysis while the inaccurate dataset near Site D has been discarded. Comparison with the December 2023 data, however, allows some conclusions to be reached regarding summer roadway conditions near Site D.

Table A displays the daily traffic volume on SR-84 identified in the empirical data.



LSA

LEGEND

- State Route 84
- Site E3
- Site D
- Site B
- 1 Study Intersections

0 2500 5000
FEET

SOURCE: Google Maps (2022).

I:\RAA2102\G\Study_Intersections.ai (8/9/2022)

FIGURE 3

La Honda Creek Open Space Access Study

Study Intersections

Table A: State Route 84 Daily Traffic Volume

Day of the Week	Near Site E3		Near Site D	
Non-Summer	**November 2021**	**December 2023**	**November 2021**	**December 2023**
Wednesday	2,041	-	2,065	-
Thursday	1,906	1,724	1,898	1,666
Friday	2,073	1,916	2,102	1,868
Average Weekday	2,007	1,820	2,022	1,767
Saturday	2,531	2,085	2,565	2,063
Summer	July 2023		July 2023	
Thursday	1,840		-	
Friday	1,811		-	
Average Weekday	1,826		-	
Saturday	3,165		-	

Source: Counts Unlimited (2021, 2023), Counts Unlimited (2023).

As Table A shows, on weekdays SR-84 carries an average of approximately 2,000 vehicles per day (vpd) within the study area on a typical, non-summer weekday. A similar traffic volume was observed during the summer weekdays. Table A shows that non-summer traffic volumes are nearly identical near Site E3 and near Site D. It is therefore believed that the summer traffic volume near Site D would be very similar to the summer traffic volume collected near Site E3.

Non-summer traffic volumes are about 15–25 percent higher on Saturdays than on weekdays. This difference was even greater during the summer, when Saturday volumes were 73 percent higher than on weekdays. Summer 2023 Saturday traffic volumes were about 50 percent higher than non-summer 2023 Saturday traffic volumes but only 25 percent higher than non-summer 2021 Saturday traffic volumes. The latest traffic volume estimates provided by Caltrans are from 2017 and indicate 2,300 vpd at Post Mile 8.849 near the study area, with peak-month volume increasing to 2,800 vpd (Caltrans n.d.). Even with pre-pandemic higher traffic volume, SR-84 carries far fewer vehicles than the typical 12,000 vpd capacity of a two-lane highway.

LSA also collected roadway traffic volume data on Sears Ranch Road north of La Honda Elementary School as part of the original 2021 traffic volume collection. Intersection turn-volume data at SR-84/Sears Ranch Road were collected during the morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak periods. The highest four 15-minute intervals during these periods are used to identify the a.m. and p.m. peak-hour traffic volume. Surveys of intersection turn volume included the collection of pedestrian and bicycle volumes. A small number of bicycles were observed traveling to and from Entrada Way.

This was a small volume with one bicycle exiting Entrada Way during the 2 hours surveyed in the morning, two bicycles exiting Entrada Way during the 2 hours surveyed in the afternoon, and three bicycles entering Entrada Way during the 2 hours surveyed in the afternoon. This data at the intersection of SR-84/Sears Ranch Road suggest low bicycle volume on SR-84 during non-summer months.

Pedestrian volume at the intersection was also nominal. Between 7:00 a.m. and 9:00 a.m., a total of nine pedestrians crossed the intersection, four of which crossed in the marked crosswalk on the

north leg of the intersection. Between 4:00 p.m. and 6:00 p.m., 20 pedestrians crossed the intersection, 15 of which crossed in the marked crosswalk.

Intersection turn-volume data at SR-84/Site E3 Entrance Roadway were collected for 24 hours a day. Table B displays turning movement volumes. As Table B shows, turning movements to and from SR-84 are not frequent at this location (i.e., total of 26 for all of Thursday, 17 on Friday, and 29 on Saturday). The highest four 15-minute intervals were used to identify the busiest hour of the day, which is also shown in Table B. Similarly, the highest four 15-minute intervals were used to identify the morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.) peak-hour traffic volumes.

Table B: SR-84/Site E3 Entrance Turning Volume

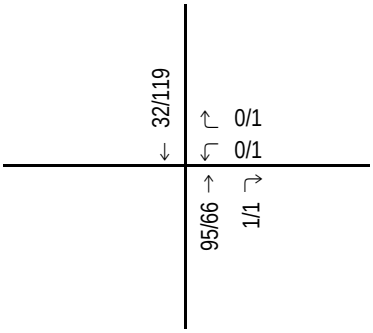
Time Period	SR-84 Northbound		SR-84 Southbound		Old La Honda Road		Site E3 Roadway		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
Thursday (7/13)									
All Day	2	5	4	3	3	1	4	4	26
Busiest Hour (1-2 PM)	1	0	2	2	2	0	0	1	8
AM Peak Hour	0	1	0	0	0	0	0	0	1
PM Peak Hour	0	1	0	0	1	1	0	0	3
Friday (7/14)									
All Day	0	4	4	1	1	1	3	3	17
Busiest Hour (7-8 AM)	0	0	0	0	1	0	1	1	3
AM Peak Hour	0	0	0	0	1	1	1	0	3
PM Peak Hour	0	1	0	0	0	0	0	0	1
Saturday (7/15)									
All Day	1	10	5	1	2	0	4	6	29
Busiest Hour (10:30-11:30 AM)	1	1	2	0	0	0	1	1	6
AM Peak Hour	0	0	0	0	0	0	0	0	0
PM Peak Hour	0	1	0	0	1	2	0	0	4

Source: Compiled by LSA (2023).
SR-84 = State Route 84 (La Honda Road)

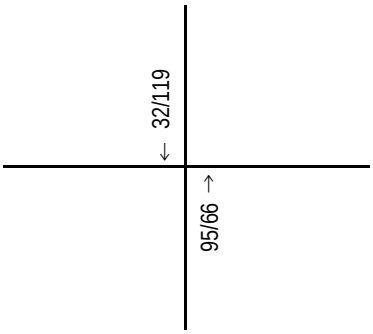
Weekday bicycle volume during the summer was not much higher than the non-summer observations. On Thursday, 13 bicycles were observed in the morning peak hour and 3 bicycles were observed in the afternoon peak hour. On Friday, 8 bicycles were observed in the morning peak hour and 1 bicycle in the afternoon peak hour. Bicycle volumes during a summer Saturday, however, were observed to be much higher. A total of 203 bicycles were observed traveling southbound on Saturday (38 of which came from Old La Honda Road and continued south on SR-84) and 28 traveling northbound (14 of which turned to continue north on Old La Honda Road). During the busiest hour (9:30 a.m. to 10:30 a.m. on Saturday), 94 bicycles were observed on SR-84, all of which were traveling southbound.

Traffic volume data collected for SR-84 were noted for each hour of the day and also separately for northbound (i.e., eastbound SR-84) and southbound (i.e., westbound SR-84) directions. This permits the identification of peak-hour traffic volumes on SR-84 at the proposed parking lot access points. Figures 4a and 4b respectively display the existing traffic volume in the weekday a.m. and p.m. peak hours and the Saturday midday peak-hour traffic volume using the highest observed traffic volume. Appendix A provides the traffic volume data.

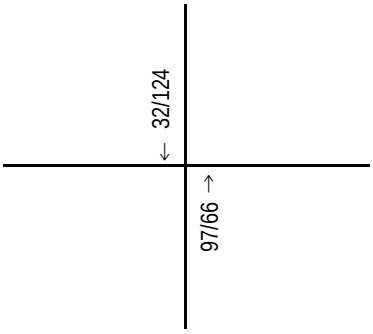




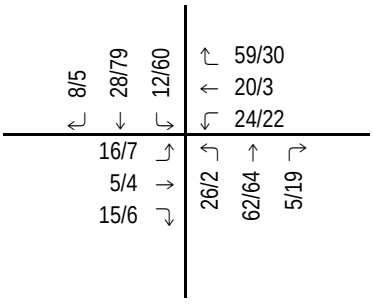
1 SR-84/Site E3 Entrance



2 SR-84/Site E3 Exit



3 SR-84/Site D Driveway



4 SR-84/Sears Ranch Road

FIGURE 4a

LSA

N

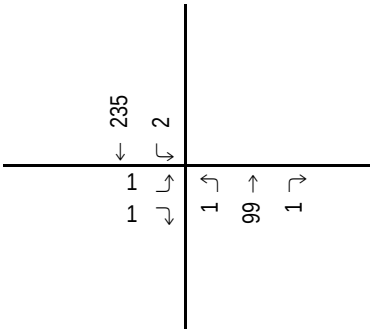
Legend

XXX/YYY AM/PM Volumes

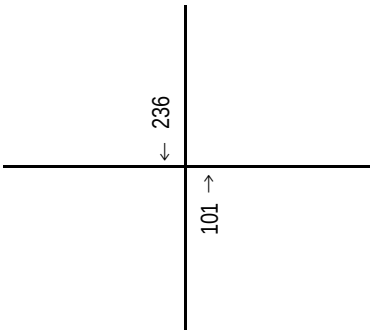
La Honda Creek Open Space Access Study

Existing Weekday Traffic Volume

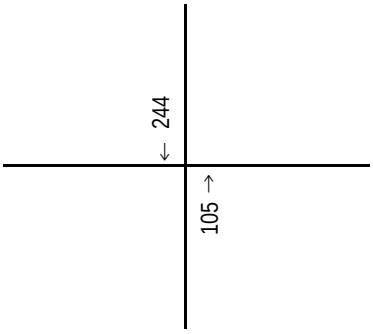




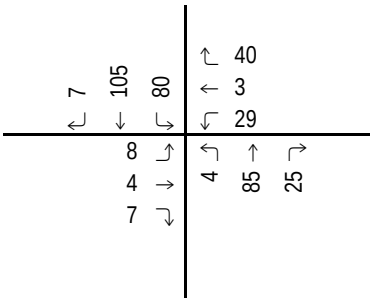
1 SR-84/Site E3 Entrance



2 SR-84/Site E3 Exit



3 SR-84/Site D Driveway



4 SR-84/Sears Ranch Road

FIGURE 4b

LSA

N

Legend

ZZZ MD Volumes

La Honda Creek Open Space Access Study

Existing Saturday Midday Peak Hour Traffic Volume

Existing traffic volumes were analyzed using HCM methodology to determine the existing LOS at the study intersections. LOS worksheets for the Existing condition are provided in Appendix B. Table C displays the analysis results. At the intersection of SR-84/Sears Ranch Road in Table C, average delay and LOS are identified for the intersection, and additional detail is provided for each movement. Traffic volumes into and out of the existing driveways at Sites E3 and D are nominal, and trips during the peak hours would be infrequent. Without conflicting traffic volume, no delay would be experienced by vehicles on SR-84 at these intersections. As Table C shows, the existing intersection of SR-84/Sears Ranch Road operates at a satisfactory LOS.

Table C: Existing Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour		Midday Saturday	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1. SR-84/Site E3 Entrance Road	-	-	-	-	10.1	B
2. SR-84/Site E3 Exit Driveway	-	-	-	-	-	-
3. SR-84/Site D Driveway	-	-	-	-	-	-
4. SR-84/Sears Ranch Road-Entrada Road	5.8	A	3.9	A	4.1	A
Northbound Left	7.3	A	7.4	A	7.5	A
Southbound Left	7.4	A	7.5	A	7.6	A
Eastbound Left/Through	10.6	B	11.1	B	12.4	B
Eastbound Right	9.0	A	9.8	A	10.1	B
Westbound	9.8	A	10.0	B	10.8	B

Source: Compiled by LSA (2024).
LOS = level of service
sec = seconds
SR-84 = State Route 84 (La Honda Road)

Trip Generation

Expanding public access to the La Honda Creek Open Space Preserve would be expected to attract more people, which would result in more trips on SR-84. LSA reviewed the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, which provides trip generation surveys for public parks, and determined that these rates were likely not appropriate for the proposed project. Many of the surveyed parks were located in urban environments where a high number of non-vehicle trips would be possible. The trip generation of open space areas can vary widely due to variables such as distance to urban areas, population of those urban areas, and uniqueness of the open space.

Earlier studies conducted of open space areas within the District included surveys of the Russian Ridge Preserve, which is located on Alpine Road west of Skyline Boulevard within the District. These surveys were used to calculate a trip generation rate per parking stall of District open space areas. LSA also collected data that permitted the calculation of the current trip-generating characteristics of the La Honda Creek at Sears Ranch Parking Area at Site B. Roadway volume data collected north of the La Honda Elementary School were used for this calculation of average weekday and Saturday trip rates. LSA compared the current daily trip generation of the La Honda Creek Open Space Preserve to the earlier calculation of the Russian Ridge Preserve. Average weekday trip generation was comparable between the two, but weekend trip generation was much higher in the pre-pandemic Russian Ridge Preserve surveys. To present a conservative analysis, LSA applied the higher, pre-pandemic rates to

the proposed project. LSA used the current survey data of the La Honda Creek Open Space Preserve to determine the percentage of daily traffic occurring in the peak hours. Table D displays the resulting trip rates and the calculated trip generation for the project.

Table D: Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates												
District Open Space[1]		Stall	2.91	0.19	0.13	0.32	0.32	0.23	0.55	0.67	0.60	1.27
Project Trip Generation												
Site B	78	Stall	234	15	10	25	25	18	43	52	46	98
Site D	30	Stall	87	6	4	10	10	7	17	20	18	38
Site E3	18	Stall	52	3	3	6	6	4	10	12	11	23
Net New External Trips			**363**	**24**	**17**	**41**	**41**	**29**	**70**	**84**	**75**	**159**

Source: Compiled by LSA (2022).
[1] Trip rates calculated from 2 weeks of surveys at the Russian Ridge Preserve in July 2016.
ADT = average daily traffic (measured in trips)

Trip Distribution and Assignment

Trip distribution defines the regional percentage origins/destinations for a project. To determine trip distribution for the proposed project, LSA considered existing travel patterns. The existing percentages of traffic traveling to the north or south were used to estimate the number of project trips arriving from and leaving to the north or south. These were assigned to turn volumes into and out of site access locations and to the intersection of SR-84/Sears Ranch Road. Project traffic volume into or out of a driveway that would pass through an adjacent study intersection was taken into consideration. Figures 5a and 5b display the resulting project trip assignment.

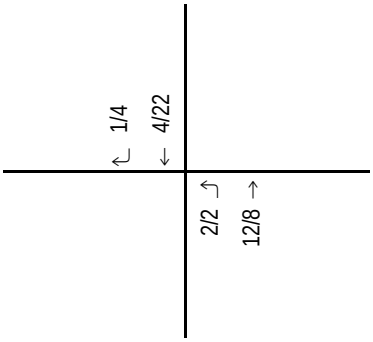
Existing Plus Project LOS Analysis

The project trips were added to the existing traffic volumes at the study intersections. Figures 6a and 6b show the resulting Existing Plus Project peak-hour traffic volumes. Table E summarizes the results of the Existing Plus Project LOS analysis for the study intersections. LOS worksheets for the Existing Plus Project condition are provided in Appendix C.

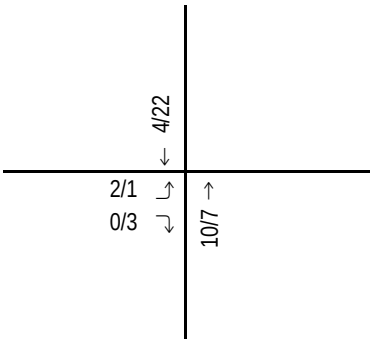
As Table E indicates, all study intersections are anticipated to operate at an acceptable LOS in the weekday a.m. peak-hour, weekday p.m. peak-hour, and Saturday midday peak-hour scenarios. This conclusion is consistent with the findings of the *San Mateo County Congestion Management Program, Final Report* (CMP), which stated that this stretch of roadway operates at LOS C.

The LOS worksheets report queueing for each of the movements listed in Table E. For all of the movements in the weekday a.m. peak hour, weekday p.m. peak hour, and Saturday peak hour, the calculated queues according to HCM methodology is less than one vehicle. This means that as vehicles approach the project access points, it is not anticipated that they will have to stop to wait for another vehicle before making their turn from SR-84.

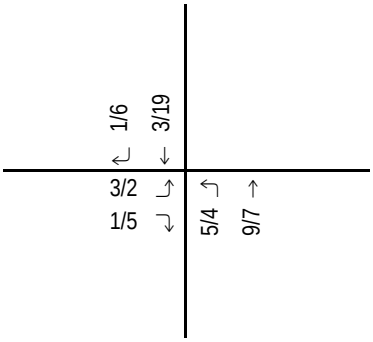




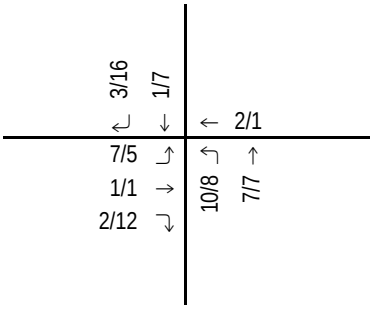
1 SR-84/Site E3 Entrance



2 SR-84/Site E3 Exit



3 SR-84/Site D Driveway



4 SR-84/Sears Ranch Road

FIGURE 5a

LSA

N

Legend

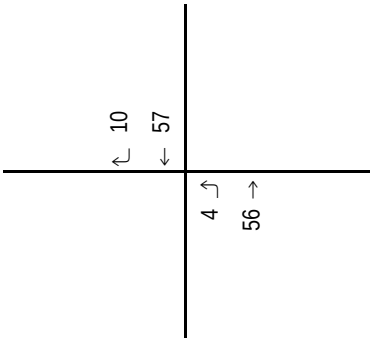
XXX/YYY AM/PM Volumes

La Honda Creek Open Space Access Study

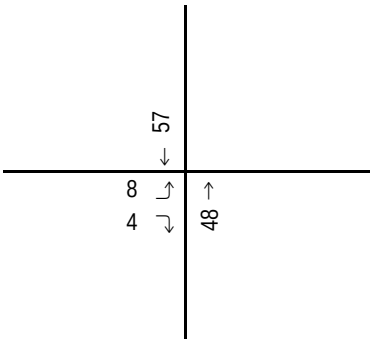
Project Trip Assignment - Weekday Peak Hours

P:\RAA2102\Traffic\Figures\5a Project Volumes.xls (9/27/2022)

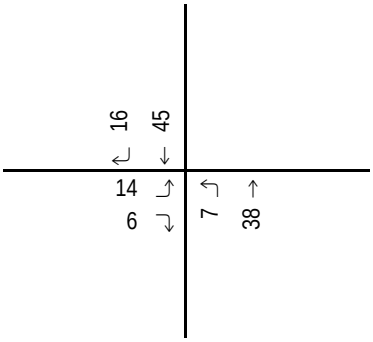




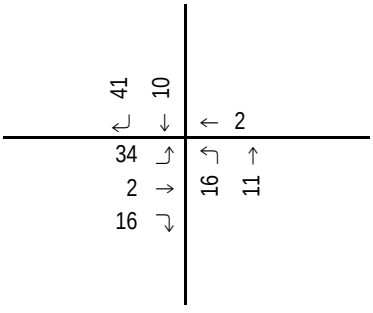
1 SR-84/Site E3 Entrance



2 SR-84/Site E3 Exit



3 SR-84/Site D Driveway



4 SR-84/Sears Ranch Road

FIGURE 5b

LSA

N

Legend

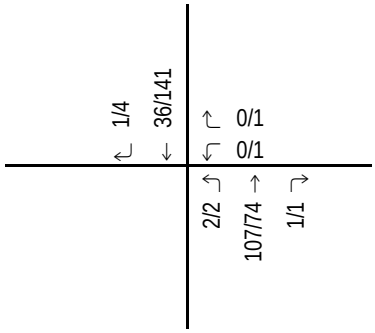
ZZZ MD Volumes

La Honda Creek Open Space Access Study

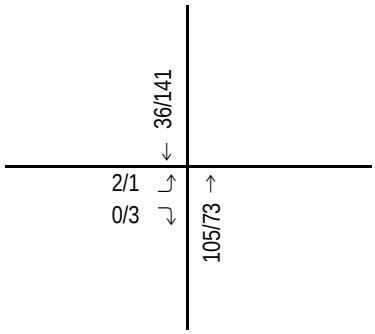
Project Trip Assignment - Weekend Peak Hour

P:\RAA2102\Traffic\Figures\5b Project Volumes.xls (9/27/2022)

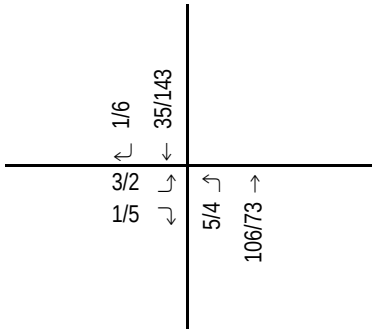




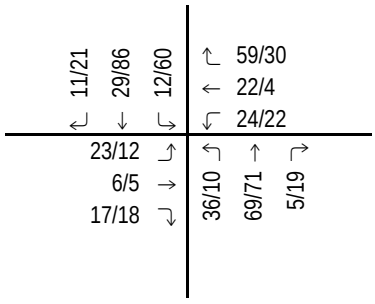
1 SR-84/Site E3 Entrance



2 SR-84/Site E3 Exit



3 SR-84/Site D Driveway



4 SR-84/Sears Ranch Road

FIGURE 6a

LSA

N

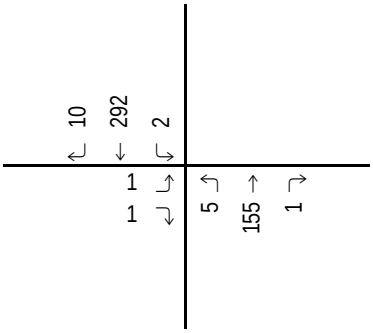
Legend

XXX/YYY AM/PM Volumes

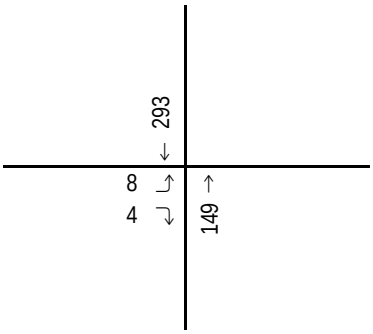
La Honda Creek Open Space Access Study

Existing Plus Project Weekday Traffic Volume

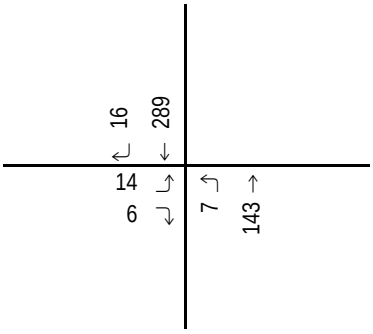




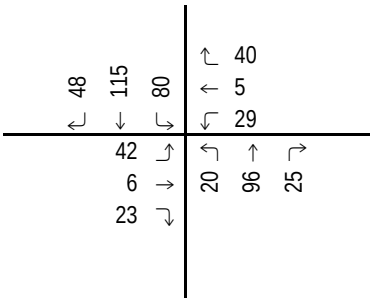
1 SR-84/Site E3 Entrance



2 SR-84/Site E3 Exit



3 SR-84/Site D Driveway



4 SR-84/Sears Ranch Road

FIGURE 6b

LSA

N

Legend

ZZZ MD Volumes

La Honda Creek Open Space Access Study

Existing Plus Project Saturday Midday Peak Hour Traffic Volume

Table E: Existing Plus Project Intersection LOS Summary

Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1. SR-84/Site E3 Entrance Road	0.1	A	0.1	A	0.1	A
Northbound Left	7.3	A	7.5	A	7.9	A
2. SR-84/Site E3 Exit Driveway	0.1	A	0.2	A	0.3	A
Eastbound Left	9.3	A	9.7	A	11.6	B
Eastbound Right	0.0	A	9.0	A	9.9	A
3. SR-84/Site D Driveway	0.5	A	0.4	A	0.6	A
Northbound Left	7.3	A	7.5	A	7.9	A
Eastbound Left/Right	9.1	A	9.3	A	11.3	B
4. SR-84/Sears Ranch Road-Entrada Road	6.0	A	4.1	A	4.8	A
Northbound Left	7.4	A	7.5	A	7.6	A
Southbound Left	7.4	A	7.5	A	7.6	A
Eastbound Left/Through	11.1	B	11.6	B	14.3	B
Eastbound Right	9.1	A	9.5	A	10.1	B
Westbound	10.1	B	10.4	B	11.6	B

Source: Compiled by LSA (2024).
sec = seconds
LOS = level of service
SR-84 = State Route 84 (La Honda Road)

Left-Turn Lanes

In support of the queueing calculations, LSA examined whether left-turn pockets would be warranted on northbound SR-84 by applying the same methodology presented in *Interim Transportation Circulation Technical Memorandum for the Red Barn Public Access Area in the La Honda Creek Open Space Preserve* (W-Trans 2017). The methodology is identified in *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report 279 (Transportation Research Board 1985). The methodology presents nomographs that take into account roadway speed, advancing volume, percentage of left turns in the advancing volume, and opposing volume. LSA used the figure for two-lane highways with a speed of 50 mph and plotted the traffic volume predicted with implementation of the projects during the busiest hour on the highest traffic volume day (Saturday). The intersection of SR-84/Sears Ranch Road had the highest percentage of left turns in the advancing volume (17 percent), but none of the three locations warranted left-turn pockets.

Level of Service Summary

The conclusions regarding LOS and queueing result from the low traffic volume on SR-84. The CMP identifies that two-lane highways like SR-84 have a capacity of 2,800 vehicles per hour. As Table A shows, the daily traffic volume is approximately 2,000 vehicles per weekday and approximately 3,200 vehicles on the highest observed weekend day. The daily traffic volume being less than the hourly capacity demonstrates the low traffic volume of this roadway. Because of the low traffic volume, conflicting vehicle movements occur infrequently.

As a result of low traffic volume and infrequent conflicting vehicle movements, the analysis of vehicle LOS concluded that the access points for Sites E3 and D from SR-84 would operate at a

satisfactory LOS even with the additional trips generated by public access to these areas. The analysis also found that no queued vehicles are anticipated and that left-turn pockets would not be warranted. Regarding the intersection of SR-84/Sears Ranch Road, the analysis of vehicle LOS concluded that the intersection would continue to operate at a satisfactory LOS even with additional trips generated by improved public access. No queues are expected at the intersection according to HCM calculations, and a northbound left-turn pocket would not be warranted. In summary, providing public access to the La Honda Creek Open Space Preserve as proposed would not have a detrimental effect on the operation of SR-84.

ROADWAY SPEED

Within the project area, SR-84 has a posted speed limit of 40 mph. Vehicle speeds were recorded concurrent with the collection of the roadway traffic volume data described above (these data are included in Appendix A). Historically, speed limits surveys consider the 85th percentile speed, which is the speed at which 85 percent of vehicles are traveling at or slower than and only 15 percent of vehicles are exceeding. Recent changes to the California Vehicle Code may permit establishing speed limits based on actual roadway conditions rather than the surveyed speeds. The surveyed 85th percentile speeds along Sears Ranch Road were less than 25 mph. Table F summarizes the 85th percentile speeds on the surveyed days at the two locations along SR-84.

Table F: Summary of Vehicle Speed Surveys (85th Percentile)

		Thursday (7/13/23)	Friday (7/14/23)	Saturday (7/15/23)	Average
Near Site E3: Summer					
Northbound	-	41	43	42	42
Southbound	-	51	52	49	51
Both Directions	-	48	49	48	48
	Wednesday	**Thursday**	**Friday**	**Saturday**	**Average**
Near Site E3: Non-Summer (November 2021/December 2023)					
Northbound	45 / -	44 / 49	46 / 49	45 / 50	45 / 49
Southbound	46 / -	46 / 47	47 / 49	46 / 52	46 / 49
Both Directions	46 / -	45 / 48	46 / 49	46 / 51	46 / 49
Near Site D (November 2021/December 2023)					
Northbound	50 / -	53 / 48	48 / 48	47 / 49	50 / 48
Southbound	49 / -	55 / 46	48 / 47	48 / 49	50 / 47
Both Directions	49 / -	54 / 47	48 / 47	48 / 49	50 / 48

Source: Counts Unlimited (2021, 2023).

As Table F shows, the surveyed 85th percentile speeds on SR-84 were higher than the posted 40 mph speed limit on each day surveyed. Near Site E3, the speeds were about 5 to 10 mph above the speed limit and (on Saturday) slightly higher in the southbound (i.e., downhill) direction than the northbound (i.e., uphill) direction. Speeds during the summer were slightly lower northbound and slightly higher southbound than observed in the non-summer data. It should be noted that vehicle speeds on the summer Saturday were no higher than average. Vehicle speeds were higher near Site D than near Site E3 in fall 2021 but lower near Site D than near Site E3 in fall 2023. Near Site D, the speeds were about 10 mph above the speed limit and were no different when comparing

northbound and southbound vehicles. On Saturday, the vehicle speeds were generally the same as on weekdays when considering both survey periods.

As discussed above, the surveyed 85th percentile speeds are higher than the posted speed limit. This does not tell the whole story. Near Site D (northbound and southbound), the most common vehicle speed was between 41 mph and 45 mph during both non-summer 2021 and non-summer 2023. Near Site E3, the most common vehicle speed in the southbound direction is also between 41 mph and 45 mph (for both the non-summer and summer data). In the northbound direction, however, the roadway has a warning sign indicating intersecting roadways and specifically naming Old La Honda Road. In the northbound direction near this sign, the most common vehicle speed was between 36 mph and 40 mph in non-summer 2021 and summer 2023. When additional speed surveys were conducted in fall 2023, the most common northbound speed was between 41 mph and 45 mph.

The 85th percentile speed is higher than these most common vehicle speeds because both surveyed locations had outliers observed that were traveling much faster than the speed limit or the prevailing speed of most vehicles. Table G summarizes the highest observed vehicle speed for both surveyed locations. The highest vehicle speed near Site E3 tended to be higher than the highest vehicle speed near Site D, even in the northbound direction.

Table G: Highest Observed Vehicle Speed (mph)

		Thursday (7/13/23)	Friday (7/14/23)	Saturday (7/15/23)	Trend
Near Site E3: Summer					
Northbound	-	56-60	61-65	66-70	61-65
Southbound	-	66-70	>76	71-75	71-75
Both Directions	-	66-70	>76	71-75	71-75
	Wednesday	**Thursday**	**Friday**	**Saturday**	**Trend**
Near Site E3: Non-Summer (November 2021/December 2023)					
Northbound	71-75 / -	71-75 / 71-75	>76/ 71-75	71-75 / >76	>76
Southbound	66-70 / -	>76 / 66-70	71-75 / 71-75	>76 / >76	>76
Both Directions	71-75 / -	>76 / >76	>76 / 71-75	>76 / >76	>76
Near Site D (November 2021/December 2023)					
Northbound	66-70 / -	71-75 / 66-70	66-70 / 66-70	66-70 / >76	71-75
Southbound	71-75 / -	>76 / 61-65	66-70 / 61-65	>76 / 66-70	71-75
Both Directions	71-75 / -	>76 / 66-70	66-70 / 66-70	>76 / >76	71-75

Source: Counts Unlimited (2021, 2023).
mph = miles per hour

Table H summarizes the number of vehicles observed traveling faster than 60 mph. Table I summarizes the number of vehicles observed traveling faster than 70 mph. Vehicles traveling over 60 mph are exceeding the speed limit by at least 20 mph and also exceeding the most common travel speed by at least 15 mph. Table H shows that these tend to be about 1–2 percent of the vehicles on SR-84. On Saturday, the exceptions were near Site E3, where 3–6 percent of the vehicles were exceeding 60 mph, and near Site D on an unusual Thursday, where 6 percent of vehicles were exceeding 60 mph. The surveyed Thursday had the lowest volume of traffic on any surveyed day,

Table H: Number of Vehicles Traveling Greater than 60 mph

		Thursday (7/13/23)	Friday (7/14/23)	Saturday (7/15/23)	Average
Near Site E3: Summer					
Northbound	-	0	2	3	2
Southbound	-	10	14	47	24
Both Directions	-	10	16	50	25
Percentage of Traffic	-	1%	1%	2%	1%
	Wednesday	**Thursday**	**Friday**	**Saturday**	**Average**
Near Site E3: Non-summer (November 2021/December 2023)					
Northbound	4 / -	6 / 14	8 / 7	30 / 46	12 / 22
Southbound	12 / -	13 / 3	15 / 9	34 / 70	19 / 27
Both Directions	16 / -	19 / 17	23 / 16	64 / 116	31 / 50
Percentage of Traffic	1%	1% / 1%	1% / 1%	3% / 6%	1% / 2%
Near Site D (November 2021/December 2023)					
Northbound	7 / -	32 / 6	5 / 4	10 / 18	14 / 9
Southbound	10 / -	86 / 1	7 / 2	16 / 9	30 / 4
Both Directions	17 / -	118 / 7	12 / 6	26 / 27	43 / 13
Percentage of Traffic	1%	6% / 0%	1% / 0%	1% / 1%	2% / 1%

Source: Counts Unlimited (2021, 2023).
mph = miles per hour

Table I: Number of Vehicles Traveling 70 mph or Greater

		Thursday (7/13/23)	Friday (7/14/23)	Saturday (7/15/23)	Average
Near Site E3: Summer					
Northbound	-	0	0	0	0
Southbound	-	0	1	6	2
Both Directions	-	0	1	6	2
Percentage of Traffic	-	0%	0%	0%	0%
	Wednesday	**Thursday**	**Friday**	**Saturday**	**Average**
Near Site E3: Non-summer (November 2021/December 2023)					
Northbound	0 / -	1 / 1	0 / 1	0 / 17	0 / 6
Southbound	1 / -	9 / 0	0 / 2	3 / 28	3 / 10
Both Directions	1 / -	10 / 1	0 / 3	3 / 45	4 / 16
Percentage of Traffic	0%	1% / 0%	0% / 0%	0% / 2%	0% / 1%
Near Site D (November 2021/December 2023)					
Northbound	1 / -	1 / 0	3 / 0	5 / 4	3 / 1
Southbound	0 / -	1 / 0	1 / 0	8 / 0	3 / 0
Both Directions	1 / -	2 / 0	4 / 0	13 / 4	5 / 1
Percentage of Traffic	0%	0% / 0%	0% / 0%	1% / 0%	0% / 0%

Source: Counts Unlimited (2021, 2023).
mph = miles per hour

but traffic volume is not the only variable affecting travel speeds because Saturday had the highest volume and also a high number of excessive speed vehicles. It should be noted that the likelihood of vehicles travelling over 60 mph was no worse in summer than during non-summer.

Vehicles traveling over 70 mph are exceeding the speed limit by at least 30 mph and the most common travel speed by at least 25 mph. Table I shows that these tend to be 1 percent or less of traffic on SR-84. Again, the exceptions were near Site E3 on Saturday when 2 percent of vehicles were exceeding 70 mph. At both locations, high speeds could be more common southbound (i.e., downhill) than northbound (i.e., uphill). During the summer the number of vehicles exceeding 70 mph was not higher than during both non-summer periods.

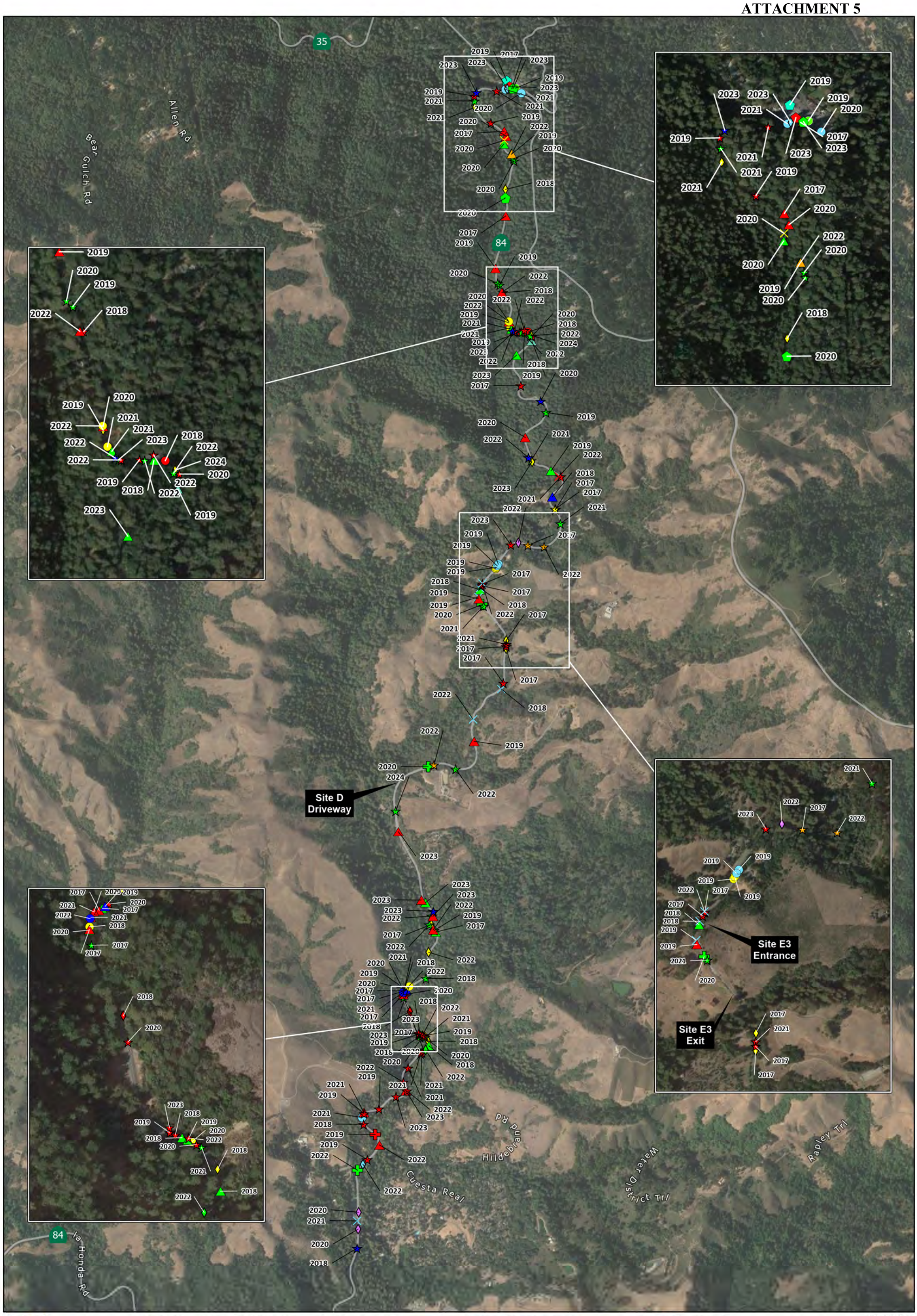
Considering the comparison between the speeds of vehicles observed near Site E3 and Site D during both non-summer periods and the lower speeds near Site E3 during the summer of 2023 compared to the fall of 2023, the conditions near Site D during summer can be inferred. Had the data collection instruments functioned properly, the 85th percentile speed near Site D would likely have been between 45 mph and 50 mph with a most common speed between 41 mph and 45 mph. Vehicles traveling over 60 mph are likely to have been 1 percent or less of the total volume and vehicles traveling over 70 mph are likely to have been no more than observed in non-summer months. Overall, at both sites and during all seasons, the predominant speed of vehicles is approximately 50 mph, or about 10 mph over the posted speed limit.

The outlier drivers traveling at speeds far exceeding typical traffic, and particularly where these drivers interact with drivers traveling at typical speed, contribute to the collision history of SR-84.

COLLISION HISTORY

The District queried collision data along SR-84 from the Statewide Integrated Traffic Records System (SWITRS), which is administered by the California Highway Patrol but incorporates data from any agency taking a collision report. The report provided to the District is included in Appendix D. Figure 7 illustrates the locations and types of collisions for the most recent five years (i.e., from 2017 to April 2024). Collisions involving bicycles are included in SWITRS data and are included in the reports in Appendix D. However, the bicycle collisions were either outside of the study area or occurred before 2017, and none of the collisions illustrated on Figure 7 involved bicycles. Table J summarizes the collision types and primary collision factors identified in the collision data. A review of these data showed that approximately 30 percent occurred during the months of June, July, and August. Because this is greater than the 25 percent that would occur if collisions were evenly spread throughout the year, it appears that collisions are slightly more likely to occur during the summer. Table J shows that the most common type of collision has been hitting an object, followed by overturned vehicles. Head-on and sideswipe collisions are more common than broadside or rear-end collisions.

The most common primary collision factor is improper turning followed by unsafe speed. It should be noted, however, that a vehicle traveling too fast while turning can be noted as improper turning even when the speed is a factor in the crash. Table J shows that 13 percent of collisions occur with vehicles traveling on the wrong side of the road while another 3 percent occur due to improper passing or unsafe lane changes. As stated above, the study area does not have passing lanes, so no vehicles should be passing or on the opposite side of the road.



LSA

CHP Movement and Crash Report

Collision Type
- Broadside
- Head-on
- Hit Object
- Other
- Overturned
- Rear End
- Sideswipe

Primary Collision Factor
- Driver Alcohol/Drug
- Improper Pass
- Improper Turn
- Lane Change
- Not Driver
- Other Hazard
- ROW Auto
- Unsafe Speed
- Wrong Side

0 1000 2000
FEET

SOURCE: Google Maps (2023)

I:\RAA2102\GIS\Pro\La Honda Creek Open Space Access Study\La Honda Creek Open Space Access Study.aprx (6/7/2024)

FIGURE 7

La Honda Open Space Access Study

Collision Locations on State Route 84 (2017-2024)

Table J: State Route 84 Collision Summary – Skyline Boulevard to Sears Ranch Road (2017–2024)

Collision Type	Number	Percent	Primary Collision Factor	Number	Percent
Broadside	7	5%	Driving Under the Influence	9	6%
Head-On	13	9%	Unsafe Speed	41	28%
Hit Object	63	43%	Wrong Side of the Road	19	13%
Overturned	37	25%	Improper Passing/Unsafe Lane Change	4	3%
Rear End	4	3%	Improper Turning	58	39%
Sideswipe	19	13%	Automobile Right of Way	10	7%
Other	4	2%	Other Hazard/Not Driver	6	4%
Total	**147**	**100%**	**Total**	**147**	**100%**

Source: Compiled by LSA from data gathered from an SWITRS database generated on October 20, 2021, and May 7, 2024.
SWITRS = Statewide Integrated Traffic Records System

The trends of collision types and primary collision factors make intuitive sense. Vehicles traveling at high speeds while turning are more likely to hit an object and/or overturn than vehicles traveling the speed limit. Vehicles passing over a solid line and traveling on the wrong side of the road are more likely to cause head-on and sideswipe collisions than vehicles staying on the right side of the road.

One of the trends that stands out from the collision data is the relative infrequency of vehicles entering SR-84 from a side street or driveway being cited as the primary collision factor (Automobile Right of Way, 7 percent) resulting in broadside or rear-end collisions (5 percent and 3 percent, respectively).

Figure 7 shows several clusters of collision locations. Not surprisingly, many of the clusters occur at bends in the roadway. The following takes a closer look at each of the proposed access locations.

Site E3 (Red Barn)

Site E3 is along a curve in La Honda Road that has a cluster of nine collisions in the past 7 years. Six of the nine were attributed to improper turning or improper entering of the right-of-way. The remaining three were attributed to unsafe vehicle speed. In three of the nine collisions, a single vehicle hit an object. In another two cases, a single vehicle ran off the road and overturned. For three of the collisions, drivers entering or exiting the roadway were a factor in the collision.

It should be noted that during a site visit, illegal passing was observed at this location. A southbound vehicle exiting the turn accelerated and passed a slower vehicle at this brief straight stretch of roadway. This occurred despite insufficient knowledge of northbound vehicles and pavement striping not permissive of the maneuver.

Site D

Site D is located along a portion of La Honda Road with few reported collisions.

Site B

Site B would be accessed from the La Honda Road/Sears Ranch Road intersection. During the site visit, it became apparent that sight distance to the south is a challenge for drivers approaching this intersection from the west (i.e., from the potential project site). Three collisions occurred near this intersection recently (in 2020 and 2021). However, the intersection design does not appear to have significantly contributed to those collisions. Two collisions were caused by vehicles attempting to pass, and one appears to have occurred when a vehicle was entering or exiting the adjacent commercial property.

These collision trends along SR-84 and at the specific proposed access locations were considered when developing the recommendations.

SIGHT DISTANCE

Sight distance describes the limits of visibility either from a vehicle on a roadway to objects ahead of the vehicle on or near the roadway or from a vehicle preparing to enter a roadway to other vehicles on the roadway. Even though the proposed access locations for Site E3 and Site D currently have unpaved access locations, it is prudent to examine the sight distance for the proposed paved driveways. Two types of sight distance are relevant for this access study: (1) stopping sight distance refers to the distance required for a vehicle traveling on a roadway to come to a complete stop, and (2) intersection sight distance presents the amount of space necessary for a vehicle to enter a roadway without causing other vehicles to alter their velocity. Stopping sight distance is the minimum that must be provided. Intersection sight distance is different for left-turning and right-turning vehicles because left-turning vehicles must cross an additional lane of traffic before accelerating to the roadway's predominant speed. This report references recommended sight distance published in *A Policy on Geometric Design of Highways and Streets*, 6th Edition (AASHTO 2011). This publication is often referred to as the Green Book. It should be noted that Caltrans is a contributor to AASHTO.

Sight distance values published in the Green Book are for clear weather conditions. Fog can reduce sight distance and rain can increase the distance required to stop. California Vehicle Code Section 22350 states that no person shall drive a vehicle at a higher speed than is prudent with regard to weather and visibility. In other words, posted speed limits apply to clear weather conditions and drivers are responsible for reducing their speed when fog or rain impair safe driving conditions.

Sight distance is highly dependent on the predominant travel speed. As shown in Table F, the predominant speed near Site E3 is 46–49 mph, while the predominant speed near Site D is 50 mph. This is higher than the posted speed limit of 40 mph. The appropriate speed to plan for both Site E3 and Site D is 50 mph. Table K lists sight distance for 25 mph (i.e., for bicycles), 40 mph (i.e., the speed limit), 45 mph, and 50 mph (i.e., the predominant speed), and higher speeds to show how speed in excess of the speed limit affects the necessary sight distance. As Table K shows, a predominant speed of 50 mph rather than the speed limit of 40 mph increases stopping sight distance by 120 feet (40 percent), increases left-turn intersection sight distance by 110 feet (25percent), and increases right-turn intersection sight distance by 95 feet (25 percent). The outlying vehicles observed traveling at 70 mph more than double the necessary stopping sight distance.

Table K: Recommended Sight Distance

Speed (mph)	Recommended Sight Distance (ft)		
	Stopping Sight Distance[1]	Intersection Sight Distance	
		Left-Turn from Stop[1]	Right-Turn from Stop[2]
25	155	280	240
40	305	445	385
45	360	500	430
50	425	555	480
60	570	665	575
70	730	775	670

Source: *A Policy on Geometric Design of Highways and Streets*, 6th Edition (AASHTO 2011).
[1] Table 9-6 (AASHTO 2011).
[2] Table 9-8 (AASHTO 2011).
AASHTO = American Association of State Highway and Transportation Officials
ft = feet
mph = miles per hour

Site E3

Previous traffic analyses measured and reported sight distances at the Site E3 exit driveway and at Site D. At the Site E3 exit driveway, 525 feet of sight distance was measured between the driveway and southbound traffic (i.e., to the left of the driveway), and 530 feet of sight distance was measured between the driveway and northbound traffic (i.e., to the right of the driveway) (Hexagon 2016). At the entrance driveway, a vehicle waiting to turn left into the driveway can see approximately 435 feet before the driver's view is obstructed by foliage and a horizontal curve in the roadway. The distance traveled by a vehicle at 50 mph during the 5.5 seconds (1.5 seconds of decision time and 4 seconds of acceleration time) required for a left-turning vehicle to fully exit the roadway is approximately 400 feet. Therefore, sufficient sight distance is provided for turning vehicles to accept an appropriate gap.

Table L provides a comparison between the recommended and measured sight distance. The comparison shows that stopping sight distance is met, which means that vehicles traveling on SR-84 would be able to stop upon seeing a vehicle from the Site E3 driveway entering the roadway. Right-turn intersection sight distance (525 feet to southbound traffic) is greater than the 480 feet recommended. This means that vehicles turning right from the Site E3 driveway would be able to select a gap in traffic that would not result in interference with vehicles on SR-84 that are traveling 50 mph or less.

Left-turn intersection sight distance (530 feet to the northbound traffic) is less than the 555 feet recommended for vehicles traveling 50 mph. However, as mentioned above, the most common speed for northbound vehicles at this location was found to be between 36 mph and 40 mph. For these most common vehicles, sufficient left-turn intersection sight distance is provided. A vehicle exiting the Site E3 driveway, upon observing no vehicles within 525 feet to the left and 530 feet to the right, and deciding to initiate a left-turn onto SR-84, would not interfere with vehicles traveling 45 mph or less (i.e., the most common vehicles) but would not have sufficient sight distance for vehicles traveling 50 mph or more.

Table L: Site E3 Exit Driveway Sight Distance

Speed (mph)	Recommended Sight Distance (ft)		
	Stopping Sight Distance[1]	Intersection Sight Distance	
		Left-Turn from Stop[1]	Right-Turn from Stop[2]
25	155	280	240
40	305	445	385
45	360	500	430
50	425	555	480
60	570	665	575
70	730	775	670
Measured Sight Distance			
At E3 Exit Driveway	525	530	525

Source 1: A Policy on Geometric Design of Highways and Streets, 6th Edition (AASHTO 2011).
Source 2: La Honda Creek Open Space Preserve – Red Barn Access Study (Hexagon 2016).
[1] Table 9-6 (AASHTO 2011).
[2] Table 9-8 (AASHTO 2011).
AASHTO = American Association of State Highway and Transportation Officials
ft = feet
mph = miles per hour

If a vehicle is approaching the Site E3 driveway traveling greatly in excess of the speed limit, a vehicle entering SR-84 would not have sufficient time to accelerate (and especially not time to accelerate to the excessive speed of the approaching vehicle). This would result in that vehicle on SR-84 needing to slow upon seeing a vehicle enter SR-84 to avoid a collision.

While the 203 bicycles observed on one Saturday indicate that bicycles can be common on SR-84, their presence does not change the above conclusions regarding sight distance. Bicycles are traveling at a lower speed than most vehicles. The sight distance is present for vehicles to observe and avoid bicycles when exiting Site E3.

Site D

In the *La Honda Creek Open Space Access Analysis* (W-Trans 2020), sight distance was measured at a point adjacent to Gate LH07. At the point on SR-84 nearest the LH07 gate, 350 feet of sight distance was measured between the driveway and southbound traffic (i.e., to the left of the driveway), and 350 feet of sight distance was measured between the driveway and northbound traffic (i.e., to the right of the driveway) (W-Trans 2020).

LSA considered whether a different point along the horizontal curve could improve sight distance. Moving the driveway to the north could improve sight distance to the north but would reduce sight distance to the south. Similarly, moving the driveway to the south could improve sight distance to the south but would reduce sight distance to the north. The southbound lanes must be entered by vehicles exiting the driveway, whether they are turning right or left. Therefore, LSA recommended considering placing the paved driveway not directly in line with Gate LH07 but rather approximately 50 feet to the north.

Table M provides a comparison between the recommended and estimated sight distance. LSA estimates that for vehicles waiting to enter SR-84 from a driveway 50 feet north of Gate LH07, the sight distance to the north would be 400 feet and the sight distance to the south would be 300 feet. The conclusions of the previous traffic analyses would not change; the sight distance at the location of the proposed paved driveway would not be sufficient.

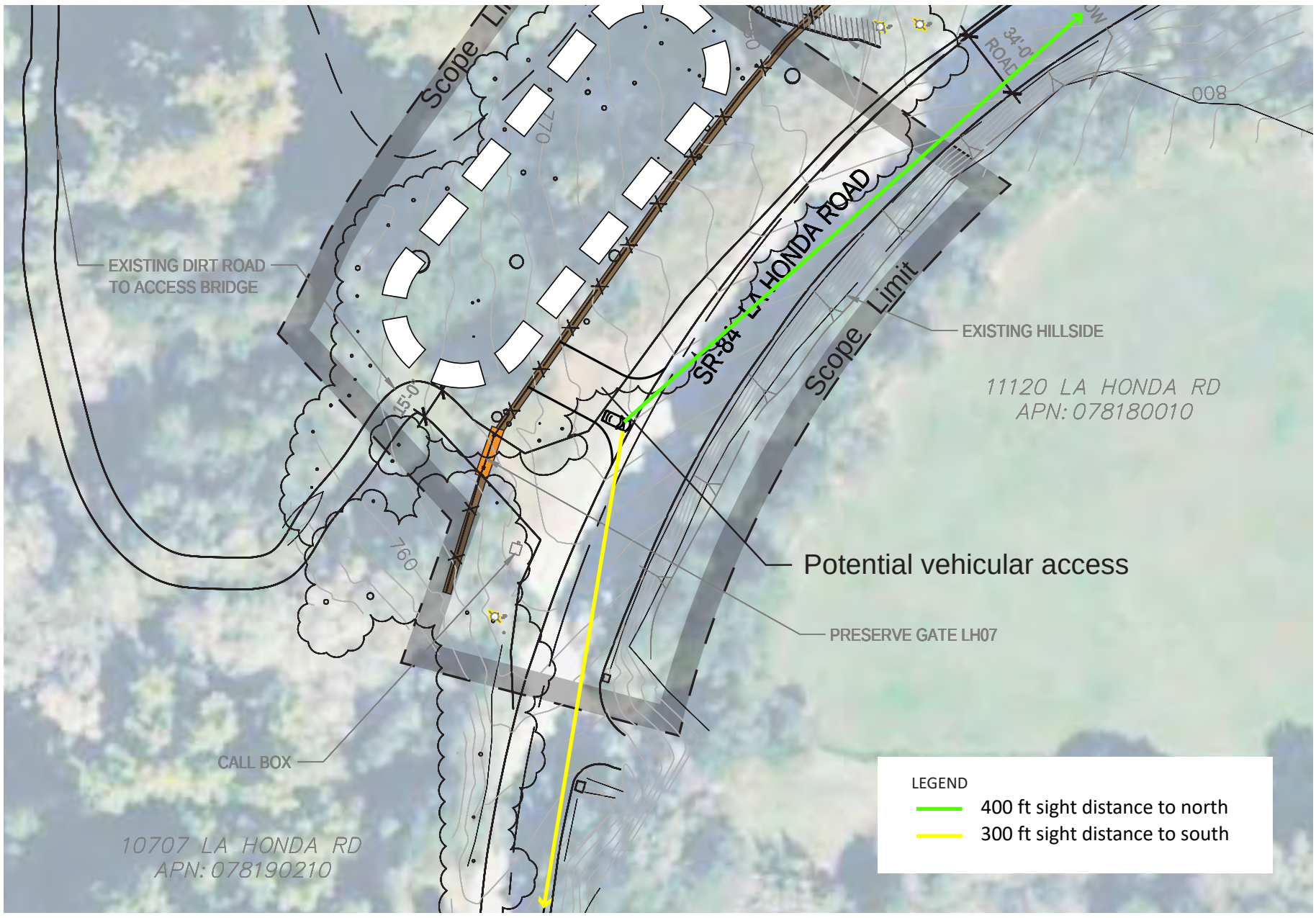
Table M: Site D Driveway Sight Distance

Speed (mph)	Recommended Sight Distance (ft)		
	Stopping Sight Distance[1]	Intersection Sight Distance	
		Left-Turn from Stop[1]	Right-Turn from Stop[2]
25	155	280	240
40	305	445	385
45	360	500	430
50	425	555	480
60	570	665	575
70	730	775	670
Estimated Sight Distance			
At SR-84	300	300	400
20 ft in back of SR-84	425	425	480

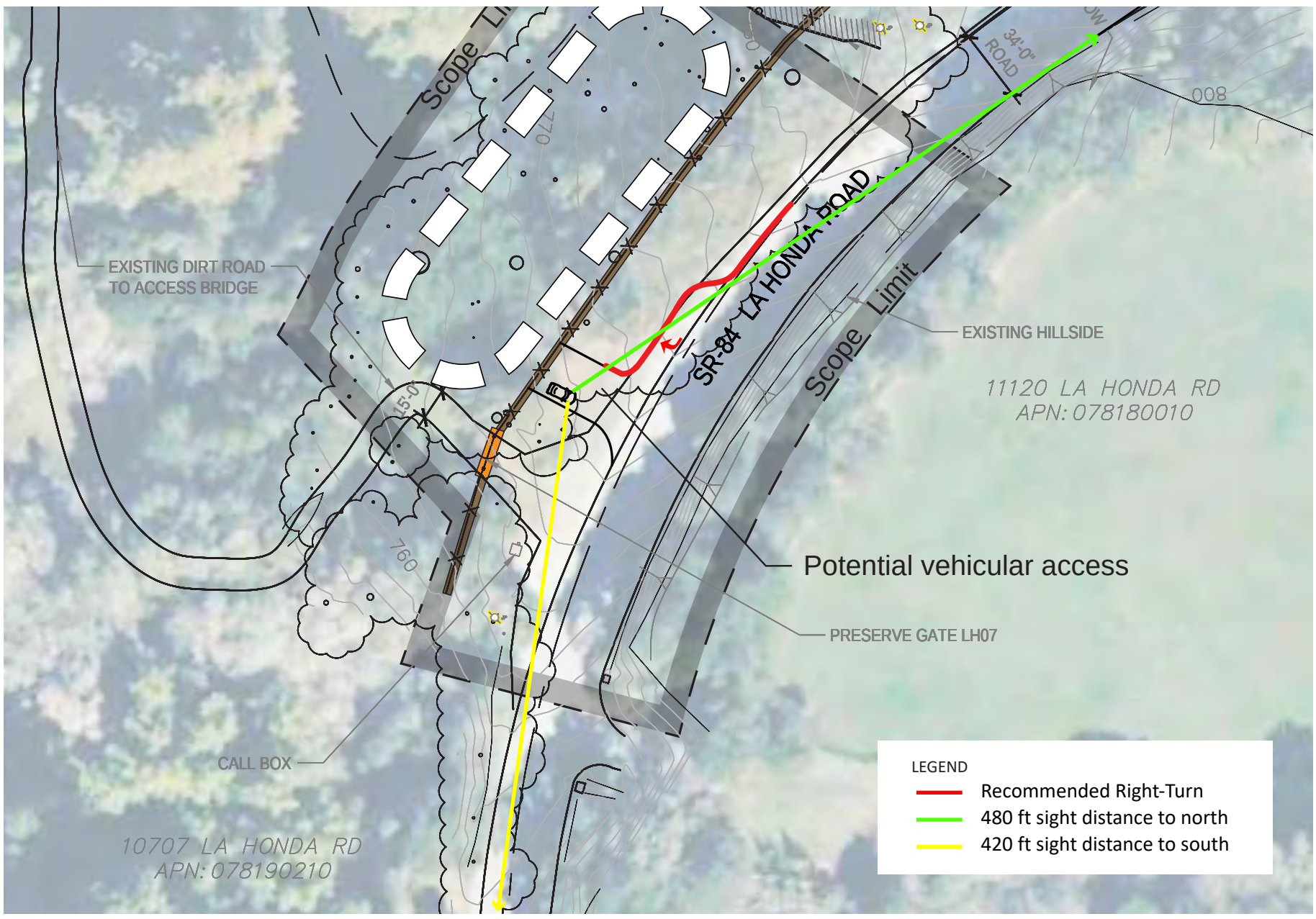
Source 1: A Policy on Geometric Design of Highways and Streets, 6th Edition (AASHTO 2011).
Source 2: Compiled by LSA (2022).
[1] Table 9-6 (AASHTO 2011).
[2] Table 9-8 (AASHTO 2011).
AASHTO = American Association of State Highway and Transportation Officials
ft = feet
mph = miles per hour
SR-84 = State Route 84

LSA examined whether any further modifications would be possible that would improve sight distance. Because SR-84 bends away from the proposed driveway location, vehicles farther back from the roadway would have a shallower angle and would have greater sight distance. Specifically, as illustrated on Figure 8, LSA estimates that a vehicle recessed from the roadway by one vehicle length would be able to see 480 feet to the north and 425 feet to the south. This could be achieved by placing a southbound right-turn lane at the proposed driveway and placing the stop bar at the revised entrance.

The increased sight distance resulting from moving the stop bar would provide adequate stopping sight distance for vehicles traveling 50 mph. Similarly, a vehicle exiting Site D and turning right would have sufficient sight distance to select a gap in traffic that would not interfere with southbound traffic. However, while greatly improving the sight distance to northbound traffic, the sight distance would still be less than the recommended amount for vehicles entering the roadway and making a left-turn. This means that if a vehicle were approaching and traveling northbound at the same time a vehicle begins making a left-turn, the vehicle on SR-84 would have to slow to avoid a collision.



Design Option 1



Design Option 2

LSA

FIGURE 8

0 30 60
FEET

SOURCE: RHAA Landscape Architecture and Planning

I:\RAA2102\G\D_Sight_Distance_v2.ai (10/7/2022)

La Honda Creek Open Space Access Study

Site D Sight Distance

In order to provide the additional 130 feet of sight distance to the south to meet the intersection sight distance standard, vegetation and earthwork would need to be removed from the hillside south of the project. It is likely that a retaining wall would need to be constructed to preserve the line of sight. However, the proposal to place the paved driveway 50 feet north of Gate LH07 and recess the stop bar would result in sufficient stopping sight distance, which is the minimum required to avoid a collision. It should be noted that sufficient sight distance to avoid bicycles is provided.

RECOMMENDATIONS

Operational Considerations

The open space areas operated by the District are open from dawn until 30 minutes after sunset. Trails and open space areas can be closed due to rain and storms. Even when open space areas remain open, inclement weather greatly reduces the number of visitors to the open space areas. Because of these operational considerations, use of the proposed Site E3 and Site D driveways will be low during conditions that reduce visibility.

Turn Restrictions

Turn restrictions into or out of proposed driveways or at the intersection of SR-84/Sears Ranch Road, where sight distance would be less than recommended, were considered. Drivers desiring to turn to travel in a particular direction but restricted by signage or engineering features would need to make a U-turn at a downstream location. If an alternate location with adequate sight distance or control is available (e.g., a signalized intersection), turn restrictions might be considered. However, no portion of SR-84 adjacent to the La Honda Creek Open Space provides a signalized intersection, a turnout with adequate sight distance, or other feature to facilitate U-turns. No location could be identified to provide safer turns than the proposed driveways and intersection; therefore, no turn restrictions are recommended.

Roadway Widening

Analysis presented above determined that no queue of inbound vehicles on SR-84 is anticipated as a result of the project. The analysis further determined that left-turn pockets are not warranted based on accepted methodology. A review of the collision data shows a trend of drivers making ill-advised and illegal attempts to pass slower vehicles in areas not designated for passing. Widening SR-84 to provide left-turn pockets could present an opportunity for illegal passing to these drivers, which would have a detrimental effect on safety for SR-84. Therefore, LSA does not recommend placement of left-turn pockets at SR-84/Sears Ranch Road or the proposed access locations for Site E3 and Site D.

At the Site D driveway specifically, LSA is not recommending a full deceleration and acceleration lane for the same reason that left-turn lanes are not recommended. Recessing the stop bar from SR-84 to accommodate a southbound right-turn lane would result in adequate sight distance for vehicles exiting the parking lot and making a right turn, which reduces the need for an acceleration lane. Even without an acceleration lane, a deceleration lane might appear to be an opportunity to pass slower vehicles. LSA believes that the potential benefits of a full deceleration lane would be

negated by this potential for misuse. Therefore, at the Site D driveway, LSA is recommending a minimum 25-foot turn pocket with a 60- or 90-foot bay taper.

Site B is accessed by Sears Ranch Road. The trip generation estimates show 52 inbound and 46 outbound trips during the busiest hour, which would occur on weekends. At this volume of traffic, simultaneous inbound and outbound trips on Sears Ranch Road are likely to occur, and the single-lane sections of Sears Ranch Road would not be adequate. Therefore, widening Sears Ranch Road to 20 feet between the Elementary School and the proposed parking lot location is recommended. This will meet San Mateo County Fire standards and provide one travel lane in each direction to accommodate horse trailer access on that portion of road.

Advance Warning Sign

The Sight Distance section of this Access Analysis concluded that the driveway at Site D would not provide adequate intersection sight distance for left-turning vehicles. Adequate stopping sight distance could be provided, but vehicles traveling northbound on SR-84 at the predominant speed would have to slow if they were present at the same time as a vehicle turning left from the driveway. The Sight Distance section concluded that intersection sight distance would be adequate at the proposed Site E3 exit driveway for vehicles traveling at the predominant speed. However, sight distance would not be sufficient for vehicles traveling on SR-84 at excessive speed, as has been observed.



The visibility at both locations could be supported through a combination of elements from the *Manual on Uniform Traffic Control Devices* (MUTCD) (Caltrans 2021). The primary sign would be a W2-2 sign indicating a driveway ahead. This could be enhanced with a warning beacon as described in Section 2C.49(13) and a W16-13P "When Flashing" plaque. The warning beacon could be connected to loop detectors at the exit lanes of the driveways so that the sign would indicate when a vehicle is present ahead and about to enter SR-84. This advance warning of an actual vehicle would give approaching vehicles an opportunity to begin slowing in anticipation of the entering vehicle.

The MUTCD specifically states that "a warning beacon may be used with any Vehicular Traffic Warning sign to indicate specific periods when the condition or activity is present or is likely to be present, or to provide enhanced sign conspicuity." The recommendation to use a warning beacon with the W2-2 sign and interconnect the beacon with loop detectors at the exit lanes of the driveways is to indicate specific periods when the condition (i.e., vehicles about to enter SR-84) are present. While the California MUTCD departs from national standards by suggesting that a W16-13P "When Flashing" plaque not also be used, the reason provided is that it is not effective as a warning device for motorists approaching signalized intersections. Indicating the presence or absence of cross traffic at downstream signalized intersections would be contrary to safety because it could encourage vehicles to not stop at signalized intersections where they anticipate an absence of cross traffic. However, because vehicles on SR-84 would not be expected to stop at the unsignalized driveways, clear communication of the presence of vehicles about to enter the roadway from the proposed driveways would be beneficial. The recommended combination of MUTCD elements would effectively extend the sight distance from SR-84 to the driveways and would enhance safety.

Summary of Recommendations by Site

Site E3

An existing paved access point is shared with a ranger residence and other agricultural and residential parcels. At the south end of the site, an unpaved driveway provides access to the District. The proposal to allow public access would use the existing northern access for inbound vehicles and would pave the southern access for use by exiting vehicles.

Both driveways are expected to operate at a satisfactory LOS based on HCM calculations. Queues are not anticipated to form at the entrance and left-turn pockets are not warranted based on available methodology.

Roadway speeds on SR-84 were observed to be above the posted 40 mph speed limit. While 85 percent of vehicles were observed traveling 46 mph or less, speeds greater than 76 mph were observed. Approximately 1 percent of vehicles were observed traveling over 60 mph.

An exiting driveway for Site E3 would be in an area with a cluster of recent collisions. For two of the eight collisions, drivers entering or exiting the roadway were a factor in the collision. Previous analyses of sight distance (Hexagon 2016, and W-Trans 2020) state that insufficient sight distance is provided. While the intersection sight distance for left-turning vehicles is less than recommended for the predominant speed, stopping sight distance is adequate for the predominant speed.

No turn restrictions are recommended because no alternative location is available for safely making a U-turn. No left-turn pockets are recommended because they could entice further illegal passing.

A combination of elements from the MUTCD is recommended to increase sight distance to the exiting driveway and reduce the necessary sight distance by alerting approaching vehicles to slow to the speed limit when vehicles are about to enter the roadway. This would be provided as a W2-2 sign indicating a driveway ahead that is enhanced with a warning beacon as described in Section 2C.49(13) and a W16-13P “When Flashing” plaque. The warning beacon could be connected to loop detectors at the exit lanes of the driveway.

In addition to addressing project-related traffic conditions, the District and Caltrans could also work together to identify possible improvements addressing an existing issue of illegal passing adjacent to Site E3. One potential improvement would be the installation of a median barrier along the straight portion of the roadway. A median barrier would have to be low enough to not obstruct sight distance from the exiting driveway. An opening in a median barrier to permit turning movements from the exiting driveway would also be necessary. In addition to preventing illegal passing at this location, a median barrier may also result in lower vehicle speeds as the perceived lane width would be reduced.

Site D

Access by maintenance vehicles currently occurs at unpaved access locations near Gate LH07. The project would pave a driveway that accesses a parking lot. The driveway is anticipated to operate at

satisfactory LOS, and no queued vehicles are predicted by HCM calculations. Furthermore, a northbound left-turn pocket is not warranted according to available methodology.

The predominant roadway speed was observed to be slightly higher than that adjacent to Site E3, but the highest observed speed was slightly lower at between 71 mph and 75 mph. Approximately 2 percent of vehicles were observed traveling over 60 mph.

Site D is located along a portion of La Honda Road, with few reported collisions. Previous analyses of sight distance (Hexagon 2016, and W-Trans 2020) state that sight distance adjacent to Gate LH07 is not adequate for the roadway speeds. At the proposed location of the paved driveway, sight distance would be less than recommended for the predominant speed of the roadway. By placing the driveway 50 feet north of Gate LH07, adding a short southbound right-turn lane, and recessing the stop bar, sight distance could be increased so that the recommended stopping sight distance is provided. Intersection sight distance for right-turning vehicles would also match recommendations. However, sight-distance for left-turning vehicles would still be less than recommended.

No turn restrictions are recommended because no alternative location is available for safely making a U-turn. No left-turn pockets or lengthy deceleration and acceleration lanes are recommended because they could entice further illegal passing.

Similar to Site E3, a combination of elements from the MUTCD is recommended to increase sight distance to the exiting driveway and reduce the necessary sight distance by alerting approaching vehicles to slow to the speed limit when vehicles are about to enter the roadway.

Site B

The project would expand parking at this location near where a parking lot is currently located at the terminus of Sears Ranch Road. Single-lane portions of Sears Ranch Road should be widened to 20 feet due to the likelihood of concurrent inbound and outbound traffic. The predominant speed of vehicles observed on Sears Ranch Road was less than 25 mph.

The additional trips are not anticipated to affect the performance of the SR-84/Sears Ranch Road intersection. Two collisions have been reported in the past 5 years as a result of illegal attempts to pass at this intersection. No left-turn pockets or medians are recommended because they could entice further illegal passing.

Although the project would not result in an operational impact at the intersection of SR-84/Sears Ranch Road, the District and Caltrans could work together to identify pedestrian improvements consistent with public input gathered for the *Unincorporated San Mateo County Active Transportation Plan*. Specifically, public input had recommended restriping the crosswalk across the north leg of the intersection to a high-visibility ladder style crosswalk and installing pedestrian activated Rectangular Rapid Flashing Beacon (RRFB) signals.

CONCLUSION

The District is considering three sites for improved public access to the La Honda Creek Open Space Preserve. Two sites (Site E3 and Site D) would take access directly from SR-84, which is owned and

maintained by Caltrans. The third site (Site B) is located at the terminus of Sears Ranch Road and is accessed from the intersection of SR-84/Sears Ranch Road. Traffic speeds exceed the posted 40 mph speed limit along this winding road. Traffic volume is below the capacity for a two-lane roadway.

This Access Study estimated the trip generation for each of the sites based on trip rates measured at other District sites and verified against traffic volume data collected at existing Site B. Vehicle LOS was calculated during the a.m. and p.m. peak hours and during the busiest Saturday midday hour. Increased public access to the three sites is not anticipated to degrade vehicle LOS.

This Access Study calculated queuing using Highway Capacity Manual methodology and examined warrants for left-turn pockets based on NCHRP Report 279 (Transportation Research Board 1985). None of the three sites is anticipated to result in a queue formation, and no left-turn pockets are warranted.

Roadway speed and collision history were considered. Based on the observed types of collisions (many of which involve illegal passing), this Access Study does not recommend any feature that could entice additional illegal passing.

Sight distance at the Site E3 and Site D driveways onto SR-84 was examined. At Site E3, adequate sight distance would be provided to allow vehicles approaching on SR-84 and traveling the predominant speed to stop and avoid a collision. Adequate sight distance would be provided for exiting vehicles to choose an appropriate gap in traffic to turn right without causing vehicles on SR-84 to alter their velocity. At Site D, if the driveway were placed 50 feet north of Gate LH07 and the stop bar were recessed from SR-84, adequate sight distance could be provided to allow vehicles approaching on SR-84 and traveling the predominant speed to stop and avoid a collision. Adequate sight distance would be provided for exiting vehicles to choose an appropriate gap in traffic to turn right without causing vehicles on SR-84 to alter their velocity. However, at Site E3 and Site D, sight distance would be less than recommended for exiting vehicles to turn left without causing vehicles on SR-84 to alter their velocity.

No turn restrictions are recommended because no alternative location is available for safely making a U-turn. This Access Study recommends using a combination of elements from the MUTCD to increase the effective sight distance to the Site E3 and Site D driveways and indicate specific periods when vehicles entering the roadway are present. By alerting vehicles on SR-84 to the presence of vehicles entering SR-84, vehicles traveling at excessive speed can slow to the speed limit, which would reduce the sight distance necessary.

No system with human interaction can be completely free from the risk posed by human error. Today SR-84 is a winding road with many driveways and intersections with challenging sight distances. Speed limit signs are posted and the roadway is striped for no passing. Yet speed surveys show many drivers choosing to travel at excessive speed, and collision data and observation show evidence of drivers choosing to illegally pass. The proposed project access to open space areas would not fundamentally change conditions on SR-84. Project traffic would not adversely impact roadway operation, and the roadway would continue to be winding with many driveways and intersections with challenging sight distances. At the project access points, site design could provide sufficient stopping sight distance for bicycles and vehicles traveling the speed limit, and

recommended advance warning signs could alert drivers on SR-84 of the presence of vehicles so that they can slow to the speed limit. By implementing the proposed measures, it is hoped that both the goal of improved public access and the goal of roadway safety could be addressed.

REFERENCES

American Association of State Highway and Transportation Officials (AASHTO). 2011. *A Policy on Geometric Design of Highways and Streets*, 6th Edition.

California Department of Transportation (Caltrans). 2002. *Guide for the Preparation of Traffic Impact Studies*.

_____. 2021. *California Manual on Uniform Traffic Control Devices 2014, Revision 6*.

_____. n.d. 2017 Traffic Volumes: Routes 82-86. Website: https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2017/route-82-86 (accessed 4/4/22).

City/County Association of Governments. 2021. *San Mateo County Congestion Management Program* (CMP), Final Report. December.

Counts Unlimited. 2021. Traffic Volume Data.

_____. 2023. Traffic Volume Data.

County of San Mateo. 2021. *Unincorporated San Mateo County Active Transportation Plan*.

Hexagon Transportation Consultants, Inc. 2016. *La Honda Creek Open Space Preserve – Red Barn Access Study*.

Institute of Transportation Engineers (ITE). 2021. Trip Generation Manual, 11th Edition.

Transportation Research Board. 1985. *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report 279.

_____. 2016. *Highway Capacity Manual*, 6th Edition.

W-Trans. 2017. *Interim Transportation Circulation Technical Memorandum for the Red Barn Public Access Area in the La Honda Creek Open Space Preserve*.

_____. 2020. *La Honda Creek Open Space Access Analysis*.

APPENDIX A

TRAFFIC VOLUME DATA

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	2	2	3	1	1	0	0	0	0	9
05:00	0	0	0	1	1	3	4	6	1	2	1	0	0	0	19
06:00	0	0	0	0	0	5	17	19	13	4	1	0	0	0	59
07:00	3	0	1	2	2	10	49	46	12	4	0	0	0	0	129
08:00	2	0	0	0	3	9	32	26	9	1	0	0	0	0	82
09:00	2	0	1	0	3	8	24	11	5	1	0	0	0	0	55
10:00	9	0	0	1	3	9	24	13	6	2	0	0	0	0	67
11:00	3	0	0	2	2	9	17	10	4	2	0	0	0	0	49
12 PM	2	0	0	0	6	13	28	11	2	1	0	0	0	0	63
13:00	7	0	1	1	4	5	17	16	4	4	0	1	0	0	60
14:00	5	0	0	1	1	10	16	16	12	6	2	0	0	0	69
15:00	6	0	0	4	5	11	22	32	14	1	0	0	0	0	95
16:00	2	0	0	1	1	10	16	22	9	1	2	0	0	0	64
17:00	0	2	0	1	3	7	13	18	9	6	0	0	0	0	59
18:00	1	0	0	2	2	16	15	16	5	0	0	0	0	0	57
19:00	2	0	0	0	0	3	9	6	1	1	0	0	0	0	22
20:00	0	0	1	0	0	0	1	3	1	0	0	0	0	0	6
21:00	0	0	0	0	2	2	2	3	2	1	0	0	0	0	12
22:00	0	0	0	0	1	0	4	2	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	47	2	4	16	39	132	312	279	110	39	6	1	0	0	987

Daily

15th Percentile :	36 MPH
50th Percentile :	44 MPH
85th Percentile :	50 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	591
Percent in Pace :	59.9%
Number of Vehicles > 55 MPH :	46
Percent of Vehicles > 55 MPH :	4.7%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	2	2	1	0	1	0	0	0	0	6
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:00	1	0	0	1	1	3	6	1	1	0	0	0	0	0	14
05:00	3	0	0	0	1	4	3	11	2	4	0	0	0	0	28
06:00	1	0	0	0	1	5	15	15	13	5	4	3	0	0	62
07:00	0	1	0	0	1	14	38	28	16	1	0	0	0	0	99
08:00	0	1	0	1	2	10	28	21	14	2	0	0	0	0	79
09:00	3	1	1	1	3	14	24	15	9	2	0	0	0	0	73
10:00	2	0	1	0	1	1	1	10	18	15	4	0	0	0	53
11:00	5	0	0	0	3	2	13	13	17	6	3	0	0	0	62
12 PM	3	1	1	0	0	2	12	7	16	10	1	1	0	0	54
13:00	3	2	1	0	0	0	14	16	12	14	3	4	0	0	69
14:00	4	1	1	2	4	7	14	7	4	3	6	1	1	0	55
15:00	2	1	0	4	7	19	25	10	2	0	0	0	0	0	70
16:00	1	0	0	1	8	29	27	10	4	1	1	0	0	0	82
17:00	0	0	1	1	7	7	19	7	3	2	0	0	0	0	47
18:00	1	0	0	1	5	15	14	3	0	0	0	0	0	0	39
19:00	0	0	0	0	3	2	8	4	1	0	0	0	0	0	18
20:00	0	1	0	0	5	4	4	1	0	0	0	0	0	0	15
21:00	1	0	0	0	2	7	1	0	2	0	0	0	0	0	13
22:00	0	0	0	1	2	1	1	0	1	0	0	0	0	0	6
23:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	30	9	6	13	57	151	270	181	135	66	22	9	1	0	950

Daily

15th Percentile :	35 MPH
50th Percentile :	43 MPH
85th Percentile :	53 MPH
95th Percentile :	58 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	451
Percent in Pace :	47.5%
Number of Vehicles > 55 MPH :	98
Percent of Vehicles > 55 MPH :	10.3%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	1	3	3	1	0	0	0	0	0	9
05:00	0	0	0	0	0	4	7	10	1	1	0	0	0	0	23
06:00	0	0	0	1	0	9	16	22	12	3	0	0	0	0	63
07:00	0	0	0	1	1	17	44	25	7	1	0	0	0	0	96
08:00	0	0	0	0	4	18	30	20	11	0	0	0	0	0	83
09:00	1	0	0	0	6	17	19	12	4	1	0	0	0	0	60
10:00	0	0	0	0	5	11	21	12	5	1	1	0	0	0	56
11:00	0	0	0	0	5	7	23	19	3	0	1	0	0	0	58
12 PM	0	0	0	2	9	26	15	17	3	0	0	0	0	0	72
13:00	0	0	1	1	5	10	28	10	7	3	0	1	0	0	66
14:00	2	0	1	0	1	15	27	11	5	2	1	0	0	0	65
15:00	1	0	0	1	5	21	47	8	2	0	0	0	0	0	85
16:00	4	0	1	5	9	26	18	4	1	0	0	0	0	0	68
17:00	4	1	0	3	3	20	26	11	5	0	0	0	0	0	73
18:00	1	0	0	1	7	20	19	14	0	0	0	0	0	0	62
19:00	0	0	0	1	2	7	8	4	0	0	0	0	0	0	22
20:00	0	0	0	0	0	3	5	1	0	3	1	0	0	0	13
21:00	0	0	0	1	0	5	2	0	1	2	0	0	0	0	11
22:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
23:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	13	1	3	18	63	241	362	205	69	17	4	1	0	0	997

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	603
Percent in Pace :	60.5%
Number of Vehicles > 55 MPH :	22
Percent of Vehicles > 55 MPH :	2.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	1	0	0	2	2	1	1	1	0	0	0	0	0	0	8
05:00	0	0	0	0	1	2	3	3	0	0	0	0	0	0	9
06:00	0	0	0	1	0	3	5	5	1	0	0	0	0	0	15
07:00	0	0	1	1	4	9	9	7	3	2	0	0	0	0	36
08:00	3	0	0	1	1	11	20	14	5	2	0	0	0	0	57
09:00	5	0	0	0	13	12	23	9	4	1	0	0	0	0	67
10:00	6	0	0	2	9	7	22	17	8	0	1	0	0	0	72
11:00	6	0	0	3	7	20	30	6	7	0	0	0	0	0	79
12 PM	6	1	0	1	6	20	26	12	3	2	0	0	0	0	77
13:00	0	0	0	1	15	17	25	13	5	0	1	1	0	0	78
14:00	2	0	0	2	10	49	29	17	4	0	0	0	0	0	113
15:00	3	0	0	5	14	41	36	18	10	7	3	1	0	0	138
16:00	0	0	0	2	24	45	44	14	2	2	0	0	0	0	133
17:00	3	0	1	1	9	38	44	11	6	0	0	1	0	0	114
18:00	1	0	0	1	9	25	14	5	4	2	0	0	0	0	61
19:00	0	0	0	1	5	22	8	1	2	1	0	0	0	0	40
20:00	0	0	0	3	7	5	4	1	2	1	1	0	0	0	24
21:00	0	0	0	0	2	3	5	2	0	0	0	0	0	0	12
22:00	0	0	2	1	1	6	6	2	0	0	0	0	0	0	18
23:00	0	0	0	1	0	1	1	0	0	0	1	0	0	0	4
Total	36	1	4	30	140	337	357	159	67	20	7	3	0	0	1161

Daily

15th Percentile :	33 MPH
50th Percentile :	40 MPH
85th Percentile :	47 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	694
Percent in Pace :	59.8%
Number of Vehicles > 55 MPH :	30
Percent of Vehicles > 55 MPH :	2.6%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
06:00	0	0	0	0	0	1	7	2	0	0	0	0	0	0	10
07:00	1	0	0	0	1	7	7	9	3	0	0	0	0	0	28
08:00	1	0	0	0	4	7	18	8	2	0	0	0	0	0	40
09:00	7	0	0	1	4	6	22	7	5	1	0	0	0	0	53
10:00	19	0	1	5	6	12	21	6	2	1	0	0	0	0	73
11:00	3	0	0	2	10	24	18	6	0	0	0	0	0	0	63
12 PM	3	0	1	3	6	17	16	10	2	0	0	0	0	0	58
13:00	9	0	0	2	4	12	22	20	4	1	0	0	0	0	74
14:00	0	0	1	2	1	22	39	28	2	0	1	0	1	0	97
15:00	2	0	0	1	3	2	30	43	7	4	1	1	0	0	94
16:00	0	0	0	0	3	13	62	37	10	0	0	0	0	0	125
17:00	2	0	0	0	0	4	38	57	18	0	3	0	0	0	122
18:00	1	0	0	1	2	9	27	37	1	2	2	0	0	0	82
19:00	1	0	0	2	1	3	20	17	8	1	0	0	0	0	53
20:00	0	0	0	0	0	2	12	14	6	1	0	0	0	0	35
21:00	0	0	0	0	0	2	8	3	6	1	0	1	0	0	21
22:00	0	0	0	0	0	1	4	1	2	1	0	0	0	0	9
23:00	0	0	0	0	0	0	2	2	2	0	0	0	0	0	6
Total	55	0	4	19	46	144	375	308	80	13	7	2	1	0	1054

Daily

15th Percentile :	36 MPH
50th Percentile :	43 MPH
85th Percentile :	49 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	683
Percent in Pace :	64.8%
Number of Vehicles > 55 MPH :	23
Percent of Vehicles > 55 MPH :	2.2%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	2	2	3	1	0	0	0	0	0	8
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	3	0	0	0	0	0	0	0	4
06:00	1	0	0	0	0	2	3	4	1	0	0	0	0	0	11
07:00	0	0	0	0	1	5	9	12	0	0	0	0	0	0	27
08:00	4	0	0	0	1	6	17	10	0	1	0	0	0	0	39
09:00	2	0	0	1	0	3	10	9	3	6	0	1	0	0	35
10:00	0	0	0	0	0	2	5	9	6	9	10	4	0	0	45
11:00	2	0	0	0	1	0	2	4	7	7	8	6	0	0	37
12 PM	0	0	0	0	0	2	3	8	14	16	11	3	0	1	58
13:00	1	0	0	0	0	0	4	5	9	17	15	6	0	2	59
14:00	12	0	0	2	4	19	10	8	16	7	3	2	2	4	89
15:00	0	1	0	0	9	12	31	25	8	2	1	0	0	0	89
16:00	2	1	0	0	2	24	64	30	3	0	0	0	0	0	126
17:00	0	0	0	0	2	23	36	35	7	0	0	0	0	0	103
18:00	0	1	0	1	1	6	42	20	2	1	0	0	0	0	74
19:00	0	0	0	0	4	9	23	11	8	1	1	0	0	0	57
20:00	0	0	0	0	2	7	13	7	2	1	0	0	0	0	32
21:00	0	0	0	0	0	3	10	11	1	0	3	1	0	0	29
22:00	0	0	0	0	0	4	5	9	1	0	0	0	0	0	19
23:00	0	0	0	0	0	1	4	4	1	0	2	0	0	0	12
Total	25	3	0	4	27	130	298	225	90	68	54	23	2	7	956

Daily

15th Percentile :	38 MPH
50th Percentile :	44 MPH
85th Percentile :	55 MPH
95th Percentile :	62 MPH

Statistics

Mean Speed(Average) :	46 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	523
Percent in Pace :	54.7%
Number of Vehicles > 55 MPH :	154
Percent of Vehicles > 55 MPH :	16.1%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
01:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
06:00	0	0	0	0	0	3	4	2	2	0	0	0	0	0	11
07:00	0	0	1	0	2	3	10	6	1	0	0	0	0	0	23
08:00	1	0	0	0	2	5	19	8	2	0	0	0	0	0	37
09:00	2	0	0	0	3	5	10	11	3	1	0	0	0	0	35
10:00	0	0	0	2	4	16	24	14	3	0	2	0	0	0	65
11:00	0	0	0	0	2	14	26	10	5	0	0	0	0	0	57
12 PM	1	0	0	1	2	11	36	7	5	0	0	0	0	0	63
13:00	2	1	0	1	2	19	34	18	4	0	0	1	0	0	82
14:00	4	0	1	0	1	28	26	17	8	0	0	0	0	0	85
15:00	0	0	0	0	3	24	28	31	8	0	0	0	0	0	94
16:00	2	0	0	2	0	20	58	27	5	0	0	0	0	0	114
17:00	2	0	0	0	3	8	69	30	9	0	0	0	0	0	121
18:00	1	0	0	0	0	14	30	31	3	0	0	0	0	0	79
19:00	2	0	0	0	3	23	25	12	7	1	1	1	0	0	75
20:00	0	0	0	0	0	7	17	13	1	0	0	0	0	0	38
21:00	0	0	0	0	0	8	14	9	2	1	2	0	0	0	36
22:00	1	0	0	0	1	5	12	6	3	0	0	0	0	0	28
23:00	3	0	0	0	1	2	4	4	1	1	0	0	0	0	16
Total	21	1	2	6	30	216	450	262	76	5	5	2	0	0	1076

Daily

15th Percentile :	37 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	712
Percent in Pace :	66.2%
Number of Vehicles > 55 MPH :	12
Percent of Vehicles > 55 MPH :	1.1%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST002
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	0	1	0	1	0	0	1	0	0	0	3
01:00	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	2	3	4	6	0	0	0	0	0	0	15
07:00	1	0	0	1	2	2	6	4	1	2	0	0	0	0	19
08:00	4	0	0	0	3	13	23	13	1	0	1	0	0	0	58
09:00	16	0	0	0	5	7	33	14	6	1	0	0	0	0	82
10:00	21	0	1	3	17	20	69	19	7	4	0	0	0	0	161
11:00	15	0	0	4	15	35	45	9	1	0	0	0	0	0	124
12 PM	15	0	0	1	17	40	78	17	8	2	1	0	1	1	181
13:00	3	0	0	3	10	55	46	27	9	2	0	0	0	0	155
14:00	4	0	1	0	8	29	57	34	10	1	2	0	0	0	146
15:00	2	0	0	1	7	22	46	30	5	0	1	1	1	0	116
16:00	1	0	0	0	8	19	31	17	8	0	1	0	0	0	85
17:00	0	0	0	0	0	8	20	21	8	0	1	0	0	0	58
18:00	0	0	1	0	0	5	14	18	12	4	2	0	0	0	56
19:00	0	0	0	0	0	10	13	10	3	0	0	0	0	0	36
20:00	0	0	0	1	0	1	7	8	1	3	0	0	0	0	21
21:00	0	0	0	0	0	2	7	6	1	0	0	0	0	0	16
22:00	0	0	0	0	0	6	8	6	2	0	0	0	0	0	22
23:00	0	0	0	0	0	3	3	1	0	1	0	1	0	0	9
Total	82	0	3	14	95	282	512	263	83	20	11	2	2	1	1370

Daily

15th Percentile :	35 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	794
Percent in Pace :	58.0%
Number of Vehicles > 55 MPH :	36
Percent of Vehicles > 55 MPH :	2.6%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	0	1	0	0	2	2	3	1	1	0	0	0	0	10
05:00	0	0	0	1	2	3	6	7	1	2	1	0	0	0	23
06:00	0	0	0	0	0	6	24	21	13	4	1	0	0	0	69
07:00	4	0	1	2	3	17	56	55	15	4	0	0	0	0	157
08:00	3	0	0	0	7	16	50	34	11	1	0	0	0	0	122
09:00	9	0	1	1	7	14	46	18	10	2	0	0	0	0	108
10:00	28	0	1	6	9	21	45	19	8	3	0	0	0	0	140
11:00	6	0	0	4	12	33	35	16	4	2	0	0	0	0	112
12 PM	5	0	1	3	12	30	44	21	4	1	0	0	0	0	121
13:00	16	0	1	3	8	17	39	36	8	5	0	1	0	0	134
14:00	5	0	1	3	2	32	55	44	14	6	3	0	1	0	166
15:00	8	0	0	5	8	13	52	75	21	5	1	1	0	0	189
16:00	2	0	0	1	4	23	78	59	19	1	2	0	0	0	189
17:00	2	2	0	1	3	11	51	75	27	6	3	0	0	0	181
18:00	2	0	0	3	4	25	42	53	6	2	2	0	0	0	139
19:00	3	0	0	2	1	6	29	23	9	2	0	0	0	0	75
20:00	0	0	1	0	0	2	13	17	7	1	0	0	0	0	41
21:00	0	0	0	0	2	4	10	6	8	2	0	1	0	0	33
22:00	0	0	0	0	1	1	8	3	2	1	0	0	0	0	16
23:00	0	0	0	0	0	0	2	2	2	1	0	0	0	0	7
Total	102	2	8	35	85	276	687	587	190	52	13	3	1	0	2041

Daily

15th Percentile :	36 MPH
50th Percentile :	43 MPH
85th Percentile :	49 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1274
Percent in Pace :	62.4%
Number of Vehicles > 55 MPH :	69
Percent of Vehicles > 55 MPH :	3.4%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	4	4	4	1	1	0	0	0	0	14
01:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
04:00	1	0	0	1	1	3	6	1	1	0	0	0	0	0	14
05:00	4	0	0	0	1	4	6	11	2	4	0	0	0	0	32
06:00	2	0	0	0	1	7	18	19	14	5	4	3	0	0	73
07:00	0	1	0	0	2	19	47	40	16	1	0	0	0	0	126
08:00	4	1	0	1	3	16	45	31	14	3	0	0	0	0	118
09:00	5	1	1	2	3	17	34	24	12	8	0	1	0	0	108
10:00	2	0	1	0	1	3	6	19	24	24	14	4	0	0	98
11:00	7	0	0	0	4	2	15	17	24	13	11	6	0	0	99
12 PM	3	1	1	0	0	4	15	15	30	26	12	4	0	1	112
13:00	4	2	1	0	0	0	18	21	21	31	18	10	0	2	128
14:00	16	1	1	4	8	26	24	15	20	10	9	3	3	4	144
15:00	2	2	0	4	16	31	56	35	10	2	1	0	0	0	159
16:00	3	1	0	1	10	53	91	40	7	1	1	0	0	0	208
17:00	0	0	1	1	9	30	55	42	10	2	0	0	0	0	150
18:00	1	1	0	2	6	21	56	23	2	1	0	0	0	0	113
19:00	0	0	0	0	7	11	31	15	9	1	1	0	0	0	75
20:00	0	1	0	0	7	11	17	8	2	1	0	0	0	0	47
21:00	1	0	0	0	2	10	11	11	3	0	3	1	0	0	42
22:00	0	0	0	1	2	5	6	9	2	0	0	0	0	0	25
23:00	0	0	0	0	0	2	5	4	1	0	2	0	0	0	14
Total	55	12	6	17	84	281	568	406	225	134	76	32	3	7	1906

Daily

15th Percentile :	36 MPH
50th Percentile :	44 MPH
85th Percentile :	54 MPH
95th Percentile :	61 MPH

Statistics

Mean Speed(Average) :	45 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	974
Percent in Pace :	51.1%
Number of Vehicles > 55 MPH :	252
Percent of Vehicles > 55 MPH :	13.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6
01:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
02:00	0	0	0	0	0	2	0	3	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
04:00	0	0	0	0	1	2	3	3	1	0	0	0	0	0	10
05:00	0	0	0	0	1	4	9	10	1	1	0	0	0	0	26
06:00	0	0	0	1	0	12	20	24	14	3	0	0	0	0	74
07:00	0	0	1	1	3	20	54	31	8	1	0	0	0	0	119
08:00	1	0	0	0	6	23	49	28	13	0	0	0	0	0	120
09:00	3	0	0	0	9	22	29	23	7	2	0	0	0	0	95
10:00	0	0	0	2	9	27	45	26	8	1	3	0	0	0	121
11:00	0	0	0	0	7	21	49	29	8	0	1	0	0	0	115
12 PM	1	0	0	3	11	37	51	24	8	0	0	0	0	0	135
13:00	2	1	1	2	7	29	62	28	11	3	0	2	0	0	148
14:00	6	0	2	0	2	43	53	28	13	2	1	0	0	0	150
15:00	1	0	0	1	8	45	75	39	10	0	0	0	0	0	179
16:00	6	0	1	7	9	46	76	31	6	0	0	0	0	0	182
17:00	6	1	0	3	6	28	95	41	14	0	0	0	0	0	194
18:00	2	0	0	1	7	34	49	45	3	0	0	0	0	0	141
19:00	2	0	0	1	5	30	33	16	7	1	1	1	0	0	97
20:00	0	0	0	0	0	10	22	14	1	3	1	0	0	0	51
21:00	0	0	0	1	0	13	16	9	3	3	2	0	0	0	47
22:00	1	0	0	0	1	6	13	7	4	0	0	0	0	0	32
23:00	3	0	0	1	1	2	4	5	1	1	0	0	0	0	18
Total	34	2	5	24	93	457	812	467	145	22	9	3	0	0	2073

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1279
Percent in Pace :	61.7%
Number of Vehicles > 55 MPH :	34
Percent of Vehicles > 55 MPH :	1.6%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	1	1	0	2	1	0	1	0	0	0	6
01:00	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
02:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	1	0	0	2	2	1	1	1	0	0	1	0	0	0	9
05:00	0	0	0	0	1	2	3	3	0	0	0	0	0	0	9
06:00	0	0	0	1	2	6	9	11	1	0	0	0	0	0	30
07:00	1	0	1	2	6	11	15	11	4	4	0	0	0	0	55
08:00	7	0	0	1	4	24	43	27	6	2	1	0	0	0	115
09:00	21	0	0	0	18	19	56	23	10	2	0	0	0	0	149
10:00	27	0	1	5	26	27	91	36	15	4	1	0	0	0	233
11:00	21	0	0	7	22	55	75	15	8	0	0	0	0	0	203
12 PM	21	1	0	2	23	60	104	29	11	4	1	0	1	1	258
13:00	3	0	0	4	25	72	71	40	14	2	1	1	0	0	233
14:00	6	0	1	2	18	78	86	51	14	1	2	0	0	0	259
15:00	5	0	0	6	21	63	82	48	15	7	4	2	1	0	254
16:00	1	0	0	2	32	64	75	31	10	2	1	0	0	0	218
17:00	3	0	1	1	9	46	64	32	14	0	1	1	0	0	172
18:00	1	0	1	1	9	30	28	23	16	6	2	0	0	0	117
19:00	0	0	0	1	5	32	21	11	5	1	0	0	0	0	76
20:00	0	0	0	4	7	6	11	9	3	4	1	0	0	0	45
21:00	0	0	0	0	2	5	12	8	1	0	0	0	0	0	28
22:00	0	0	2	1	1	12	14	8	2	0	0	0	0	0	40
23:00	0	0	0	1	0	4	4	1	0	1	1	1	0	0	13
Total	118	1	7	44	235	619	869	422	150	40	18	5	2	1	2531

Daily

15th Percentile :	34 MPH
50th Percentile :	41 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1488
Percent in Pace :	58.8%
Number of Vehicles > 55 MPH :	66
Percent of Vehicles > 55 MPH :	2.6%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
04:00	0	0	0	0	2	2	3	1	1	0	0	0	0	0	9
05:00	0	0	0	0	3	10	3	3	1	0	0	0	0	0	20
06:00	0	0	0	0	4	21	23	9	3	1	0	0	0	0	61
07:00	0	1	3	4	11	58	34	11	6	0	0	0	0	0	128
08:00	1	0	0	1	6	38	31	5	0	0	0	0	0	0	82
09:00	2	0	0	3	3	16	20	6	1	0	0	0	0	0	51
10:00	0	0	0	0	8	25	22	9	4	1	0	0	0	0	69
11:00	1	1	1	0	3	21	11	8	3	0	0	0	0	0	49
12 PM	0	0	0	0	4	17	27	12	0	1	0	0	0	0	61
13:00	2	2	0	2	6	24	19	5	2	1	0	0	0	0	63
14:00	2	0	0	2	8	19	20	10	3	0	2	0	0	0	66
15:00	0	0	0	4	7	40	27	4	6	0	0	0	0	0	88
16:00	1	4	0	3	9	25	15	3	3	1	1	0	0	0	65
17:00	1	0	0	0	10	20	16	7	4	2	0	0	0	0	60
18:00	1	0	0	3	15	21	13	4	1	0	0	0	0	0	58
19:00	0	0	0	0	2	11	6	2	0	0	0	0	0	0	21
20:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6
21:00	0	0	0	1	3	4	1	2	0	1	0	0	0	0	12
22:00	0	0	0	0	0	2	3	1	0	0	0	0	1	0	7
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	16	8	4	23	105	377	300	102	38	8	3	0	1	0	985

Daily

15th Percentile :	34 MPH
50th Percentile :	39 MPH
85th Percentile :	45 MPH
95th Percentile :	50 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	677
Percent in Pace :	68.7%
Number of Vehicles > 55 MPH :	12
Percent of Vehicles > 55 MPH :	1.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:00	1	0	0	1	2	2	5	2	0	0	0	0	0	0	13
05:00	0	0	0	1	1	11	11	3	1	0	0	0	0	0	28
06:00	0	0	0	1	3	27	18	10	1	0	0	0	0	0	60
07:00	0	0	0	1	11	40	40	12	0	0	0	0	0	0	104
08:00	1	0	0	1	12	25	34	9	2	0	0	0	0	0	84
09:00	2	0	1	2	10	28	22	2	1	0	0	0	0	0	68
10:00	0	0	0	3	7	23	22	3	0	0	0	0	0	0	58
11:00	0	0	0	0	12	26	14	4	1	0	0	0	0	0	57
12 PM	1	0	0	4	6	16	17	7	1	0	0	0	0	0	52
13:00	0	0	0	1	8	20	24	6	2	0	0	0	0	0	61
14:00	7	0	0	5	3	18	16	7	0	1	0	0	0	0	57
15:00	0	0	1	3	11	26	17	4	2	2	0	0	0	0	66
16:00	1	0	1	4	8	31	30	5	4	1	2	0	0	0	87
17:00	0	0	0	1	9	11	15	8	0	1	0	0	1	0	46
18:00	2	0	0	0	7	18	8	5	0	0	0	0	0	0	40
19:00	0	0	0	0	1	8	6	3	0	0	1	0	0	0	19
20:00	0	0	0	0	3	3	5	1	0	0	0	0	0	0	12
21:00	0	0	0	0	2	8	0	0	0	1	1	1	0	0	13
22:00	0	0	0	1	2	0	2	0	0	1	0	0	0	0	6
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	15	0	3	31	119	344	307	92	15	7	4	1	1	0	939

Daily

15th Percentile :	33 MPH
50th Percentile :	39 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	651
Percent in Pace :	69.3%
Number of Vehicles > 55 MPH :	13
Percent of Vehicles > 55 MPH :	1.4%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	4	1	3	0	0	0	0	0	0	9
05:00	0	0	0	0	0	6	14	3	1	0	0	0	0	0	24
06:00	0	0	0	1	3	11	15	21	9	2	0	0	0	0	62
07:00	0	0	0	2	5	31	42	15	6	0	0	0	0	0	101
08:00	1	0	0	0	4	27	39	8	2	0	0	0	0	0	81
09:00	0	1	0	0	1	26	22	10	4	0	0	0	0	1	65
10:00	0	0	0	4	4	12	22	13	3	0	0	0	0	0	58
11:00	0	0	0	0	5	18	23	10	1	0	0	0	1	0	58
12 PM	0	1	0	6	11	25	22	8	1	0	0	0	0	0	74
13:00	2	0	0	3	3	27	23	8	2	2	1	0	0	0	71
14:00	0	0	0	0	5	24	19	9	4	1	1	0	0	0	63
15:00	1	0	0	5	10	34	27	3	3	1	0	0	0	0	84
16:00	1	1	0	1	8	28	20	3	0	1	0	0	0	0	63
17:00	3	0	0	4	8	20	25	12	2	1	0	0	0	0	75
18:00	1	0	0	1	12	20	18	5	2	1	1	0	0	0	61
19:00	1	0	0	1	3	10	7	3	0	0	0	0	0	0	25
20:00	0	0	0	0	0	3	4	1	1	0	1	1	1	0	12
21:00	0	0	0	1	2	3	1	1	0	2	0	0	0	0	10
22:00	0	1	0	0	1	0	2	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	10	4	0	29	87	334	347	136	42	11	4	1	2	1	1008

Daily

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	46 MPH
95th Percentile :	51 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	681
Percent in Pace :	67.6%
Number of Vehicles > 55 MPH :	19
Percent of Vehicles > 55 MPH :	1.9%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	1	0	0	2	2	0	1	1	0	0	0	0	0	0	7
05:00	0	0	0	0	2	2	2	3	0	1	0	0	0	0	10
06:00	0	0	0	2	1	4	7	3	0	0	0	0	0	0	17
07:00	1	0	1	1	4	14	9	5	2	0	0	0	0	0	37
08:00	0	0	1	0	10	12	22	10	0	0	1	0	0	0	56
09:00	1	0	0	10	7	15	25	4	1	1	0	1	0	0	65
10:00	2	0	0	1	7	16	22	8	3	2	1	0	0	0	62
11:00	0	0	0	6	12	25	26	6	0	0	0	1	0	0	76
12 PM	6	2	2	4	13	22	22	10	1	1	0	1	0	0	84
13:00	5	0	0	0	11	25	18	11	3	0	1	1	1	0	76
14:00	3	0	1	1	12	50	36	9	3	2	0	0	0	0	117
15:00	1	0	1	1	12	53	35	7	7	4	2	5	3	0	131
16:00	3	0	0	6	24	56	28	10	2	4	3	2	0	0	138
17:00	2	0	0	1	12	47	34	8	4	3	1	1	0	0	113
18:00	0	0	0	0	11	32	11	5	1	1	1	0	0	0	62
19:00	0	0	0	2	9	13	13	3	0	0	1	0	0	0	41
20:00	0	1	0	0	7	7	5	1	0	2	2	0	0	0	25
21:00	0	0	0	0	3	5	2	1	0	1	0	0	0	0	12
22:00	0	0	0	2	2	5	4	0	1	0	0	0	0	0	14
23:00	0	0	1	0	1	1	0	1	0	1	0	0	0	0	5
Total	25	3	7	39	163	405	324	107	28	23	13	12	5	0	1154

Daily

15th Percentile :	33 MPH
50th Percentile :	39 MPH
85th Percentile :	45 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	729
Percent in Pace :	63.2%
Number of Vehicles > 55 MPH :	53
Percent of Vehicles > 55 MPH :	4.6%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
06:00	0	0	0	0	2	1	6	1	0	0	0	0	0	0	10
07:00	0	1	0	0	1	8	13	5	0	0	0	0	0	0	28
08:00	1	0	0	1	4	17	9	7	0	0	0	0	0	0	39
09:00	3	5	0	3	8	5	23	1	3	1	0	0	0	0	52
10:00	1	0	15	15	9	22	10	4	3	0	0	0	0	0	79
11:00	2	1	0	4	4	28	20	3	2	0	0	1	0	0	65
12 PM	0	0	4	4	6	22	13	7	1	2	1	0	0	0	60
13:00	1	1	1	0	3	18	29	9	5	2	0	0	0	0	69
14:00	2	3	1	0	7	24	43	17	1	1	1	1	0	0	101
15:00	1	0	1	0	4	19	37	23	7	1	5	0	0	0	98
16:00	3	0	1	0	6	37	62	20	3	0	0	0	0	0	132
17:00	1	0	2	0	4	27	52	28	8	1	0	1	0	0	124
18:00	2	1	0	1	9	24	37	8	2	2	1	0	0	0	87
19:00	2	0	0	0	0	18	23	10	1	1	0	0	0	0	55
20:00	1	0	1	1	1	7	20	4	3	0	0	0	0	0	38
21:00	0	0	0	0	1	3	5	6	3	0	1	0	0	0	19
22:00	0	0	0	0	0	4	2	4	0	0	0	0	0	0	10
23:00	0	0	0	0	0	2	2	1	0	1	0	0	0	0	6
Total	22	12	26	29	70	289	407	159	42	12	9	3	0	0	1080

Daily

15th Percentile :	35 MPH
50th Percentile :	41 MPH
85th Percentile :	46 MPH
95th Percentile :	51 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	696
Percent in Pace :	64.4%
Number of Vehicles > 55 MPH :	24
Percent of Vehicles > 55 MPH :	2.2%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	2	2	3	1	0	0	0	0	0	8
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
06:00	0	0	0	0	2	1	6	1	0	0	0	0	0	0	10
07:00	0	0	0	0	2	7	14	3	2	0	0	0	0	0	28
08:00	1	0	0	0	4	10	16	5	0	0	0	0	0	0	36
09:00	2	1	0	0	7	10	13	3	1	0	0	0	0	0	37
10:00	0	1	0	1	6	17	11	6	2	1	0	0	0	0	45
11:00	0	1	0	6	0	18	8	6	1	0	0	0	0	0	40
12 PM	1	0	0	5	2	23	20	7	1	1	0	0	0	0	60
13:00	0	0	0	1	6	11	28	8	2	0	0	0	0	0	56
14:00	5	0	0	0	6	24	29	7	3	3	1	0	0	0	78
15:00	0	0	0	0	11	17	37	14	6	1	3	0	0	0	89
16:00	3	2	0	0	14	33	54	20	1	2	1	0	0	0	130
17:00	0	0	2	2	5	28	46	20	6	2	0	1	0	0	112
18:00	1	0	1	0	1	27	37	6	1	1	0	0	0	0	75
19:00	0	0	0	0	5	16	17	13	1	3	0	1	0	0	56
20:00	0	0	0	0	3	6	14	5	2	0	0	0	0	0	30
21:00	0	0	0	0	0	7	15	4	1	1	2	2	0	0	32
22:00	0	0	0	0	0	6	6	5	1	0	0	0	0	0	18
23:00	0	0	0	0	0	4	5	0	1	0	0	1	0	1	12
Total	13	5	3	15	74	270	382	136	33	15	7	5	0	1	959

Daily

15th Percentile :	35 MPH
50th Percentile :	41 MPH
85th Percentile :	46 MPH
95th Percentile :	51 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	652
Percent in Pace :	68.0%
Number of Vehicles > 55 MPH :	28
Percent of Vehicles > 55 MPH :	2.9%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4
01:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
06:00	0	0	0	0	1	2	6	1	1	0	0	0	0	0	11
07:00	0	0	0	1	0	8	9	4	2	0	0	0	0	0	24
08:00	1	0	0	0	0	6	24	3	1	1	1	0	0	0	37
09:00	0	0	0	0	3	8	15	2	3	0	2	0	0	0	33
10:00	0	0	0	4	5	24	19	12	3	1	1	0	0	0	69
11:00	0	0	0	3	3	20	20	4	3	1	0	0	0	0	54
12 PM	0	0	2	0	4	21	25	8	4	1	2	0	0	0	67
13:00	2	1	1	1	5	22	28	14	2	2	1	0	0	0	79
14:00	1	0	1	3	7	33	29	7	3	0	1	0	0	0	85
15:00	1	0	0	0	5	31	38	13	4	1	0	0	0	0	93
16:00	0	2	1	1	15	49	39	12	3	0	1	0	0	0	123
17:00	4	0	0	1	6	31	54	17	4	3	0	0	0	0	120
18:00	1	0	0	1	5	34	33	11	2	1	0	0	0	0	88
19:00	1	0	2	0	3	19	25	16	3	1	1	1	0	0	72
20:00	0	0	0	0	0	13	16	8	1	1	1	0	0	0	40
21:00	1	0	0	0	1	11	13	5	1	1	0	1	1	0	35
22:00	3	0	0	0	0	9	11	5	4	1	0	0	0	0	33
23:00	0	0	0	1	0	4	4	3	1	0	0	0	0	0	13
Total	15	3	7	16	65	347	415	147	48	16	12	2	1	0	1094

Daily

15th Percentile :	35 MPH
50th Percentile :	41 MPH
85th Percentile :	47 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	762
Percent in Pace :	69.7%
Number of Vehicles > 55 MPH :	31
Percent of Vehicles > 55 MPH :	2.8%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST003
Site Code: 03-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
01:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	1	1	5	8	2	1	0	0	0	0	0	18
07:00	1	1	0	2	2	5	7	1	2	0	0	0	0	0	21
08:00	1	0	1	2	4	23	19	3	1	0	2	1	1	0	58
09:00	3	0	11	11	13	15	28	13	2	1	0	0	0	0	97
10:00	0	3	21	23	17	40	33	21	6	5	3	1	1	0	174
11:00	1	1	6	24	18	48	20	5	1	0	0	1	0	0	125
12 PM	2	0	4	18	30	61	39	14	2	3	1	1	1	1	177
13:00	8	1	0	8	11	59	39	15	4	6	1	0	1	0	153
14:00	5	1	2	5	11	36	65	15	6	4	1	2	0	1	154
15:00	2	0	4	2	4	22	54	23	4	2	2	0	1	0	120
16:00	3	0	0	3	5	29	33	4	1	2	1	2	0	0	83
17:00	2	1	0	0	4	11	21	13	5	0	0	0	0	0	57
18:00	0	0	0	0	1	18	13	17	5	1	2	0	1	0	58
19:00	0	0	1	0	2	16	10	8	1	0	0	0	0	0	38
20:00	0	0	0	0	0	5	9	2	0	0	3	1	0	0	20
21:00	0	0	0	0	1	1	12	2	1	0	0	0	0	0	17
22:00	0	0	0	0	1	5	9	5	1	0	0	0	0	0	21
23:00	0	0	0	0	0	3	4	0	0	1	0	1	0	0	9
Total	28	8	50	99	127	404	426	164	45	26	16	10	6	2	1411

Daily

15th Percentile :	31 MPH
50th Percentile :	39 MPH
85th Percentile :	46 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	830
Percent in Pace :	58.8%
Number of Vehicles > 55 MPH :	60
Percent of Vehicles > 55 MPH :	4.3%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST003
Site Code: 03-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
04:00	0	0	0	0	3	2	3	1	1	0	0	0	0	0	10
05:00	0	0	0	0	3	13	4	3	1	0	0	0	0	0	24
06:00	0	0	0	0	6	22	29	10	3	1	0	0	0	0	71
07:00	0	2	3	4	12	66	47	16	6	0	0	0	0	0	156
08:00	2	0	0	2	10	55	40	12	0	0	0	0	0	0	121
09:00	5	5	0	6	11	21	43	7	4	1	0	0	0	0	103
10:00	1	0	15	15	17	47	32	13	7	1	0	0	0	0	148
11:00	3	2	1	4	7	49	31	11	5	0	0	1	0	0	114
12 PM	0	0	4	4	10	39	40	19	1	3	1	0	0	0	121
13:00	3	3	1	2	9	42	48	14	7	3	0	0	0	0	132
14:00	4	3	1	2	15	43	63	27	4	1	3	1	0	0	167
15:00	1	0	1	4	11	59	64	27	13	1	5	0	0	0	186
16:00	4	4	1	3	15	62	77	23	6	1	1	0	0	0	197
17:00	2	0	2	0	14	47	68	35	12	3	0	1	0	0	184
18:00	3	1	0	4	24	45	50	12	3	2	1	0	0	0	145
19:00	2	0	0	0	2	29	29	12	1	1	0	0	0	0	76
20:00	1	0	1	1	2	9	23	4	3	0	0	0	0	0	44
21:00	0	0	0	1	4	7	6	8	3	1	1	0	0	0	31
22:00	0	0	0	0	0	6	5	5	0	0	0	0	1	0	17
23:00	0	0	0	0	0	2	3	1	0	1	0	0	0	0	7
Total	38	20	30	52	175	666	707	261	80	20	12	3	1	0	2065

Daily

15th Percentile :	34 MPH
50th Percentile :	40 MPH
85th Percentile :	46 MPH
95th Percentile :	50 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1373
Percent in Pace :	66.5%
Number of Vehicles > 55 MPH :	36
Percent of Vehicles > 55 MPH :	1.7%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST003
Site Code: 03-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	1	0	2	3	3	1	0	0	0	0	0	10
01:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
04:00	1	0	0	1	2	2	5	2	0	0	0	0	0	0	13
05:00	0	0	0	1	1	12	13	3	1	0	0	0	0	0	31
06:00	0	0	0	1	5	28	24	11	1	0	0	0	0	0	70
07:00	0	0	0	1	13	47	54	15	2	0	0	0	0	0	132
08:00	2	0	0	1	16	35	50	14	2	0	0	0	0	0	120
09:00	4	1	1	2	17	38	35	5	2	0	0	0	0	0	105
10:00	0	1	0	4	13	40	33	9	2	1	0	0	0	0	103
11:00	0	1	0	6	12	44	22	10	2	0	0	0	0	0	97
12 PM	2	0	0	9	8	39	37	14	2	1	0	0	0	0	112
13:00	0	0	0	2	14	31	52	14	4	0	0	0	0	0	117
14:00	12	0	0	5	9	42	45	14	3	4	1	0	0	0	135
15:00	0	0	1	3	22	43	54	18	8	3	3	0	0	0	155
16:00	4	2	1	4	22	64	84	25	5	3	3	0	0	0	217
17:00	0	0	2	3	14	39	61	28	6	3	0	1	1	0	158
18:00	3	0	1	0	8	45	45	11	1	1	0	0	0	0	115
19:00	0	0	0	0	6	24	23	16	1	3	1	1	0	0	75
20:00	0	0	0	0	6	9	19	6	2	0	0	0	0	0	42
21:00	0	0	0	0	2	15	15	4	1	2	3	3	0	0	45
22:00	0	0	0	1	2	6	8	5	1	1	0	0	0	0	24
23:00	0	0	0	0	0	6	5	0	1	0	0	1	0	1	14
Total	28	5	6	46	193	614	689	228	48	22	11	6	1	1	1898

Daily

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	45 MPH
95th Percentile :	49 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1303
Percent in Pace :	68.7%
Number of Vehicles > 55 MPH :	41
Percent of Vehicles > 55 MPH :	2.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST003
Site Code: 03-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	2	1	1	1	1	0	0	0	0	6
01:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
02:00	0	0	0	0	0	2	1	0	2	0	0	0	0	0	5
03:00	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
04:00	0	0	0	0	2	4	1	3	0	0	0	0	0	0	10
05:00	0	0	0	0	1	7	16	3	1	0	0	0	0	0	28
06:00	0	0	0	1	4	13	21	22	10	2	0	0	0	0	73
07:00	0	0	0	3	5	39	51	19	8	0	0	0	0	0	125
08:00	2	0	0	0	4	33	63	11	3	1	1	0	0	0	118
09:00	0	1	0	0	4	34	37	12	7	0	2	0	0	1	98
10:00	0	0	0	8	9	36	41	25	6	1	1	0	0	0	127
11:00	0	0	0	3	8	38	43	14	4	1	0	0	1	0	112
12 PM	0	1	2	6	15	46	47	16	5	1	2	0	0	0	141
13:00	4	1	1	4	8	49	51	22	4	4	2	0	0	0	150
14:00	1	0	1	3	12	57	48	16	7	1	2	0	0	0	148
15:00	2	0	0	5	15	65	65	16	7	2	0	0	0	0	177
16:00	1	3	1	2	23	77	59	15	3	1	1	0	0	0	186
17:00	7	0	0	5	14	51	79	29	6	4	0	0	0	0	195
18:00	2	0	0	2	17	54	51	16	4	2	1	0	0	0	149
19:00	2	0	2	1	6	29	32	19	3	1	1	1	0	0	97
20:00	0	0	0	0	0	16	20	9	2	1	2	1	1	0	52
21:00	1	0	0	1	3	14	14	6	1	3	0	1	1	0	45
22:00	3	1	0	0	1	9	13	5	4	1	0	0	0	0	37
23:00	0	0	0	1	0	5	4	3	2	0	0	0	0	0	15
Total	25	7	7	45	152	681	762	283	90	27	16	3	3	1	2102

Daily

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	46 MPH
95th Percentile :	51 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1443
Percent in Pace :	68.6%
Number of Vehicles > 55 MPH :	50
Percent of Vehicles > 55 MPH :	2.4%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST003
Site Code: 03-21642

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	2	0	0	1	2	0	0	0	1	0	6
01:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	1	0	0	2	2	0	1	1	0	1	0	0	0	0	8
05:00	0	0	0	0	3	2	2	3	0	1	0	0	0	0	11
06:00	0	0	0	3	2	9	15	5	1	0	0	0	0	0	35
07:00	2	1	1	3	6	19	16	6	4	0	0	0	0	0	58
08:00	1	0	2	2	14	35	41	13	1	0	3	1	1	0	114
09:00	4	0	11	21	20	30	53	17	3	2	0	1	0	0	162
10:00	2	3	21	24	24	56	55	29	9	7	4	1	1	0	236
11:00	1	1	6	30	30	73	46	11	1	0	0	2	0	0	201
12 PM	8	2	6	22	43	83	61	24	3	4	1	2	1	1	261
13:00	13	1	0	8	22	84	57	26	7	6	2	1	2	0	229
14:00	8	1	3	6	23	86	101	24	9	6	1	2	0	1	271
15:00	3	0	5	3	16	75	89	30	11	6	4	5	4	0	251
16:00	6	0	0	9	29	85	61	14	3	6	4	4	0	0	221
17:00	4	1	0	1	16	58	55	21	9	3	1	1	0	0	170
18:00	0	0	0	0	12	50	24	22	6	2	3	0	1	0	120
19:00	0	0	1	2	11	29	23	11	1	0	1	0	0	0	79
20:00	0	1	0	0	7	12	14	3	0	2	5	1	0	0	45
21:00	0	0	0	0	4	6	14	3	1	1	0	0	0	0	29
22:00	0	0	0	2	3	10	13	5	2	0	0	0	0	0	35
23:00	0	0	1	0	1	4	4	1	0	2	0	1	0	0	14
Total	53	11	57	138	290	809	750	271	73	49	29	22	11	2	2565

Daily

15th Percentile :	32 MPH
50th Percentile :	39 MPH
85th Percentile :	46 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1559
Percent in Pace :	60.8%
Number of Vehicles > 55 MPH :	113
Percent of Vehicles > 55 MPH :	4.4%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-23678

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/13/23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	2	1	0	1	1	0	0	0	0	0	6
05:00	7	0	1	2	0	4	3	0	1	0	0	0	0	0	18
06:00	0	0	0	0	10	21	19	10	1	1	0	0	0	0	62
07:00	0	0	2	4	14	23	16	2	0	0	0	0	0	0	61
08:00	1	0	1	6	22	34	8	0	0	0	0	0	0	0	72
09:00	0	0	0	5	17	19	10	0	1	0	0	0	0	0	52
10:00	0	0	0	2	15	21	6	1	0	0	0	0	0	0	45
11:00	0	0	1	7	17	20	3	0	0	0	0	0	0	0	48
12 PM	1	0	1	10	26	16	6	1	0	0	0	0	0	0	61
13:00	2	0	1	6	21	23	8	1	0	0	0	0	0	0	62
14:00	6	0	0	5	20	15	7	0	0	2	0	0	0	0	55
15:00	3	1	4	9	25	19	8	5	1	0	0	0	0	0	75
16:00	3	0	0	6	28	43	7	3	1	0	0	0	0	0	91
17:00	0	0	0	2	17	20	13	3	0	0	0	0	0	0	55
18:00	0	0	1	0	11	29	12	5	1	0	0	0	0	0	59
19:00	1	0	0	2	7	9	4	1	0	0	0	0	0	0	24
20:00	0	0	0	1	4	11	2	2	1	1	0	0	0	0	22
21:00	0	0	0	0	4	7	0	1	0	0	0	0	0	0	12
22:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	25	1	13	68	266	340	134	36	8	4	0	0	0	0	895

Daily

15th Percentile :	30 MPH
50th Percentile :	36 MPH
85th Percentile :	41 MPH
95th Percentile :	45 MPH

Statistics

Mean Speed(Average) :	36 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	606
Percent in Pace :	67.7%
Number of Vehicles > 55 MPH :	4
Percent of Vehicles > 55 MPH :	0.4%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-23678

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/14/23	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
05:00	0	0	0	0	1	4	5	1	0	0	0	0	0	0	11
06:00	0	0	0	0	6	9	12	6	3	0	0	0	0	0	36
07:00	0	0	0	0	8	23	28	3	2	0	0	0	0	0	64
08:00	3	1	1	1	5	24	11	2	0	0	0	0	0	0	48
09:00	0	0	0	2	6	22	12	1	0	3	0	0	0	0	46
10:00	0	0	0	2	11	26	4	2	0	0	0	0	0	0	45
11:00	4	0	4	17	16	13	7	4	0	0	0	0	0	0	65
12 PM	1	0	0	1	11	21	9	3	1	0	0	0	0	0	47
13:00	2	0	2	1	17	20	10	4	1	0	0	0	0	0	57
14:00	3	0	2	1	12	22	13	6	1	0	2	0	0	0	62
15:00	3	0	1	2	11	29	15	1	1	0	0	0	0	0	63
16:00	2	0	0	3	27	45	12	4	1	0	0	0	0	0	94
17:00	0	0	0	1	33	32	14	3	0	0	0	0	0	0	83
18:00	1	0	0	1	8	20	11	1	1	0	0	0	0	0	43
19:00	1	0	0	1	10	16	9	2	0	0	0	0	0	0	39
20:00	0	0	0	1	7	8	2	0	0	0	0	0	0	0	18
21:00	0	0	0	1	1	11	3	0	0	0	0	0	0	0	16
22:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
23:00	0	0	0	1	5	3	0	0	0	0	0	0	0	0	9
Total	20	1	10	39	202	352	178	45	11	3	2	0	0	0	863

Daily

15th Percentile :	31 MPH
50th Percentile :	37 MPH
85th Percentile :	43 MPH
95th Percentile :	46 MPH

Statistics

Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	554
Percent in Pace :	64.2%
Number of Vehicles > 55 MPH :	5
Percent of Vehicles > 55 MPH :	0.6%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-23678

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/15/23	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
06:00	0	0	0	0	1	3	7	3	0	0	0	0	0	0	14
07:00	1	0	0	0	6	7	8	3	4	0	0	0	0	0	29
08:00	0	0	0	1	5	15	16	5	5	1	0	0	0	0	48
09:00	2	0	0	2	9	19	9	5	5	5	0	1	0	0	57
10:00	5	0	2	2	12	14	8	3	0	1	0	0	0	0	47
11:00	2	0	0	3	12	23	13	5	2	0	0	0	0	0	60
12 PM	4	0	0	5	21	25	11	4	1	0	0	0	0	0	71
13:00	0	0	0	3	38	43	8	5	3	1	0	0	0	0	101
14:00	1	1	0	7	44	57	22	2	2	1	0	0	0	0	137
15:00	3	0	0	13	57	62	17	3	2	0	0	0	0	0	157
16:00	5	0	0	14	50	55	13	5	4	0	1	1	0	0	148
17:00	2	0	1	6	53	60	17	7	2	0	0	0	0	0	148
18:00	3	0	0	14	71	41	5	2	2	1	0	0	0	0	139
19:00	2	0	0	4	46	33	3	3	1	0	0	0	0	0	92
20:00	0	0	1	6	26	32	5	0	0	1	0	0	0	0	71
21:00	0	0	0	5	18	9	5	1	0	0	0	0	0	0	38
22:00	0	0	0	1	8	4	1	1	1	1	0	0	0	0	17
23:00	1	0	0	0	0	1	1	2	0	0	0	0	0	0	5
Total	31	1	5	89	481	504	170	59	34	13	1	2	0	0	1390

Daily

15th Percentile :	30 MPH
50th Percentile :	35 MPH
85th Percentile :	42 MPH
95th Percentile :	48 MPH

Statistics

Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	985
Percent in Pace :	70.9%
Number of Vehicles > 55 MPH :	16
Percent of Vehicles > 55 MPH :	1.2%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-23678

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/13/23	0	0	0	0	1	0	1	0	1	1	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	0	1	0	1	0	0	3
02:00	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	2	0	0	0	1	0	0	2	4	1	0	0	0	0	10
07:00	0	1	0	3	3	5	3	1	0	0	0	0	0	0	16
08:00	0	0	0	2	7	8	7	3	1	0	0	0	0	0	28
09:00	0	0	0	5	3	13	13	2	0	0	0	0	0	0	36
10:00	0	1	1	9	26	22	11	5	0	0	0	0	0	0	75
11:00	0	0	0	1	9	13	17	5	1	0	0	0	0	0	46
12 PM	4	0	0	2	4	12	18	9	5	0	0	0	0	0	54
13:00	1	0	0	2	13	21	16	10	3	0	0	0	0	0	66
14:00	2	0	0	0	11	26	28	15	4	0	0	0	0	0	86
15:00	4	0	0	0	3	10	22	28	17	1	0	0	0	0	85
16:00	0	0	1	0	2	4	30	44	11	3	0	0	0	0	95
17:00	0	0	0	1	0	7	21	30	22	1	0	1	0	0	83
18:00	0	0	0	1	0	3	26	33	30	4	1	1	0	0	99
19:00	1	0	0	0	2	0	12	12	15	3	0	0	0	0	45
20:00	0	0	0	0	0	3	14	11	15	4	1	0	0	0	48
21:00	0	0	0	0	1	1	9	5	7	0	1	0	0	0	24
22:00	0	0	0	0	0	2	3	7	4	1	1	1	0	0	19
23:00	0	0	0	0	0	0	5	1	5	0	0	0	0	0	11
Total	14	2	2	26	87	152	260	227	145	20	6	4	0	0	945

Daily

15th Percentile :	35 MPH
50th Percentile :	43 MPH
85th Percentile :	51 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	487
Percent in Pace :	51.5%
Number of Vehicles > 55 MPH :	30
Percent of Vehicles > 55 MPH :	3.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-23678

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/14/23	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	1	2	2	1	0	0	0	0	6
07:00	0	0	0	0	0	3	2	5	2	0	0	0	0	0	12
08:00	0	0	0	1	2	3	8	5	2	2	0	0	0	0	23
09:00	0	0	0	4	3	3	11	8	5	0	0	0	0	0	34
10:00	0	0	0	0	0	2	16	14	6	1	1	0	0	0	40
11:00	0	0	0	2	2	7	16	27	9	4	0	0	0	1	68
12 PM	0	0	0	0	4	4	7	22	17	0	1	1	0	0	56
13:00	0	1	0	1	0	5	14	25	19	7	1	0	0	0	73
14:00	0	0	0	1	2	7	23	31	10	2	1	0	0	0	77
15:00	0	0	0	1	1	6	51	41	16	3	1	0	0	0	120
16:00	5	0	0	0	1	10	28	42	11	3	0	0	0	0	100
17:00	1	0	0	1	4	3	41	30	9	1	0	0	0	0	90
18:00	1	0	0	0	0	11	15	17	13	5	0	2	0	0	64
19:00	1	0	0	0	0	5	23	18	15	2	0	0	0	0	64
20:00	0	0	0	0	0	1	16	19	7	3	1	0	0	0	47
21:00	0	0	0	0	0	1	13	9	9	1	2	0	0	0	35
22:00	0	0	0	0	0	1	2	7	4	1	0	0	0	0	15
23:00	0	0	0	0	0	2	6	6	1	1	0	0	0	0	16
Total	8	1	0	11	19	76	294	330	157	38	9	4	0	1	948

Daily

15th Percentile :	40 MPH
50th Percentile :	45 MPH
85th Percentile :	52 MPH
95th Percentile :	55 MPH

Statistics

Mean Speed(Average) :	46 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	624
Percent in Pace :	65.8%
Number of Vehicles > 55 MPH :	52
Percent of Vehicles > 55 MPH :	5.5%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-23678

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/15/23	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	1	1	2	3	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
06:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
07:00	2	0	0	0	3	3	1	3	4	6	2	4	3	0	31
08:00	0	0	0	1	12	8	10	6	5	0	0	0	0	0	42
09:00	1	0	0	2	16	25	19	14	12	3	0	0	0	0	92
10:00	6	0	2	6	41	51	40	25	4	0	6	0	0	0	181
11:00	2	0	1	3	23	36	79	50	7	8	0	0	0	0	209
12 PM	2	0	0	2	7	43	85	57	17	3	4	5	2	0	227
13:00	0	0	0	0	6	27	97	85	18	1	2	0	0	0	236
14:00	6	0	0	7	3	30	54	57	14	4	4	1	0	0	180
15:00	2	0	0	2	1	16	55	47	12	5	1	1	0	0	142
16:00	2	0	0	1	2	17	51	42	12	1	0	0	0	0	128
17:00	3	0	0	0	0	11	36	31	17	4	5	0	0	0	107
18:00	2	0	0	0	3	0	13	13	10	3	0	0	0	0	44
19:00	2	0	0	2	3	6	5	20	4	6	2	1	0	0	51
20:00	0	0	0	0	0	1	10	9	6	3	0	0	0	0	29
21:00	0	0	0	0	1	5	10	5	2	0	0	1	0	0	24
22:00	0	0	0	1	1	1	2	4	7	2	0	0	0	0	18
23:00	0	0	0	0	0	2	5	3	1	1	0	0	1	0	13
Total	30	0	3	27	123	286	577	475	156	51	28	13	6	0	1775

Daily

15th Percentile :	36 MPH
50th Percentile :	43 MPH
85th Percentile :	49 MPH
95th Percentile :	55 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1052
Percent in Pace :	59.3%
Number of Vehicles > 55 MPH :	98
Percent of Vehicles > 55 MPH :	5.5%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-23678

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/13/23	0	0	0	0	2	0	1	0	1	1	0	0	0	0	5
01:00	1	0	1	0	0	0	0	1	0	1	0	1	0	0	5
02:00	0	0	0	0	0	1	2	0	0	0	2	0	0	0	5
03:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
04:00	0	0	0	1	3	2	1	3	1	0	0	0	0	0	11
05:00	7	0	1	2	0	4	3	1	1	0	0	0	0	0	19
06:00	2	0	0	0	11	21	19	12	5	2	0	0	0	0	72
07:00	0	1	2	7	17	28	19	3	0	0	0	0	0	0	77
08:00	1	0	1	8	29	42	15	3	1	0	0	0	0	0	100
09:00	0	0	0	10	20	32	23	2	1	0	0	0	0	0	88
10:00	0	1	1	11	41	43	17	6	0	0	0	0	0	0	120
11:00	0	0	1	8	26	33	20	5	1	0	0	0	0	0	94
12 PM	5	0	1	12	30	28	24	10	5	0	0	0	0	0	115
13:00	3	0	1	8	34	44	24	11	3	0	0	0	0	0	128
14:00	8	0	0	5	31	41	35	15	4	2	0	0	0	0	141
15:00	7	1	4	9	28	29	30	33	18	1	0	0	0	0	160
16:00	3	0	1	6	30	47	37	47	12	3	0	0	0	0	186
17:00	0	0	0	3	17	27	34	33	22	1	0	1	0	0	138
18:00	0	0	1	1	11	32	38	38	31	4	1	1	0	0	158
19:00	2	0	0	2	9	9	16	13	15	3	0	0	0	0	69
20:00	0	0	0	1	4	14	16	13	16	5	1	0	0	0	70
21:00	0	0	0	0	5	8	9	6	7	0	1	0	0	0	36
22:00	0	0	0	0	3	4	5	7	4	1	1	1	0	0	26
23:00	0	0	0	0	0	2	5	1	5	0	0	0	0	0	13
Total	39	3	15	94	353	492	394	263	153	24	6	4	0	0	1840

Daily

15th Percentile :	31 MPH
50th Percentile :	39 MPH
85th Percentile :	48 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	886
Percent in Pace :	48.2%
Number of Vehicles > 55 MPH :	34
Percent of Vehicles > 55 MPH :	1.8%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-23678

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/14/23	0	0	0	1	0	0	0	2	0	1	1	0	0	0	5
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	1	0	1	0	0	0	0	1	0	0	4
03:00	0	0	0	1	0	2	0	1	0	0	0	0	0	0	4
04:00	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5
05:00	0	0	0	0	1	4	5	1	0	0	0	0	0	0	11
06:00	0	0	0	0	6	9	13	8	5	1	0	0	0	0	42
07:00	0	0	0	0	8	26	30	8	4	0	0	0	0	0	76
08:00	3	1	1	2	7	27	19	7	2	2	0	0	0	0	71
09:00	0	0	0	6	9	25	23	9	5	3	0	0	0	0	80
10:00	0	0	0	2	11	28	20	16	6	1	1	0	0	0	85
11:00	4	0	4	19	18	20	23	31	9	4	0	0	0	1	133
12 PM	1	0	0	1	15	25	16	25	18	0	1	1	0	0	103
13:00	2	1	2	2	17	25	24	29	20	7	1	0	0	0	130
14:00	3	0	2	2	14	29	36	37	11	2	3	0	0	0	139
15:00	3	0	1	3	12	35	66	42	17	3	1	0	0	0	183
16:00	7	0	0	3	28	55	40	46	12	3	0	0	0	0	194
17:00	1	0	0	2	37	35	55	33	9	1	0	0	0	0	173
18:00	2	0	0	1	8	31	26	18	14	5	0	2	0	0	107
19:00	2	0	0	1	10	21	32	20	15	2	0	0	0	0	103
20:00	0	0	0	1	7	9	18	19	7	3	1	0	0	0	65
21:00	0	0	0	1	1	12	16	9	9	1	2	0	0	0	51
22:00	0	0	0	0	4	3	2	7	4	1	0	0	0	0	21
23:00	0	0	0	1	5	5	6	6	1	1	0	0	0	0	25
Total	28	2	10	50	221	428	472	375	168	41	11	4	0	1	1811

Daily

15th Percentile :	34 MPH
50th Percentile :	41 MPH
85th Percentile :	49 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	900
Percent in Pace :	49.7%
Number of Vehicles > 55 MPH :	57
Percent of Vehicles > 55 MPH :	3.1%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-23678

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
07/15/23	0	0	0	1	1	0	3	0	0	0	0	0	0	0	5
01:00	0	0	0	0	1	1	2	2	3	1	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
04:00	0	0	1	1	1	1	0	1	0	0	0	0	0	0	5
05:00	0	0	0	1	1	2	1	0	0	1	0	0	0	0	6
06:00	0	0	0	0	1	4	7	4	1	0	0	0	0	0	17
07:00	3	0	0	0	9	10	9	6	8	6	2	4	3	0	60
08:00	0	0	0	2	17	23	26	11	10	1	0	0	0	0	90
09:00	3	0	0	4	25	44	28	19	17	8	0	1	0	0	149
10:00	11	0	4	8	53	65	48	28	4	1	6	0	0	0	228
11:00	4	0	1	6	35	59	92	55	9	8	0	0	0	0	269
12 PM	6	0	0	7	28	68	96	61	18	3	4	5	2	0	298
13:00	0	0	0	3	44	70	105	90	21	2	2	0	0	0	337
14:00	7	1	0	14	47	87	76	59	16	5	4	1	0	0	317
15:00	5	0	0	15	58	78	72	50	14	5	1	1	0	0	299
16:00	7	0	0	15	52	72	64	47	16	1	1	1	0	0	276
17:00	5	0	1	6	53	71	53	38	19	4	5	0	0	0	255
18:00	5	0	0	14	74	41	18	15	12	4	0	0	0	0	183
19:00	4	0	0	6	49	39	8	23	5	6	2	1	0	0	143
20:00	0	0	1	6	26	33	15	9	6	4	0	0	0	0	100
21:00	0	0	0	5	19	14	15	6	2	0	0	1	0	0	62
22:00	0	0	0	2	9	5	3	5	8	3	0	0	0	0	35
23:00	1	0	0	0	0	3	6	5	1	1	0	0	1	0	18
Total	61	1	8	116	604	790	747	534	190	64	29	15	6	0	3165

Daily

15th Percentile :	32 MPH
50th Percentile :	40 MPH
85th Percentile :	48 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1537
Percent in Pace :	48.6%
Number of Vehicles > 55 MPH :	114
Percent of Vehicles > 55 MPH :	3.6%

ATTACHMENT 5

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
18:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	8	16	6	3	0	0	0	0	0	0	0	0	0	0	33

Daily

15th Percentile :	9 MPH
50th Percentile :	17 MPH
85th Percentile :	23 MPH
95th Percentile :	27 MPH

Statistics

Mean Speed(Average) :	17 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	22
Percent in Pace :	66.7%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
16:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
17:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	12	8	1	0	0	0	0	0	0	0	0	0	0	31

Daily

15th Percentile :	6 MPH
50th Percentile :	17 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Statistics

Mean Speed(Average) :	16 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	20
Percent in Pace :	64.5%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	6	5	0	0	0	0	0	0	0	0	0	0	0	15

Daily

15th Percentile :	8 MPH
50th Percentile :	17 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Statistics

Mean Speed(Average) :	17 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	11
Percent in Pace :	73.3%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
14:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	19	12	0	0	0	0	0	0	0	0	0	0	0	39

Daily

15th Percentile :	10 MPH
50th Percentile :	18 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Statistics

Mean Speed(Average) :	17 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	31
Percent in Pace :	79.5%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	11	4	1	0	0	0	0	0	0	0	0	0	0	31

Daily

15th Percentile :	4 MPH
50th Percentile :	15 MPH
85th Percentile :	20 MPH
95th Percentile :	24 MPH

Statistics

Mean Speed(Average) :	14 MPH
10 MPH Pace Speed :	11-20 MPH
Number in Pace :	16
Percent in Pace :	51.6%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
18:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
19:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	8	7	0	0	0	0	0	0	0	0	0	0	0	29

Daily

15th Percentile :	4 MPH
50th Percentile :	15 MPH
85th Percentile :	21 MPH
95th Percentile :	23 MPH

Statistics

Mean Speed(Average) :	14 MPH
10 MPH Pace Speed :	15-24 MPH
Number in Pace :	15
Percent in Pace :	51.7%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	8	2	0	0	0	0	0	0	0	0	0	0	0	15

Daily

15th Percentile :	6 MPH
50th Percentile :	16 MPH
85th Percentile :	19 MPH
95th Percentile :	23 MPH

Statistics

Mean Speed(Average) :	15 MPH
10 MPH Pace Speed :	11-20 MPH
Number in Pace :	10
Percent in Pace :	66.7%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
10:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
13:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	12	3	1	0	0	0	0	0	0	0	0	0	0	35

Daily

15th Percentile :	4 MPH
50th Percentile :	13 MPH
85th Percentile :	19 MPH
95th Percentile :	23 MPH

Statistics

Mean Speed(Average) :	13 MPH
10 MPH Pace Speed :	11-20 MPH
Number in Pace :	18
Percent in Pace :	51.4%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound, Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/03/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
12 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
14:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	3	7	2	0	0	0	0	0	0	0	0	0	0	12
18:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	23	27	10	4	0	0	0	0	0	0	0	0	0	0	64

Daily

15th Percentile :	6 MPH
50th Percentile :	16 MPH
85th Percentile :	22 MPH
95th Percentile :	26 MPH

Statistics

Mean Speed(Average) :	16 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	37
Percent in Pace :	57.8%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound, Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/04/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
15:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
16:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
17:00	1	5	3	0	0	0	0	0	0	0	0	0	0	0	9
18:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
19:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24	20	15	1	0	0	0	0	0	0	0	0	0	0	60

Daily

15th Percentile :	5 MPH
50th Percentile :	16 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Statistics

Mean Speed(Average) :	15 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	35
Percent in Pace :	58.3%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound, Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/05/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
18:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	14	7	0	0	0	0	0	0	0	0	0	0	0	30

Daily

15th Percentile :	7 MPH
50th Percentile :	17 MPH
85th Percentile :	21 MPH
95th Percentile :	23 MPH

Statistics

Mean Speed(Average) :	16 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	21
Percent in Pace :	70.0%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
Sears Ranch Road
N/ La Honda Elementary School
24 Hour Directional Speed Survey

CST001
Site Code: 003-21642

Northbound, Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
11/06/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	5	3	1	0	0	0	0	0	0	0	0	0	0	9
10:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
13:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
14:00	5	6	1	0	0	0	0	0	0	0	0	0	0	0	12
15:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
16:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
17:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
18:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	31	15	1	0	0	0	0	0	0	0	0	0	0	74

Daily

15th Percentile :	6 MPH
50th Percentile :	16 MPH
85th Percentile :	21 MPH
95th Percentile :	24 MPH

Statistics

Mean Speed(Average) :	16 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	46
Percent in Pace :	62.2%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-13
Site Code : 08216003
Start Date : 7/13/2023
Page No : 1

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-13
Site Code : 08216003
Start Date : 7/13/2023

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	1	0	0	0	0	0	0	3	3	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	3	3	0	0	0	0	5
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
01:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
01:45 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	0	2	4	0	0	1	1	1	0	0	1	2	0	0	2	8
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-13
Site Code : 08216003
Start Date : 7/13/2023

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	3	7	4	0	4	8	2	0	5	7	3	0	1	4	26
Apprch %	57.1	0	42.9		50	0	50		28.6	0	71.4		75	0	25		
Total %	15.4	0	11.5	26.9	15.4	0	15.4	30.8	7.7	0	19.2	26.9	11.5	0	3.8	15.4	

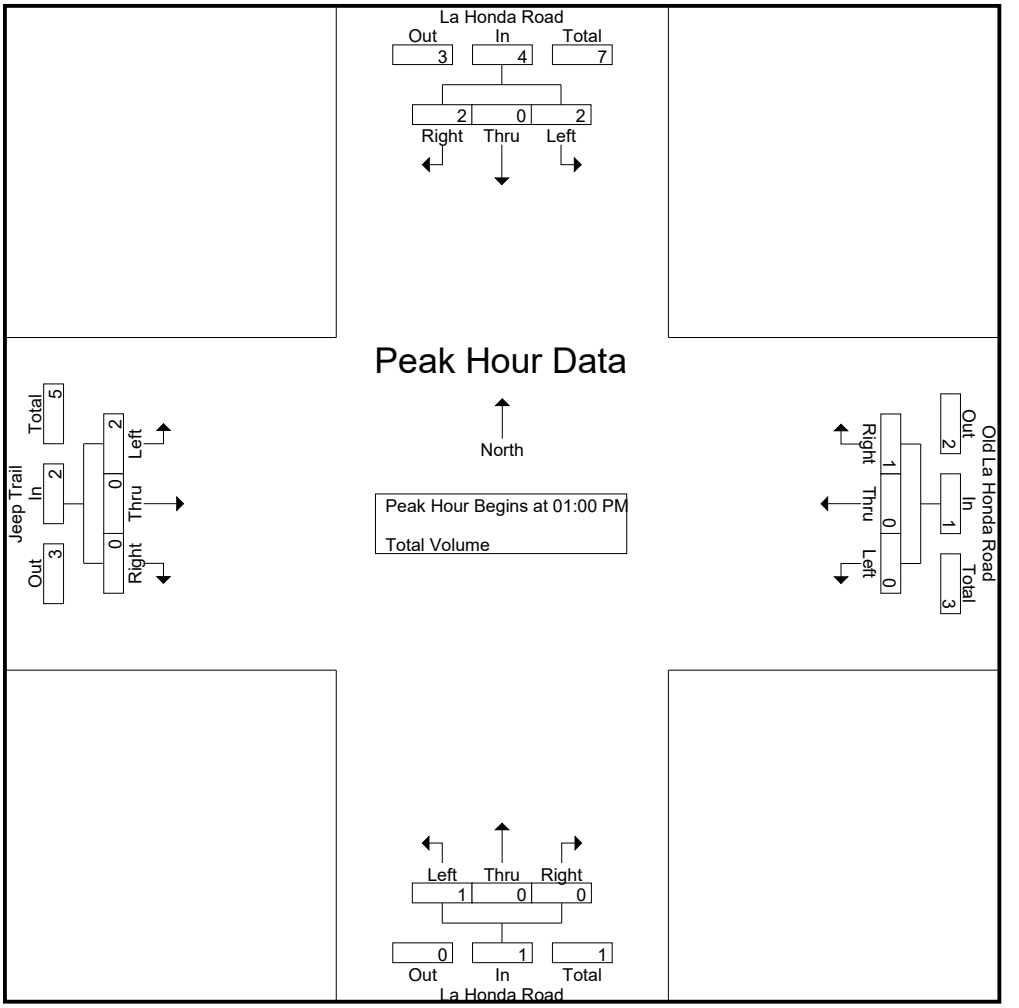
	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	2
01:15 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	1	0	0	1	2
01:30 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
01:45 PM	**2**	0	1	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total Volume	2	0	2	4	0	0	1	1	1	0	0	1	2	0	0	2	8
% App. Total	50	0	50		0	0	100		100	0	0		100	0	0		
PHF	.250	.000	.500	.333	.000	.000	.250	.250	.250	.000	.000	.250	.500	.000	.000	.500	.667

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-13
Site Code : 08216003
Start Date : 7/13/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:00 PM				04:15 PM				12:15 PM				12:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+45 mins.	**2**	0	1	**3**	**1**	0	**1**	**2**	**1**	0	0	1	1	0	0	1
Total Volume	2	0	2	4	1	0	1	2	1	0	3	4	2	0	0	2
% App. Total	50	0	50		50	0	50		25	0	75		100	0	0	
PHF	.250	.000	.500	.333	.250	.000	.250	.250	.250	.000	.250	.333	.500	.000	.000	.500

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-14
Site Code : 08216003
Start Date : 7/14/2023
Page No : 1

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	0	1	2	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-14
Site Code : 08216003
Start Date : 7/14/2023
Page No : 2

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-14
Site Code : 08216003
Start Date : 7/14/2023
Page No : 3

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	1	5	3	0	3	6	0	0	4	4	1	0	1	2	17
Apprch %	80	0	20		50	0	50		0	0	100		50	0	50		
Total %	23.5	0	5.9	29.4	17.6	0	17.6	35.3	0	0	23.5	23.5	5.9	0	5.9	11.8	

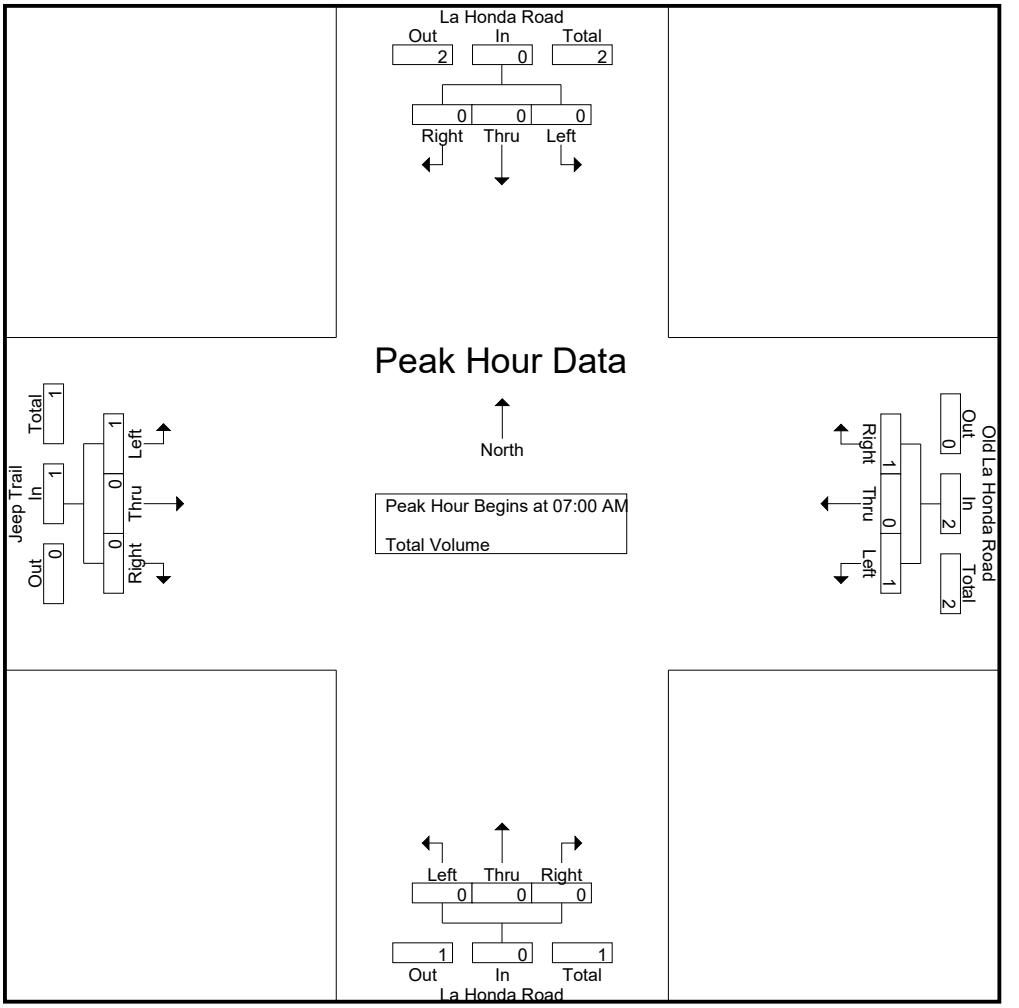
	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
07:45 AM	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	1	0	1	2	0	0	0	0	1	0	0	1	3
% App. Total	0	0	0		50	0	50		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.375

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-14
Site Code : 08216003
Start Date : 7/14/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				07:00 AM				02:30 PM				06:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	**1**	0	**1**	**2**	0	0	**2**	**2**	**1**	0	0	**1**
Total Volume	1	0	0	1	1	0	1	2	0	0	2	2	1	0	0	1
% App. Total	100	0	0		50	0	50		0	0	100		100	0	0	
PHF	.250	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.000	.250

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-15
Site Code : 08216003
Start Date : 7/15/2023
Page No : 1

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-15
Site Code : 08216003
Start Date : 7/15/2023

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
11:00 AM	1	0	0	1	0	0	1	1	0	0	1	1	0	0	0	0	3
11:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	1	2	0	0	1	1	0	0	0	0	5
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	5	5	1	0	0	1	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-15
Site Code : 08216003
Start Date : 7/15/2023
Page No : 3

Groups Printed- Total Volume

	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	1	6	4	0	6	10	1	0	10	11	2	0	0	2	29
Apprch %	83.3	0	16.7		40	0	60		9.1	0	90.9		100	0	0		
Total %	17.2	0	3.4	20.7	13.8	0	20.7	34.5	3.4	0	34.5	37.9	6.9	0	0	6.9	

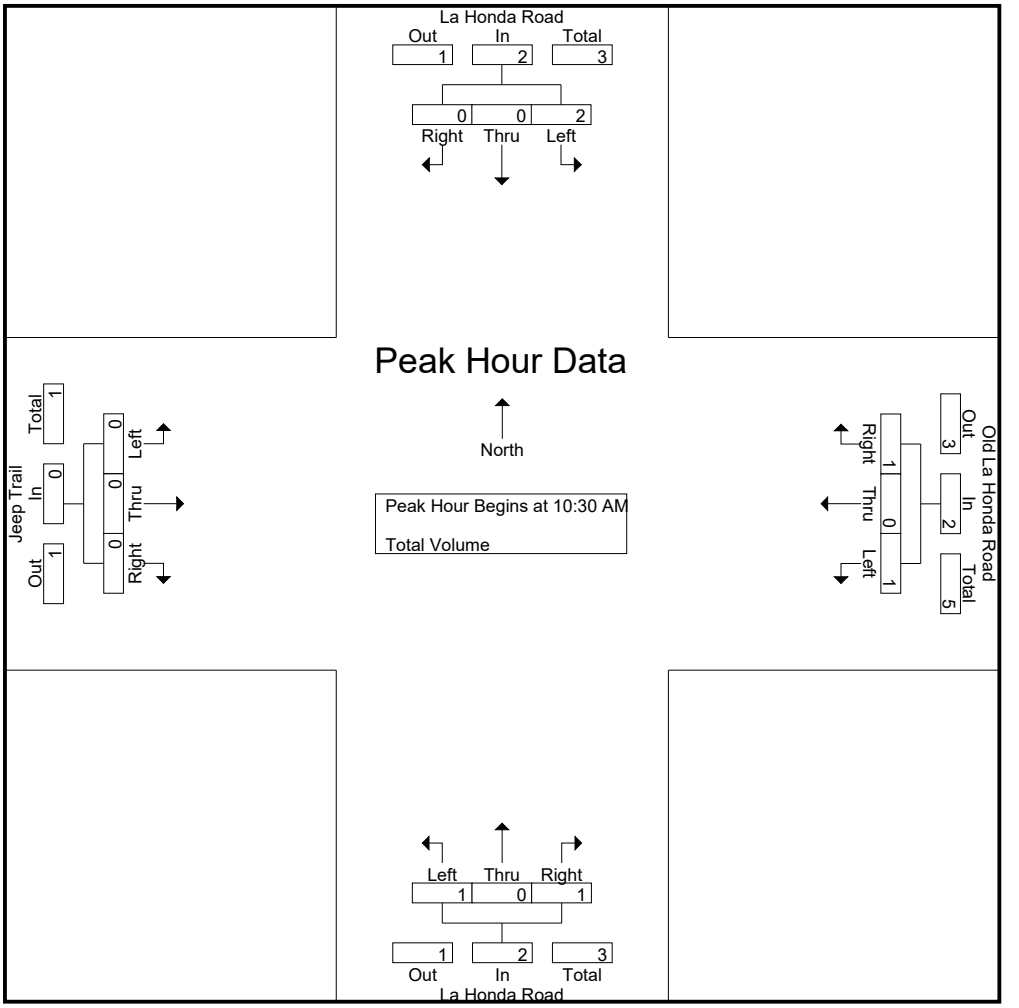
	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
11:00 AM	**1**	0	0	**1**	0	0	**1**	**1**	0	0	**1**	1	0	0	0	0	**3**
11:15 AM	1	0	0	1	**1**	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	2	1	0	1	2	1	0	1	2	0	0	0	0	6
% App. Total	100	0	0		50	0	50		50	0	50		0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.250	.500	.250	.000	.250	.500	.000	.000	.000	.000	.500

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La Honda Road
Weather: Clear

File Name : CST_LH_JT 7-15
Site Code : 08216003
Start Date : 7/15/2023
Page No : 4



Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:30 AM				12:15 PM				02:00 PM				01:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	**2**	**2**	0	0	1	1	**1**	0	0	**1**
Total Volume	2	0	0	2	0	0	3	3	0	0	5	5	1	0	0	1
% App. Total	100	0	0		0	0	100		0	0	100		100	0	0	
PHF	.500	.000	.000	.500	.000	.000	.375	.375	.000	.000	.625	.625	.250	.000	.000	.250

ATTACHMENT 5

Location: County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La

Date: 7/13/2023
Day: Thursday

BICYCLES

	Southbound La Honda Road			Westbound Old La Honda Road			Northbound La Honda Road			Eastbound Jeep Trail			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	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
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	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
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	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
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
9:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	3	0	2	0	0	0	0	0	0	0	0	5
10:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	3
10:30 AM	2	2	0	0	0	0	0	0	1	0	0	0	5
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	6	15	0	8	0	0	0	0	1	0	0	0	30

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

ATTACHMENT 5

Location: County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La

Date: 7/14/2023
Day: Friday

BICYCLES

	Southbound La Honda Road			Westbound Old La Honda Road			Northbound La Honda Road			Eastbound Jeep Trail			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	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
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	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
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	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
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	2	0	3	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	2	0	0	0	0	0	0	0	0	3
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	4
12:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	4	12	0	10	0	0	0	1	6	0	0	0	33

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

ATTACHMENT 5

Location: County of San Mateo
N/S: La Honda Road
E/W: Jeep Trail/Old La

Date: 7/15/2023
Day: Saturday

BICYCLES

	Southbound La Honda Road			Westbound Old La Honda Road			Northbound La Honda Road			Eastbound Jeep Trail			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	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
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	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
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	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
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	4	0	1	0	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	2	0	5	0	0	0	0	0	0	0	0	7
8:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	6
8:30 AM	0	5	0	1	0	0	0	1	0	0	0	0	7
8:45 AM	0	19	0	3	0	0	0	0	0	0	0	0	22
9:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
9:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
9:30 AM	0	1	0	3	0	0	0	0	0	0	0	0	4
9:45 AM	0	30	0	3	0	0	0	0	0	0	0	0	33
10:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	10
10:15 AM	3	37	0	6	0	0	0	0	0	0	0	0	46
10:30 AM	0	6	0	2	0	0	0	0	0	0	0	0	8
10:45 AM	0	10	0	1	0	0	0	0	0	0	0	0	11
11:00 AM	2	6	0	0	0	0	0	1	2	0	0	0	11
11:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	4
11:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	3	0	0	1	0	0	0	0	1	0	0	0	5
12:15 PM	1	1	0	2	0	0	0	3	0	0	0	0	7
12:30 PM	1	0	0	0	0	1	0	2	0	0	0	0	4
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	2	0	1	0	0	0	1	1	0	0	0	5
1:45 PM	0	1	0	0	0	0	0	1	2	0	0	0	4
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	2	2	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	10	165	0	38	0	1	0	14	14	0	0	0	242

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Mateo
N/S: La Honda Road
E/W: Sears Ranch Road/Entrada Way
Weather: Clear

File Name : CST_La Honda_Sears AM
Site Code : 00322183
Start Date : 3/1/2022
Page No : 1

Groups Printed- Total Volume

	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	1	3	1	0	11	12	0	18	2	20	1	0	0	1	36
07:15 AM	2	1	0	3	9	0	19	28	2	24	3	29	0	0	2	2	62
07:30 AM	3	7	1	11	4	3	18	25	0	18	2	20	1	0	1	2	58
07:45 AM	3	6	3	12	4	5	12	21	11	11	0	22	0	0	0	0	55
Total	8	16	5	29	18	8	60	86	13	71	7	91	2	0	3	5	211
08:00 AM	4	14	4	22	7	12	10	29	13	9	0	22	15	5	12	32	105
08:15 AM	8	7	1	16	2	4	9	15	2	11	2	15	3	9	4	16	62
08:30 AM	6	5	0	11	2	0	9	11	1	10	3	14	0	1	0	1	37
08:45 AM	7	9	1	17	5	0	8	13	0	10	4	14	3	0	3	6	50
Total	25	35	6	66	16	16	36	68	16	40	9	65	21	15	19	55	254
Grand Total	33	51	11	95	34	24	96	154	29	111	16	156	23	15	22	60	465
Apprch %	34.7	53.7	11.6		22.1	15.6	62.3		18.6	71.2	10.3		38.3	25	36.7		
Total %	7.1	11	2.4	20.4	7.3	5.2	20.6	33.1	6.2	23.9	3.4	33.5	4.9	3.2	4.7	12.9	

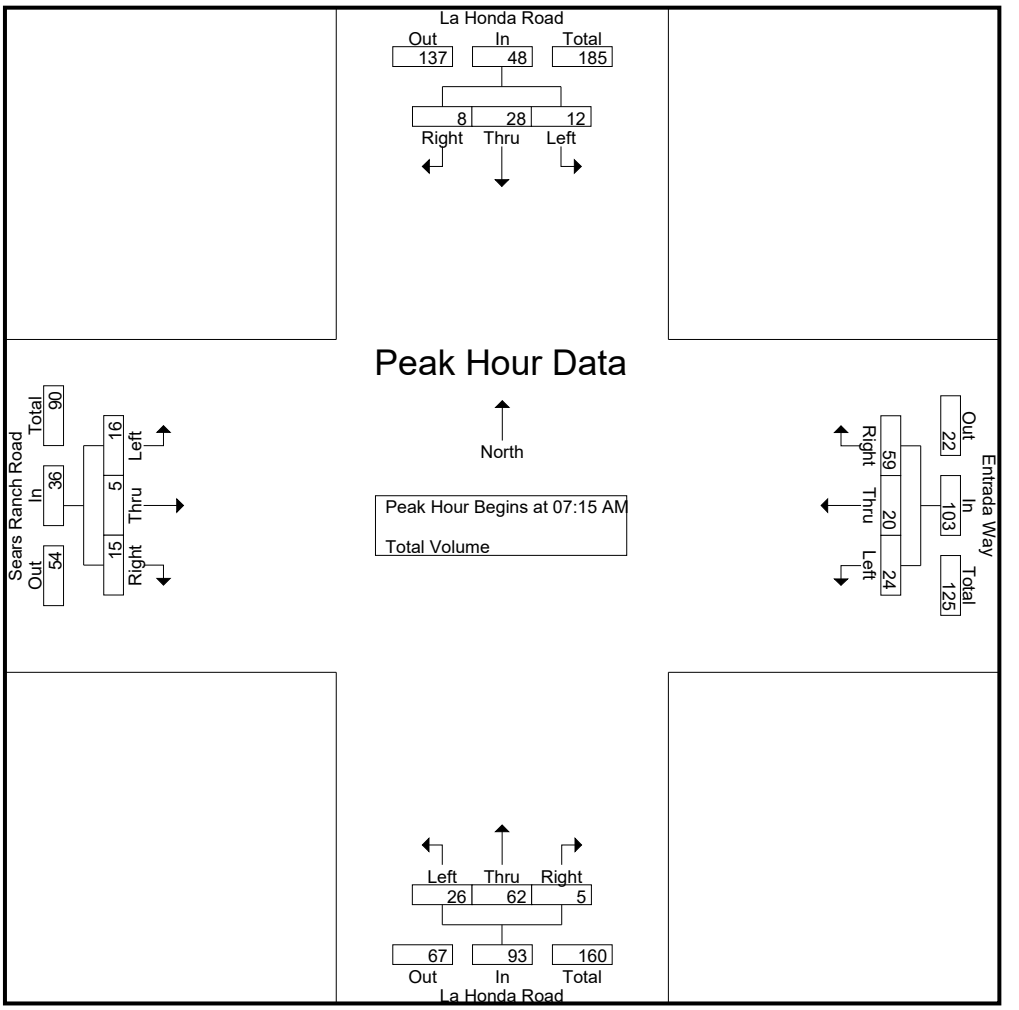
	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	1	0	3	**9**	0	**19**	28	2	**24**	**3**	**29**	0	0	2	2	62
07:30 AM	3	7	1	11	4	3	18	25	0	18	2	20	1	0	1	2	58
07:45 AM	3	6	3	12	4	5	12	21	11	11	0	22	0	0	0	0	55
08:00 AM	**4**	**14**	**4**	**22**	7	**12**	10	**29**	**13**	9	0	22	**15**	**5**	**12**	**32**	**105**
Total Volume	12	28	8	48	24	20	59	103	26	62	5	93	16	5	15	36	280
% App. Total	25	58.3	16.7		23.3	19.4	57.3		28	66.7	5.4		44.4	13.9	41.7		
PHF	.750	.500	.500	.545	.667	.417	.776	.888	.500	.646	.417	.802	.267	.250	.313	.281	.667

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Mateo
N/S: La Honda Road
E/W: Sears Ranch Road/Entrada Way
Weather: Clear

File Name : CST_La Honda_Sears AM
Site Code : 00322183
Start Date : 3/1/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	4	**14**	**4**	**22**	**9**	0	**19**	28	2	**24**	**3**	**29**	**15**	5	**12**	**32**
+15 mins.	**8**	7	1	16	4	3	18	25	0	18	2	20	3	**9**	4	16
+30 mins.	6	5	0	11	4	5	12	21	11	11	0	22	0	1	0	1
+45 mins.	7	9	1	17	7	**12**	10	**29**	**13**	9	0	22	3	0	3	6
Total Volume	25	35	6	66	24	20	59	103	26	62	5	93	21	15	19	55
% App. Total	37.9	53	9.1		23.3	19.4	57.3		28	66.7	5.4		38.2	27.3	34.5	
PHF	.781	.625	.375	.750	.667	.417	.776	.888	.500	.646	.417	.802	.350	.417	.396	.430

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Mateo
N/S: La Honda Road
E/W: Sears Ranch Road/Entrada Way
Weather: Clear

File Name : CST_La Honda_Sears PM
Site Code : 00322183
Start Date : 3/1/2022
Page No : 1

Groups Printed- Total Volume

	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	21	1	36	10	1	6	17	2	14	4	20	1	0	1	2	75
04:15 PM	16	19	1	36	5	0	7	12	0	24	2	26	1	0	1	2	76
04:30 PM	15	25	1	41	0	1	8	9	0	8	9	17	4	0	0	4	71
04:45 PM	18	24	1	43	4	1	5	10	1	13	5	19	1	1	2	4	76
Total	63	89	4	156	19	3	26	48	3	59	20	82	7	1	4	12	298
05:00 PM	11	11	2	24	13	1	10	24	1	19	3	23	1	3	3	7	78
05:15 PM	10	21	2	33	2	1	8	11	0	14	2	16	3	2	1	6	66
05:30 PM	19	11	0	30	1	0	4	5	3	16	5	24	1	2	1	4	63
05:45 PM	14	16	0	30	5	0	4	9	0	10	4	14	0	2	1	3	56
Total	54	59	4	117	21	2	26	49	4	59	14	77	5	9	6	20	263
Grand Total	117	148	8	273	40	5	52	97	7	118	34	159	12	10	10	32	561
Apprch %	42.9	54.2	2.9		41.2	5.2	53.6		4.4	74.2	21.4		37.5	31.2	31.2		
Total %	20.9	26.4	1.4	48.7	7.1	0.9	9.3	17.3	1.2	21	6.1	28.3	2.1	1.8	1.8	5.7	

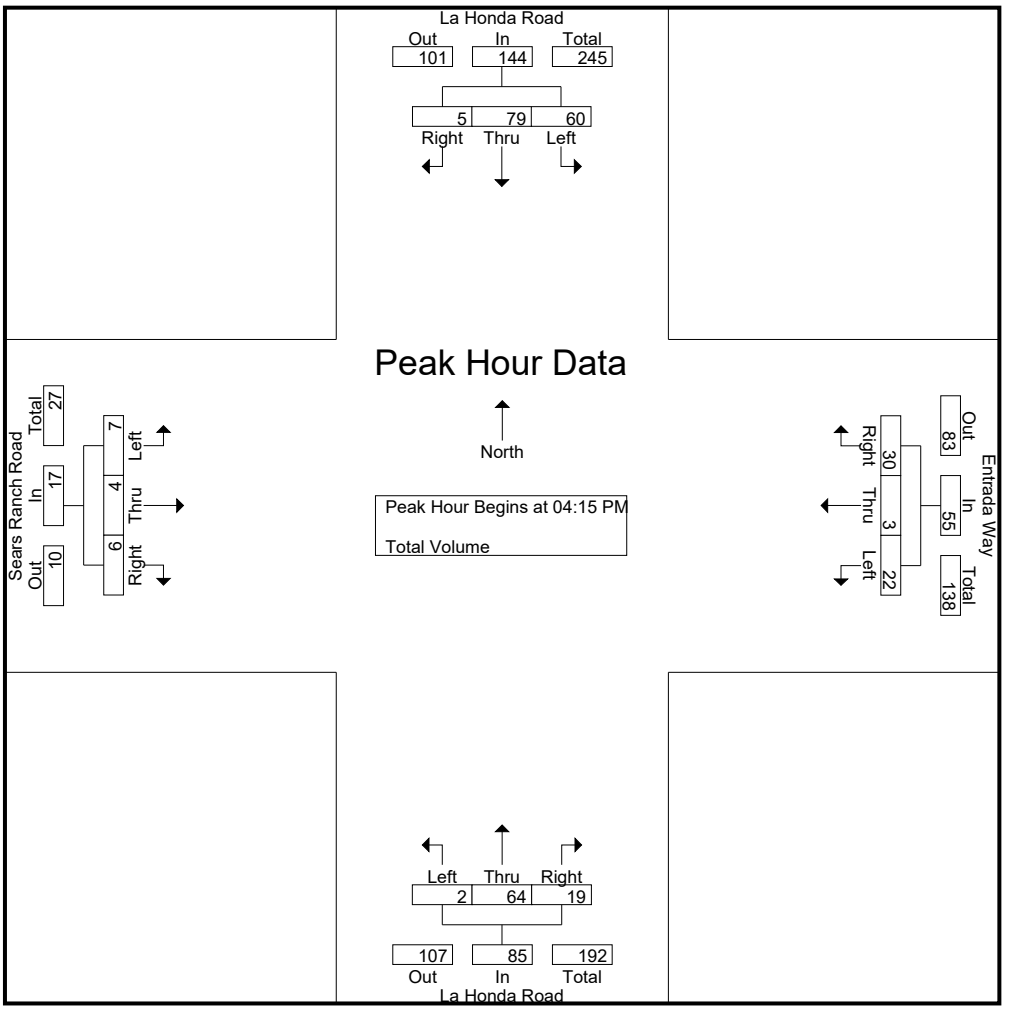
	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	16	19	1	36	5	0	7	12	0	**24**	2	**26**	1	0	1	2	76
04:30 PM	15	**25**	1	41	0	**1**	8	9	0	8	**9**	17	**4**	0	0	4	71
04:45 PM	**18**	24	1	**43**	4	1	5	10	**1**	13	5	19	1	1	2	4	76
05:00 PM	11	11	**2**	24	**13**	1	**10**	**24**	1	19	3	23	1	**3**	**3**	**7**	**78**
Total Volume	60	79	5	144	22	3	30	55	2	64	19	85	7	4	6	17	301
% App. Total	41.7	54.9	3.5		40	5.5	54.5		2.4	75.3	22.4		41.2	23.5	35.3		
PHF	.833	.790	.625	.837	.423	.750	.750	.573	.500	.667	.528	.817	.438	.333	.500	.607	.965

ATTACHMENT 5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of San Mateo
N/S: La Honda Road
E/W: Sears Ranch Road/Entrada Way
Weather: Clear

File Name : CST_La Honda_Sears PM
Site Code : 00322183
Start Date : 3/1/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	14	21	**1**	36	5	0	7	12	0	**24**	2	**26**	**4**	0	0	4
+15 mins.	16	19	1	36	0	**1**	8	9	0	8	**9**	17	1	1	2	4
+30 mins.	15	**25**	1	41	4	1	5	10	**1**	13	5	19	1	**3**	**3**	**7**
+45 mins.	**18**	24	1	**43**	**13**	1	**10**	**24**	1	19	3	23	3	2	1	6
Total Volume	63	89	4	156	22	3	30	55	2	64	19	85	9	6	6	21
% App. Total	40.4	57.1	2.6		40	5.5	54.5		2.4	75.3	22.4		42.9	28.6	28.6	
PHF	.875	.890	1.000	.907	.423	.750	.750	.573	.500	.667	.528	.817	.563	.500	.500	.750

ATTACHMENT 5

Location: County of San Mateo
N/S: La Honda Road
E/W: Sears Ranch Road

Date: 4/12/2018
Day: Wednesday

PEDESTRIANS

	North Leg La Honda Road	East Leg Entrada Way	South Leg La Honda Road	West Leg Sears Ranch Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	0	0	0	2
7:30 AM	2	1	1	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	4	2	2	1	9

	North Leg La Honda Road	East Leg Entrada Way	South Leg La Honda Road	West Leg Sears Ranch Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	2	3
4:15 PM	0	0	0	0	0
4:30 PM	5	0	0	3	8
4:45 PM	0	0	0	0	0
5:00 PM	4	0	0	0	4
5:15 PM	0	0	0	0	0
5:30 PM	5	0	0	0	5
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	15	0	0	5	20

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

ATTACHMENT 5

Location: County of San Mateo
N/S: La Honda Road
E/W: Sears Ranch Road

Date: 4/12/2018
Day: Wednesday

BICYCLES

	Southbound La Honda Road			Westbound Entrada Way			Northbound La Honda Road			Eastbound Sears Ranch Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound La Honda Road			Westbound Entrada Way			Northbound La Honda Road			Eastbound Sears Ranch Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	2
4:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	3	0	0	1	0	1	0	0	0	0	0	0	5

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

ATTACHMENT 5

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-231148

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/07/23	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	0	0	0	0	1	0	0	3
04:00	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6
05:00	0	0	0	0	1	3	4	13	6	2	1	0	0	0	30
06:00	0	0	0	1	1	9	15	20	12	0	1	0	0	0	59
07:00	0	0	0	0	2	14	51	35	13	1	2	0	0	0	118
08:00	0	0	0	0	4	17	43	24	6	3	0	0	0	0	97
09:00	0	0	0	1	4	6	21	30	7	1	0	0	0	0	70
10:00	0	0	0	2	0	14	26	12	4	1	1	0	0	0	60
11:00	0	0	0	0	2	4	4	13	9	2	1	0	0	0	35
12 PM	0	0	0	0	0	5	16	13	6	0	0	0	0	1	41
13:00	0	0	0	0	3	19	32	9	4	1	1	0	0	0	69
14:00	0	0	1	1	2	20	25	7	3	1	1	0	0	0	61
15:00	2	0	0	1	6	14	21	9	3	0	0	0	0	0	56
16:00	0	1	1	1	2	24	15	10	1	0	1	0	0	0	56
17:00	0	0	0	1	2	18	16	6	3	2	2	0	0	0	50
18:00	0	0	0	0	3	7	5	1	0	0	0	0	0	0	16
19:00	0	0	0	0	1	2	4	2	0	0	0	0	0	0	9
20:00	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	4
22:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	3	8	35	180	307	207	77	15	12	1	0	1	849

Daily

15th Percentile :	37 MPH
50th Percentile :	43 MPH
85th Percentile :	49 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	514
Percent in Pace :	60.5%
Number of Vehicles > 55 MPH :	29
Percent of Vehicles > 55 MPH :	3.4%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-231148

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/08/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	2	0	0	0	1	4	2	1	0	0	0	0	0	0	10
05:00	0	0	0	0	0	2	7	5	5	2	0	0	0	0	21
06:00	0	0	0	0	0	11	15	15	7	2	0	0	0	0	50
07:00	0	0	0	5	5	18	34	27	8	3	0	1	0	0	101
08:00	0	0	0	1	3	13	27	27	8	2	0	0	0	0	81
09:00	0	0	0	0	0	14	22	23	2	2	0	0	0	0	63
10:00	0	0	1	2	8	10	29	16	4	0	0	0	0	0	70
11:00	0	0	0	0	3	15	21	17	8	0	0	0	0	0	64
12 PM	5	0	0	0	2	10	18	18	1	3	0	0	0	0	57
13:00	0	0	3	0	4	18	31	11	7	1	0	1	0	0	76
14:00	2	0	0	2	2	11	22	9	6	3	1	0	0	0	58
15:00	0	0	0	0	7	20	15	12	3	4	1	0	1	0	63
16:00	0	0	0	1	1	25	26	13	6	3	0	0	0	0	75
17:00	0	0	0	2	8	20	25	13	2	1	0	1	0	0	72
18:00	0	0	0	0	4	11	9	2	1	2	0	0	0	0	29
19:00	0	0	0	0	1	3	6	3	0	0	1	0	0	0	14
20:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6
21:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
Total	9	0	4	13	50	214	319	215	68	28	3	3	1	0	927

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	49 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	534
Percent in Pace :	57.6%
Number of Vehicles > 55 MPH :	35
Percent of Vehicles > 55 MPH :	3.8%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-231148

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/09/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	3	0	0	0	1	0	0	0	5
05:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
06:00	0	0	1	0	1	2	5	4	0	0	0	0	0	0	13
07:00	0	0	1	0	1	3	14	6	9	2	0	0	0	0	36
08:00	0	0	0	0	2	7	9	8	4	1	2	0	0	0	33
09:00	0	0	0	1	2	6	16	19	8	2	0	0	0	0	54
10:00	0	0	0	0	5	7	24	13	5	2	0	0	0	1	57
11:00	0	2	0	1	7	16	29	17	13	1	1	2	0	3	92
12 PM	2	0	0	0	0	18	28	19	12	4	0	1	0	0	84
13:00	6	0	0	2	3	21	30	22	10	4	1	1	1	0	101
14:00	5	0	0	0	3	16	25	19	9	3	4	2	3	2	91
15:00	2	0	1	0	4	19	35	24	5	2	4	2	1	0	99
16:00	1	0	1	0	7	25	43	17	8	3	2	1	2	2	112
17:00	0	0	0	0	8	25	37	27	5	3	3	0	1	1	110
18:00	0	0	0	0	4	11	16	9	1	3	1	0	0	0	45
19:00	0	0	0	0	0	3	6	3	2	0	1	0	0	0	15
20:00	0	0	0	0	0	1	2	0	0	1	0	0	0	0	4
21:00	0	0	0	0	1	3	3	2	2	0	0	0	0	0	11
22:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
23:00	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7
Total	16	2	4	4	50	187	331	211	95	32	20	9	8	9	978

Daily

15th Percentile :	36 MPH
50th Percentile :	43 MPH
85th Percentile :	50 MPH
95th Percentile :	58 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	542
Percent in Pace :	55.4%
Number of Vehicles > 55 MPH :	78
Percent of Vehicles > 55 MPH :	8.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-231148

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/07/23	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
06:00	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
07:00	0	0	1	0	0	10	13	6	2	0	0	0	0	0	32
08:00	0	0	0	0	1	9	11	5	0	0	0	0	0	0	26
09:00	0	0	0	0	0	8	14	9	4	0	0	0	0	0	35
10:00	0	0	0	2	4	4	16	6	5	0	1	0	0	0	38
11:00	0	1	0	0	1	13	26	4	1	0	0	0	0	0	46
12 PM	0	0	0	0	6	9	24	5	1	1	0	0	0	0	46
13:00	0	0	0	0	4	26	26	10	1	0	0	0	0	0	67
14:00	0	0	0	0	0	12	39	8	2	1	1	0	0	0	63
15:00	0	0	0	0	2	18	40	27	4	1	0	0	0	0	92
16:00	0	0	0	0	0	14	65	19	4	0	0	0	0	0	102
17:00	0	0	0	1	2	12	43	25	1	0	0	0	0	0	84
18:00	0	0	0	0	2	20	44	16	2	2	0	1	0	0	87
19:00	0	0	0	0	0	4	27	14	2	0	0	0	0	0	47
20:00	0	0	0	0	1	6	20	14	3	0	0	0	0	0	44
21:00	0	0	0	0	0	5	12	1	1	0	0	0	0	0	19
22:00	0	0	0	0	1	4	7	4	2	0	0	0	0	0	18
23:00	0	0	0	0	0	0	6	2	1	0	0	0	0	0	9
Total	0	1	1	3	25	179	441	179	37	6	2	1	0	0	875

Daily

15th Percentile :	37 MPH
50th Percentile :	42 MPH
85th Percentile :	47 MPH
95th Percentile :	50 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	620
Percent in Pace :	70.9%
Number of Vehicles > 55 MPH :	9
Percent of Vehicles > 55 MPH :	1.0%

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-231148

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/08/23	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	1	2	3	1	0	0	0	0	0	7
07:00	0	0	0	0	0	7	18	6	0	0	0	0	0	0	31
08:00	0	0	0	0	3	13	15	7	1	0	0	0	0	0	39
09:00	0	0	0	1	5	14	22	4	1	0	0	0	0	0	47
10:00	1	1	0	0	3	7	18	18	5	0	0	0	0	0	53
11:00	0	0	0	0	3	16	18	14	3	0	0	0	0	0	54
12 PM	0	0	0	0	3	7	23	15	7	0	0	0	1	0	56
13:00	0	0	2	2	3	10	36	18	6	3	0	0	1	0	81
14:00	0	0	0	2	0	14	29	23	5	2	0	0	0	0	75
15:00	0	0	0	1	1	8	42	41	6	2	0	0	0	0	101
16:00	0	1	0	0	3	13	45	39	4	4	2	1	0	0	112
17:00	0	0	0	0	1	12	38	31	6	0	0	0	0	0	88
18:00	0	0	1	0	2	8	21	24	3	1	0	0	0	0	60
19:00	0	0	0	1	0	9	17	16	7	1	0	0	0	0	51
20:00	0	0	0	0	0	0	11	10	5	2	3	0	0	0	31
21:00	0	0	0	0	0	1	27	8	2	1	0	0	0	0	39
22:00	0	0	0	0	2	7	13	3	2	0	0	0	0	0	27
23:00	0	0	0	0	4	7	1	8	5	1	1	0	0	0	27
Total	2	4	3	8	33	159	396	289	69	17	6	1	2	0	989

Daily

15th Percentile :	38 MPH
50th Percentile :	43 MPH
85th Percentile :	49 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	685
Percent in Pace :	69.3%
Number of Vehicles > 55 MPH :	26
Percent of Vehicles > 55 MPH :	2.6%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey

CST002
Site Code: 003-231148

Southbound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/09/23	0	0	0	0	0	1	3	6	2	0	0	0	0	0	12
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:00	0	0	0	0	1	2	5	2	1	0	0	0	0	0	11
07:00	0	0	2	0	0	6	8	6	3	0	1	0	0	0	26
08:00	0	0	0	2	1	6	19	11	1	1	0	0	0	0	41
09:00	0	0	0	6	2	7	18	7	7	9	3	3	2	3	67
10:00	0	0	1	9	11	8	29	24	10	8	0	0	2	0	102
11:00	0	1	1	9	3	21	28	23	7	1	4	1	1	0	100
12 PM	0	0	0	7	10	8	41	39	10	5	1	6	2	0	129
13:00	1	1	0	7	4	20	37	32	15	5	5	3	2	0	132
14:00	0	1	1	0	6	17	33	25	13	7	1	0	3	2	109
15:00	0	1	0	0	3	10	38	25	7	6	2	2	4	5	103
16:00	0	1	0	1	1	3	39	22	7	0	3	0	1	0	78
17:00	0	0	0	2	2	5	16	9	1	2	1	1	0	0	39
18:00	0	0	1	0	0	2	16	17	7	1	0	0	0	0	44
19:00	0	0	0	1	0	0	10	6	5	0	1	0	0	0	23
20:00	0	0	0	0	0	4	12	10	7	0	1	0	0	0	34
21:00	0	0	0	0	0	1	7	9	3	1	1	0	0	0	22
22:00	0	0	0	0	0	1	2	6	3	1	0	0	0	0	13
23:00	0	0	0	0	0	2	5	4	1	1	1	1	1	0	16
Total	1	5	6	44	45	126	368	284	110	48	25	17	18	10	1107

Daily

15th Percentile :	37 MPH
50th Percentile :	44 MPH
85th Percentile :	52 MPH
95th Percentile :	61 MPH

Statistics

Mean Speed(Average) :	45 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	652
Percent in Pace :	58.9%
Number of Vehicles > 55 MPH :	118
Percent of Vehicles > 55 MPH :	10.7%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-231148

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/07/23	0	0	0	0	0	0	3	2	0	0	1	0	0	0	6
01:00	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	0	0	0	0	1	0	0	3
04:00	0	0	0	0	2	1	4	1	0	0	0	0	0	0	8
05:00	0	0	0	0	1	6	5	13	6	2	1	0	0	0	34
06:00	0	0	0	1	1	11	17	22	13	0	1	0	0	0	66
07:00	0	0	1	0	2	24	64	41	15	1	2	0	0	0	150
08:00	0	0	0	0	5	26	54	29	6	3	0	0	0	0	123
09:00	0	0	0	1	4	14	35	39	11	1	0	0	0	0	105
10:00	0	0	0	4	4	18	42	18	9	1	2	0	0	0	98
11:00	0	1	0	0	3	17	30	17	10	2	1	0	0	0	81
12 PM	0	0	0	0	6	14	40	18	7	1	0	0	0	1	87
13:00	0	0	0	0	7	45	58	19	5	1	1	0	0	0	136
14:00	0	0	1	1	2	32	64	15	5	2	2	0	0	0	124
15:00	2	0	0	1	8	32	61	36	7	1	0	0	0	0	148
16:00	0	1	1	1	2	38	80	29	5	0	1	0	0	0	158
17:00	0	0	0	2	4	30	59	31	4	2	2	0	0	0	134
18:00	0	0	0	0	5	27	49	17	2	2	0	1	0	0	103
19:00	0	0	0	0	1	6	31	16	2	0	0	0	0	0	56
20:00	0	0	1	0	1	6	23	14	3	0	0	0	0	0	48
21:00	0	0	0	0	0	5	13	3	1	1	0	0	0	0	23
22:00	0	0	0	0	1	5	8	4	2	0	0	0	0	0	20
23:00	0	0	0	0	0	0	6	2	1	0	0	0	0	0	9
Total	2	2	4	11	60	359	748	386	114	21	14	2	0	1	1724

Daily

15th Percentile :	37 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1134
Percent in Pace :	65.8%
Number of Vehicles > 55 MPH :	38
Percent of Vehicles > 55 MPH :	2.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-231148

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/08/23	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
02:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	2	2	0	0	1	5	2	1	0	0	0	0	0	0	13
05:00	0	0	0	0	0	4	7	5	5	2	0	0	0	0	23
06:00	0	0	0	0	0	12	17	18	8	2	0	0	0	0	57
07:00	0	0	0	5	5	25	52	33	8	3	0	1	0	0	132
08:00	0	0	0	1	6	26	42	34	9	2	0	0	0	0	120
09:00	0	0	0	1	5	28	44	27	3	2	0	0	0	0	110
10:00	1	1	1	2	11	17	47	34	9	0	0	0	0	0	123
11:00	0	0	0	0	6	31	39	31	11	0	0	0	0	0	118
12 PM	5	0	0	0	5	17	41	33	8	3	0	0	1	0	113
13:00	0	0	5	2	7	28	67	29	13	4	0	1	1	0	157
14:00	2	0	0	4	2	25	51	32	11	5	1	0	0	0	133
15:00	0	0	0	1	8	28	57	53	9	6	1	0	1	0	164
16:00	0	1	0	1	4	38	71	52	10	7	2	1	0	0	187
17:00	0	0	0	2	9	32	63	44	8	1	0	1	0	0	160
18:00	0	0	1	0	6	19	30	26	4	3	0	0	0	0	89
19:00	0	0	0	1	1	12	23	19	7	1	1	0	0	0	65
20:00	0	0	0	0	0	2	14	11	5	2	3	0	0	0	37
21:00	0	0	0	0	0	3	29	8	2	1	0	0	0	0	43
22:00	0	0	0	0	2	8	14	4	2	0	0	0	0	0	30
23:00	0	0	0	0	4	7	4	9	5	1	1	0	0	0	31
Total	11	4	7	21	83	373	715	504	137	45	9	4	3	0	1916

Daily

15th Percentile :	37 MPH
50th Percentile :	43 MPH
85th Percentile :	49 MPH
95th Percentile :	53 MPH

Statistics

Mean Speed(Average) :	44 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1219
Percent in Pace :	63.6%
Number of Vehicles > 55 MPH :	61
Percent of Vehicles > 55 MPH :	3.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.356171, -122.266255
72 Hour Directional Speed Survey
Northbound, Southbound

CST002
Site Code: 003-231148

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/09/23	0	0	0	0	0	1	3	6	2	0	0	0	0	0	12
01:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	3	0	0	0	1	0	0	0	5
05:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
06:00	0	0	1	0	2	4	10	6	1	0	0	0	0	0	24
07:00	0	0	3	0	1	9	22	12	12	2	1	0	0	0	62
08:00	0	0	0	2	3	13	28	19	5	2	2	0	0	0	74
09:00	0	0	0	7	4	13	34	26	15	11	3	3	2	3	121
10:00	0	0	1	9	16	15	53	37	15	10	0	0	2	1	159
11:00	0	3	1	10	10	37	57	40	20	2	5	3	1	3	192
12 PM	2	0	0	7	10	26	69	58	22	9	1	7	2	0	213
13:00	7	1	0	9	7	41	67	54	25	9	6	4	3	0	233
14:00	5	1	1	0	9	33	58	44	22	10	5	2	6	4	200
15:00	2	1	1	0	7	29	73	49	12	8	6	4	5	5	202
16:00	1	1	1	1	8	28	82	39	15	3	5	1	3	2	190
17:00	0	0	0	2	10	30	53	36	6	5	4	1	1	1	149
18:00	0	0	1	0	4	13	32	26	8	4	1	0	0	0	89
19:00	0	0	0	1	0	3	16	9	7	0	2	0	0	0	38
20:00	0	0	0	0	0	5	14	10	7	1	1	0	0	0	38
21:00	0	0	0	0	1	4	10	11	5	1	1	0	0	0	33
22:00	0	0	0	0	0	1	2	6	5	1	0	0	0	0	15
23:00	0	0	0	0	0	6	7	5	1	1	1	1	1	0	23
Total	17	7	10	48	95	313	699	495	205	80	45	26	26	19	2085

Daily

15th Percentile :	37 MPH
50th Percentile :	43 MPH
85th Percentile :	51 MPH
95th Percentile :	59 MPH

Statistics

Mean Speed(Average) :	45 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1194
Percent in Pace :	57.3%
Number of Vehicles > 55 MPH :	196
Percent of Vehicles > 55 MPH :	9.4%

ATTACHMENT 5

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST001
Site Code: 003-231148

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/07/23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
04:00	1	1	0	0	0	3	2	1	0	0	0	0	0	0	8
05:00	0	0	0	0	0	2	9	10	6	1	0	1	0	0	29
06:00	0	0	0	0	2	6	20	15	10	1	2	0	0	0	56
07:00	0	0	0	1	0	14	55	27	17	0	1	1	0	0	116
08:00	0	0	0	0	3	14	33	36	11	0	1	0	0	0	98
09:00	0	0	0	3	2	11	29	18	3	1	0	0	0	0	67
10:00	0	0	0	1	3	18	17	13	1	0	0	0	0	0	53
11:00	0	0	0	1	2	3	15	9	0	4	0	0	0	0	34
12 PM	0	1	0	0	2	13	13	10	2	1	0	0	0	0	42
13:00	0	0	1	2	7	25	19	14	1	0	0	0	0	0	69
14:00	0	0	1	2	6	16	26	4	2	0	0	0	0	0	57
15:00	0	0	1	2	10	11	15	10	2	1	0	0	0	0	52
16:00	0	0	1	2	3	13	23	8	1	0	0	0	0	0	51
17:00	0	0	0	0	2	16	19	9	3	0	0	0	0	0	49
18:00	0	0	0	0	4	8	5	0	0	0	0	0	0	0	17
19:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
20:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
22:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	4	15	49	183	306	185	61	9	4	2	0	0	821

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	40-49 MPH
Number in Pace :	491
Percent in Pace :	59.8%
Number of Vehicles > 55 MPH :	15
Percent of Vehicles > 55 MPH :	1.8%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST001
Site Code: 003-231148

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/08/23	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	0	3	2	3	0	0	0	0	0	0	0	10
05:00	0	0	0	0	0	1	11	4	3	3	0	0	0	0	22
06:00	0	0	0	0	1	10	11	16	11	1	0	1	0	0	51
07:00	0	0	0	4	4	15	40	25	11	0	0	0	0	0	99
08:00	0	0	0	0	4	15	30	18	7	1	0	0	0	0	75
09:00	0	0	0	0	4	10	25	15	5	0	0	0	0	0	59
10:00	0	0	0	1	8	14	27	13	4	0	0	0	0	0	67
11:00	0	0	0	0	6	11	21	20	6	0	0	0	0	0	64
12 PM	2	0	0	5	5	12	14	14	3	0	0	0	0	0	55
13:00	2	0	2	1	2	25	28	15	2	0	0	0	0	0	77
14:00	1	0	0	3	6	13	20	8	1	1	1	0	0	0	54
15:00	0	0	1	4	9	14	14	10	7	3	0	0	0	0	62
16:00	0	0	0	0	4	18	32	14	3	0	0	0	0	0	71
17:00	0	0	0	3	11	24	24	8	0	1	0	0	0	0	71
18:00	0	0	0	1	1	13	3	5	2	0	0	1	0	0	26
19:00	0	0	1	0	0	4	6	3	0	0	0	0	0	0	14
20:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	6
21:00	0	0	0	0	1	2	1	0	0	0	1	0	0	0	5
22:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
Total	7	0	4	22	73	213	313	189	65	10	2	2	0	0	900

Daily

15th Percentile :	35 MPH
50th Percentile :	42 MPH
85th Percentile :	48 MPH
95th Percentile :	52 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	526
Percent in Pace :	58.4%
Number of Vehicles > 55 MPH :	14
Percent of Vehicles > 55 MPH :	1.6%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST001
Site Code: 003-231148

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/09/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	3	0	0	0	1	0	0	0	5
05:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
06:00	0	0	1	0	0	2	5	4	0	0	0	0	0	0	12
07:00	0	0	0	0	1	2	11	10	7	1	0	0	0	0	32
08:00	0	0	0	1	5	5	8	6	5	2	0	0	0	0	32
09:00	1	0	0	0	1	9	23	16	4	0	0	0	0	0	54
10:00	0	0	0	1	4	8	22	15	4	2	1	0	0	0	57
11:00	2	1	0	2	3	15	31	22	7	3	2	2	0	1	91
12 PM	2	0	0	1	5	15	32	18	13	1	0	0	0	0	87
13:00	5	1	0	2	5	16	32	19	13	1	1	0	0	0	95
14:00	4	1	1	0	4	17	30	17	10	3	0	0	0	0	87
15:00	2	0	0	0	2	20	36	24	8	7	1	0	0	0	100
16:00	1	0	0	5	9	32	39	17	3	5	1	3	3	0	118
17:00	0	0	0	2	12	32	39	17	4	1	0	1	0	0	108
18:00	0	0	0	1	3	14	15	3	3	2	1	0	0	0	42
19:00	0	0	0	0	1	7	3	3	0	0	0	0	0	0	14
20:00	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4
21:00	0	0	0	0	0	2	4	0	2	1	0	0	0	0	9
22:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
23:00	0	0	0	0	1	2	4	0	0	0	0	0	0	0	7
Total	17	3	2	16	58	201	343	193	84	29	8	6	3	1	964

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	49 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	544
Percent in Pace :	56.4%
Number of Vehicles > 55 MPH :	47
Percent of Vehicles > 55 MPH :	4.9%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST001
Site Code: 003-231148

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/07/23	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
06:00	0	0	0	0	0	1	4	2	0	0	0	0	0	0	7
07:00	0	0	0	1	1	10	14	4	2	0	0	0	0	0	32
08:00	0	0	0	1	1	9	13	4	0	0	0	0	0	0	28
09:00	0	0	0	0	4	6	16	8	0	0	0	0	0	0	34
10:00	0	0	1	1	8	8	14	4	1	0	0	0	0	0	37
11:00	0	0	0	2	4	13	24	2	1	0	0	0	0	0	46
12 PM	0	1	0	0	2	4	22	5	1	0	0	0	0	0	35
13:00	0	0	1	0	9	28	22	8	1	0	0	0	0	0	69
14:00	0	0	0	0	0	11	33	15	4	0	0	0	0	0	63
15:00	1	0	1	0	3	21	36	29	1	0	0	0	0	0	92
16:00	0	0	0	0	0	20	58	19	1	0	0	0	0	0	98
17:00	0	0	0	1	5	9	36	27	2	0	0	0	0	0	80
18:00	0	0	0	0	2	24	42	11	0	1	1	0	0	0	81
19:00	0	0	0	0	1	9	19	16	0	0	0	0	0	0	45
20:00	0	0	0	0	1	8	20	11	1	0	0	0	0	0	41
21:00	0	0	0	0	0	6	8	3	0	0	0	0	0	0	17
22:00	0	0	0	0	1	7	4	4	2	0	0	0	0	0	18
23:00	0	0	0	0	0	2	6	2	0	0	0	0	0	0	10
Total	1	1	4	6	43	200	393	177	18	1	1	0	0	0	845

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	46 MPH
95th Percentile :	49 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	593
Percent in Pace :	70.2%
Number of Vehicles > 55 MPH :	2
Percent of Vehicles > 55 MPH :	0.2%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST001
Site Code: 003-231148

Southbound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12/08/23	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	3	2	3	0	0	0	0	0	0	8
07:00	0	0	0	0	0	11	9	10	1	0	0	0	0	0	31
08:00	0	0	0	1	3	11	16	8	0	0	0	0	0	0	39
09:00	0	0	0	1	5	11	20	7	0	0	0	0	0	0	44
10:00	0	1	0	1	5	12	18	17	2	0	0	0	0	0	56
11:00	1	0	0	0	3	21	22	5	1	0	0	0	0	0	53
12 PM	0	1	0	2	2	8	25	13	2	2	0	0	0	0	55
13:00	0	0	0	1	4	26	30	11	2	1	0	0	0	0	75
14:00	1	1	0	2	10	25	26	15	0	0	0	0	0	0	80
15:00	1	0	0	1	4	17	52	30	0	0	0	0	0	0	105
16:00	0	0	0	0	6	16	47	31	6	3	0	0	0	0	109
17:00	0	0	0	0	3	22	32	21	0	0	0	0	0	0	78
18:00	1	1	0	1	3	14	20	17	3	0	0	0	0	0	60
19:00	0	0	0	1	0	12	23	7	2	0	0	0	0	0	45
20:00	0	0	0	0	0	4	16	8	3	1	1	0	0	0	33
21:00	0	0	0	0	2	13	17	5	1	0	0	0	0	0	38
22:00	0	0	0	0	0	10	12	2	0	0	1	0	0	0	25
23:00	0	0	0	1	9	1	6	8	2	1	0	0	0	0	28
Total	4	6	0	12	59	240	393	219	25	8	2	0	0	0	968

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	47 MPH
95th Percentile :	49 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	633
Percent in Pace :	65.4%
Number of Vehicles > 55 MPH :	10
Percent of Vehicles > 55 MPH :	1.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey

CST001
Site Code: 003-231148

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/09/23	0	0	0	1	1	1	4	4	1	0	0	0	0	0	12
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	3	4	2	2	0	0	0	0	0	12
07:00	0	0	0	0	1	5	6	12	0	1	0	0	0	0	25
08:00	0	0	0	1	5	14	12	6	3	0	0	0	0	0	41
09:00	0	0	0	1	7	18	16	13	10	4	0	0	0	0	69
10:00	0	0	0	8	16	14	34	11	9	4	3	0	0	0	99
11:00	0	0	2	3	9	14	46	17	3	3	0	0	0	0	97
12 PM	3	0	1	3	13	24	44	33	9	4	2	1	0	0	137
13:00	0	1	0	0	11	28	40	34	3	4	0	0	0	0	121
14:00	0	0	0	1	6	30	44	22	7	3	0	0	0	0	113
15:00	0	0	0	0	5	21	45	17	10	4	0	0	0	0	102
16:00	1	0	0	0	1	10	36	21	4	1	0	1	0	0	75
17:00	0	0	0	1	3	11	14	8	2	0	0	0	0	0	39
18:00	0	0	1	0	1	9	10	18	1	0	0	0	0	0	40
19:00	0	0	1	0	0	6	5	10	2	0	0	0	0	0	24
20:00	0	0	0	0	0	6	13	11	3	1	0	0	0	0	34
21:00	0	0	0	0	1	2	7	11	2	2	0	0	0	0	25
22:00	0	0	0	0	0	1	6	2	4	0	0	0	0	0	13
23:00	0	0	0	0	1	2	7	2	1	1	2	0	0	0	16
Total	4	1	5	19	83	221	394	254	77	32	7	2	0	0	1099

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	49 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	648
Percent in Pace :	59.0%
Number of Vehicles > 55 MPH :	41
Percent of Vehicles > 55 MPH :	3.7%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST001
Site Code: 003-231148

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/07/23	0	0	0	0	0	1	1	2	2	0	0	0	0	0	6
01:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
04:00	1	1	0	0	1	4	2	1	0	0	0	0	0	0	10
05:00	0	0	1	0	0	4	10	10	6	1	0	1	0	0	33
06:00	0	0	0	0	2	7	24	17	10	1	2	0	0	0	63
07:00	0	0	0	2	1	24	69	31	19	0	1	1	0	0	148
08:00	0	0	0	1	4	23	46	40	11	0	1	0	0	0	126
09:00	0	0	0	3	6	17	45	26	3	1	0	0	0	0	101
10:00	0	0	1	2	11	26	31	17	2	0	0	0	0	0	90
11:00	0	0	0	3	6	16	39	11	1	4	0	0	0	0	80
12 PM	0	2	0	0	4	17	35	15	3	1	0	0	0	0	77
13:00	0	0	2	2	16	53	41	22	2	0	0	0	0	0	138
14:00	0	0	1	2	6	27	59	19	6	0	0	0	0	0	120
15:00	1	0	2	2	13	32	51	39	3	1	0	0	0	0	144
16:00	0	0	1	2	3	33	81	27	2	0	0	0	0	0	149
17:00	0	0	0	1	7	25	55	36	5	0	0	0	0	0	129
18:00	0	0	0	0	6	32	47	11	0	1	1	0	0	0	98
19:00	0	0	0	0	2	13	20	16	0	0	0	0	0	0	51
20:00	0	0	0	0	1	11	21	11	1	0	0	0	0	0	45
21:00	0	0	0	0	0	6	11	4	0	0	0	0	0	0	21
22:00	0	0	0	1	2	7	4	4	2	0	0	0	0	0	20
23:00	0	0	0	0	0	2	6	2	0	0	0	0	0	0	10
Total	2	3	8	21	92	383	699	362	79	10	5	2	0	0	1666

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	47 MPH
95th Percentile :	50 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1082
Percent in Pace :	64.9%
Number of Vehicles > 55 MPH :	17
Percent of Vehicles > 55 MPH :	1.0%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST001
Site Code: 003-231148

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/08/23	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	2	2	0	0	3	3	3	0	0	0	0	0	0	0	13
05:00	0	0	0	0	0	2	11	4	3	3	0	0	0	0	23
06:00	0	0	0	0	1	13	13	19	11	1	0	1	0	0	59
07:00	0	0	0	4	4	26	49	35	12	0	0	0	0	0	130
08:00	0	0	0	1	7	26	46	26	7	1	0	0	0	0	114
09:00	0	0	0	1	9	21	45	22	5	0	0	0	0	0	103
10:00	0	1	0	2	13	26	45	30	6	0	0	0	0	0	123
11:00	1	0	0	0	9	32	43	25	7	0	0	0	0	0	117
12 PM	2	1	0	7	7	20	39	27	5	2	0	0	0	0	110
13:00	2	0	2	2	6	51	58	26	4	1	0	0	0	0	152
14:00	2	1	0	5	16	38	46	23	1	1	1	0	0	0	134
15:00	1	0	1	5	13	31	66	40	7	3	0	0	0	0	167
16:00	0	0	0	0	10	34	79	45	9	3	0	0	0	0	180
17:00	0	0	0	3	14	46	56	29	0	1	0	0	0	0	149
18:00	1	1	0	2	4	27	23	22	5	0	0	1	0	0	86
19:00	0	0	1	1	0	16	29	10	2	0	0	0	0	0	59
20:00	0	0	0	0	0	9	17	8	3	1	1	0	0	0	39
21:00	0	0	0	0	3	15	18	5	1	0	1	0	0	0	43
22:00	0	0	0	0	2	10	13	2	0	0	1	0	0	0	28
23:00	0	0	0	1	9	3	7	9	2	1	0	0	0	0	32
Total	11	6	4	34	132	453	706	408	90	18	4	2	0	0	1868

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	47 MPH
95th Percentile :	51 MPH

Statistics

Mean Speed(Average) :	42 MPH
10 MPH Pace Speed :	36-45 MPH
Number in Pace :	1159
Percent in Pace :	62.0%
Number of Vehicles > 55 MPH :	24
Percent of Vehicles > 55 MPH :	1.3%

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

County of San Mateo
State Route 84
Near 37.345396, -122.272018
72 Hour Directional Speed Survey
Northbound, Southbound

CST001
Site Code: 003-231148

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12/09/23	0	0	0	1	1	1	5	4	1	0	0	0	0	0	13
01:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
03:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	3	0	0	0	1	0	0	0	5
05:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
06:00	0	0	1	0	1	5	9	6	2	0	0	0	0	0	24
07:00	0	0	0	0	2	7	17	22	7	2	0	0	0	0	57
08:00	0	0	0	2	10	19	20	12	8	2	0	0	0	0	73
09:00	1	0	0	1	8	27	39	29	14	4	0	0	0	0	123
10:00	0	0	0	9	20	22	56	26	13	6	4	0	0	0	156
11:00	2	1	2	5	12	29	77	39	10	6	2	2	0	1	188
12 PM	5	0	1	4	18	39	76	51	22	5	2	1	0	0	224
13:00	5	2	0	2	16	44	72	53	16	5	1	0	0	0	216
14:00	4	1	1	1	10	47	74	39	17	6	0	0	0	0	200
15:00	2	0	0	0	7	41	81	41	18	11	1	0	0	0	202
16:00	2	0	0	5	10	42	75	38	7	6	1	4	3	0	193
17:00	0	0	0	3	15	43	53	25	6	1	0	1	0	0	147
18:00	0	0	1	1	4	23	25	21	4	2	1	0	0	0	82
19:00	0	0	1	0	1	13	8	13	2	0	0	0	0	0	38
20:00	0	0	0	1	0	7	13	13	3	1	0	0	0	0	38
21:00	0	0	0	0	1	4	11	11	4	3	0	0	0	0	34
22:00	0	0	0	0	0	1	7	2	5	0	0	0	0	0	15
23:00	0	0	0	0	2	4	11	2	1	1	2	0	0	0	23
Total	21	4	7	35	141	422	737	447	161	61	15	8	3	1	2063

Daily

15th Percentile :	36 MPH
50th Percentile :	42 MPH
85th Percentile :	49 MPH
95th Percentile :	54 MPH

Statistics

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	1184
Percent in Pace :	57.4%
Number of Vehicles > 55 MPH :	88
Percent of Vehicles > 55 MPH :	4.3%

APPENDIX B

EXISTING LEVEL OF SERVICE WORKSHEETS

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	99	235	0
Future Vol, veh/h	1	1	1	99	235	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	104	247	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	353	247	247	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	645	792	1319	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	792	1319	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1319	-	710	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s/veh)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	5	15	24	20	59	26	62	5	12	28	8
Future Vol, veh/h	16	5	15	24	20	59	26	62	5	12	28	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	5	16	25	21	62	27	65	5	13	29	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	222	183	33	192	185	68	37	0	0	70	0	0
Stage 1	59	59	-	122	122	-	-	-	-	-	-	-
Stage 2	163	124	-	70	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	734	711	1041	768	709	995	1574	-	-	1531	-	-
Stage 1	953	846	-	882	795	-	-	-	-	-	-	-
Stage 2	839	793	-	940	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	658	692	1041	737	690	995	1574	-	-	1531	-	-
Mov Cap-2 Maneuver	658	692	-	737	690	-	-	-	-	-	-	-
Stage 1	936	838	-	866	781	-	-	-	-	-	-	-
Stage 2	752	779	-	912	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.8	2	1.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1574	-	-	658	924	852	1531	-	-
HCM Lane V/C Ratio	0.017	-	-	0.026	0.023	0.127	0.008	-	-
HCM Control Delay (s)	7.3	0	-	10.6	9	9.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	4	6	22	3	30	2	64	19	60	79	5
Future Vol, veh/h	7	4	6	22	3	30	2	64	19	60	79	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	6	23	3	32	2	67	20	63	83	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	311	303	86	298	295	77	88	0	0	87	0	0
Stage 1	212	212	-	81	81	-	-	-	-	-	-	-
Stage 2	99	91	-	217	214	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	642	610	973	654	616	984	1508	-	-	1509	-	-
Stage 1	790	727	-	927	828	-	-	-	-	-	-	-
Stage 2	907	820	-	785	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	598	583	973	624	588	984	1508	-	-	1509	-	-
Mov Cap-2 Maneuver	598	583	-	624	588	-	-	-	-	-	-	-
Stage 1	789	695	-	926	827	-	-	-	-	-	-	-
Stage 2	874	819	-	741	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10	0.2	3.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1508	-	-	598	768	776	1509	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.014	0.075	0.042	-	-
HCM Control Delay (s)	7.4	0	-	11.1	9.8	10	7.5	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	4	7	29	3	40	4	85	25	80	105	7
Future Vol, veh/h	8	4	7	29	3	40	4	85	25	80	105	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	7	31	3	42	4	89	26	84	111	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	416	406	115	398	396	102	118	0	0	115	0	0
Stage 1	283	283	-	110	110	-	-	-	-	-	-	-
Stage 2	133	123	-	288	286	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	547	534	937	562	541	953	1470	-	-	1474	-	-
Stage 1	724	677	-	895	804	-	-	-	-	-	-	-
Stage 2	870	794	-	720	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	500	937	527	506	953	1470	-	-	1474	-	-
Mov Cap-2 Maneuver	495	500	-	527	506	-	-	-	-	-	-	-
Stage 1	722	636	-	892	802	-	-	-	-	-	-	-
Stage 2	826	792	-	666	634	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	10.8	0.3	3.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	495	711	700	1474	-	-
HCM Lane V/C Ratio	0.003	-	-	0.017	0.016	0.108	0.057	-	-
HCM Control Delay (s)	7.5	0	-	12.4	10.1	10.8	7.6	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.4	0.2	-	-

APPENDIX C

EXISTING PLUS PROJECT LEVEL OF SERVICE WORKSHEETS

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	107	36	1
Future Vol, veh/h	0	0	2	107	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	113	38	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	156	39	39	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	835	1033	1571	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	834	1033	1571	-	-	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	105	36	0
Future Vol, veh/h	2	0	0	105	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	0	111	38	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	38	-	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	843	1034	0	-	-	0
Stage 1	984	-	0	-	-	0
Stage 2	914	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	843	1034	-	-	-	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	843	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s)	-	9.3	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	5	106	35	1
Future Vol, veh/h	3	1	5	106	35	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	5	112	37	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	160	38	38	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	831	1034	1572	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	1034	1572	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	872	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	6	17	24	22	59	36	69	5	12	29	11
Future Vol, veh/h	23	6	17	24	22	59	36	69	5	12	29	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	6	18	25	23	62	38	73	5	13	31	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	257	217	37	227	221	76	43	0	0	78	0	0
Stage 1	63	63	-	152	152	-	-	-	-	-	-	-
Stage 2	194	154	-	75	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	696	681	1035	728	678	985	1566	-	-	1520	-	-
Stage 1	948	842	-	850	772	-	-	-	-	-	-	-
Stage 2	808	770	-	934	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	618	658	1035	692	655	985	1566	-	-	1520	-	-
Mov Cap-2 Maneuver	618	658	-	692	655	-	-	-	-	-	-	-
Stage 1	924	834	-	829	753	-	-	-	-	-	-	-
Stage 2	715	751	-	903	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.1	2.4	1.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	618	900	819	1520	-	-
HCM Lane V/C Ratio	0.024	-	-	0.039	0.027	0.135	0.008	-	-
HCM Control Delay (s)	7.4	0	-	11.1	9.1	10.1	7.4	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2	74	141	4
Future Vol, veh/h	0	0	2	74	141	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	78	148	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	232	150	152	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	756	896	1429	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	755	896	1429	-	-	-
Mov Cap-2 Maneuver	755	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1429	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	0	73	141	0
Future Vol, veh/h	1	3	0	73	141	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	0	77	148	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	225	148	-	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	763	899	0	-	-	0
Stage 1	880	-	0	-	-	0
Stage 2	946	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	763	899	-	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	763	899	-
HCM Lane V/C Ratio	-	0.001	0.004	-
HCM Control Delay (s)	-	9.7	9	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	4	73	143	6
Future Vol, veh/h	2	5	4	73	143	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	5	4	77	151	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	154	157	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	749	892	1423	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	747	892	1423	-	-	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1423	-	845	-	-
HCM Lane V/C Ratio	0.003	-	0.009	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	5	18	22	4	30	10	71	19	60	86	21
Future Vol, veh/h	12	5	18	22	4	30	10	71	19	60	86	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	5	19	23	4	32	11	75	20	63	91	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	345	102	347	346	85	113	0	0	95	0	0
Stage 1	228	228	-	107	107	-	-	-	-	-	-	-
Stage 2	125	117	-	240	239	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	602	578	953	607	577	974	1476	-	-	1499	-	-
Stage 1	775	715	-	898	807	-	-	-	-	-	-	-
Stage 2	879	799	-	763	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	556	547	953	567	546	974	1476	-	-	1499	-	-
Mov Cap-2 Maneuver	556	547	-	567	546	-	-	-	-	-	-	-
Stage 1	769	683	-	891	801	-	-	-	-	-	-	-
Stage 2	839	793	-	709	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10.4	0.7	2.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	556	821	728	1499	-	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.029	0.081	0.042	-	-
HCM Control Delay (s)	7.5	0	-	11.6	9.5	10.4	7.5	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	155	292	10
Future Vol, veh/h	1	1	5	155	292	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	5	163	307	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	486	313	318	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	540	727	1242	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	538	727	1242	-	-	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.8	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	618	-	-
HCM Lane V/C Ratio	0.004	-	0.003	-	-
HCM Control Delay (s/veh)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	0	149	293	0
Future Vol, veh/h	8	4	0	149	293	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	0	157	308	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	465	308	-	0	-	0
Stage 1	308	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	556	732	0	-	-	0
Stage 1	745	-	0	-	-	0
Stage 2	871	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	556	732	-	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	556	732	-
HCM Lane V/C Ratio	-	0.015	0.006	-
HCM Control Delay (s/veh)	-	11.6	9.9	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q (veh)	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	6	7	143	289	0
Future Vol, veh/h	14	6	7	143	289	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	6	7	151	304	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	469	304	304	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	553	736	1257	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	550	736	1257	-	-	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	595	-	-
HCM Lane V/C Ratio	0.006	-	0.035	-	-
HCM Control Delay (s/veh)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	6	23	29	5	40	20	96	25	80	115	48
Future Vol, veh/h	42	6	23	29	5	40	20	96	25	80	115	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	6	24	31	5	42	21	101	26	84	121	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	495	484	147	486	496	114	172	0	0	127	0	0
Stage 1	315	315	-	156	156	-	-	-	-	-	-	-
Stage 2	180	169	-	330	340	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	485	483	900	492	475	939	1405	-	-	1459	-	-
Stage 1	696	656	-	846	769	-	-	-	-	-	-	-
Stage 2	822	759	-	683	639	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	445	900	445	437	939	1405	-	-	1459	-	-
Mov Cap-2 Maneuver	431	445	-	445	437	-	-	-	-	-	-	-
Stage 1	685	614	-	832	757	-	-	-	-	-	-	-
Stage 2	767	747	-	616	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.6	11.6	1.1	2.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	431	743	621	1459	-	-
HCM Lane V/C Ratio	0.015	-	-	0.103	0.041	0.125	0.058	-	-
HCM Control Delay (s/veh)	7.6	0	-	14.3	10.1	11.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.3	0.1	0.4	0.2	-	-

APPENDIX D

COLLISION DATA

#211264AC 2019 - AV. 2020/2021 CRASHES ON RT 84 (LA HONDA RD/WOODSIDE RD) BETWEEN RT 35 (SKYLINE BL) AND RT 1 (CABRILLO HWY), SAN MATEO CO.

ATTACHMENT 5

Primary Rd **SR-84 (WOODSIDE** Distance (ft) **528** Direction **W** Secondary Rd **HILDEBRAND RD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **020900** Collision Date **20190225** Time **1715** Day **MON**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20190305**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **PKD MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HNBD		RAN OFF RD	E	A	0100	TOYO	2013	-	3	N	- M G
2	PRKD	998					PARKED	E	A	0700	JEEP	2000	-	-	-	- -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **RT 84** Distance (ft) **0** Direction Secondary Rd **SKYLINE BL** NCIC **4100** State Hwy? **Y** Route **84** Postmile Prefix **-** Postmile **17.610** Side of Hwy **S**
City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist **1F** Beat **003** Type CalTrans Dist **4** Badge **25255** Collision Date **20190325** Time **1249** Day **MON**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20191029**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type **H** Ramp/Int **-**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	O	HNBD		LFT TURN	N	A	0100	VOLKS	2014	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 (LA HONDA** Distance (ft) **2640** Direction **W** Secondary Rd **PESCADERO CREEI** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **021510** Collision Date **20190419** Time **1110** Day **FRI**
Primary Collision Factor **WRONG SIDE** Violation **21460A** Collision Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20190501**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	H	HNBD		OPPOS LN	E	C	0200	DUCA	2018	-	3	N	- - W
2	DRVR	30	M	W	HNBD		PROC ST	W	F	2700	PTRB	2017	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	29	M	1	P W	1

Primary Rd **LA HONDA RD** Distance (ft) **I** Direction Secondary Rd **SKYLINE BL** NCIC **4100** State Hwy? **Y** Route **84** Postmile Prefix **-** Postmile **16.190** Side of Hwy **S**
City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist **WDS** Beat **030** Type CalTrans Dist **4** Badge **25835** Collision Date **20190427** Time **1429** Day **SAT**
Primary Collision Factor **LANE CHANGE** Violation **21658A** Collision Type **OTHER** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20190829**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type **H** Ramp/Int **-**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	74	M	W	HNBD		RAN OFF RD	E	C	0200	HARLE	2006	-	3	N	- P -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	74	M	1	P -	1

Primary Rd **SR-84** Distance (ft) **3696** Direction **W** Secondary Rd **SR-35** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **021942** Collision Date **20190428** Time **1140** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **HIT OBJECT** Severity **FATAL** # Killed **1** # Injured **0** Tow Away? **Y** Process Date **20190530**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	A	HNBD		PROC ST	W	C	0200	YAMA	2012	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	26	M	1	P W	1

Primary Rd **SR-35** Distance (ft) **I** Direction Secondary Rd **OLD LA HONDA RD.** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **052** Type **1** CalTrans Dist Badge **022190** Collision Date **20190504** Time **1450** Day **SAT**
Primary Collision Factor **IMPROP PASS** Violation **21750** Collision Type **REAR END** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20190522**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **BICYCLE** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	F	W	HNBD		PROC ST	S	C	0200	KTMX	2016	-	3	N	- - W
2	BICY	27	F	W	HNBD		LFT TURN	S	L	0400	SPCLZ		-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	26	F	1	P W	1
BICY	MINOR	27	F	1	- W	1

ATTACHMENT 5

Primary Rd SR-35 (SKYLINE B(Distance (ft) 1000 Direction N Secondary Rd SR-84 (LA HONDA R NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 042 Type 1 CalTrans Dist Badge 021628 Collision Date 20190504 Time 1240 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20190510
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	66	M	W	HNBD		OTHER	S	L	0400	SEVEN	2015	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	MINOR	66	M	1	- W	1

Primary Rd SR-84 Distance (ft) 5280 Direction W Secondary Rd KEBET RIDGE RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021414 Collision Date 20190514 Time 1530 Day TUE
Primary Collision Factor OTHER HAZ Violation 21662A Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190530
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	M	A	HNBD		PROC ST	W	C	0200	BMW	2016	-	3	N	- - W
2	DRVR	62	M	O	HNBD		PROC ST	E	I	0900	FORD	2012	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	22	M	1	P W	1

Primary Rd SR-84 (WOODSIDE Distance (ft) 5280 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022190 Collision Date 20190519 Time 1725 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190521
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		PROC ST	W	D	2200	FORD	2003	-	2	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	24	M	1	M G	0

Primary Rd SR-35 Distance (ft) 4224 Direction S Secondary Rd OLD LA HONDA RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 016993 Collision Date 20190603 Time 1335 Day MON
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190605
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	64	M	W	HNBD		PROC ST	N	C	0200	HARL	1999	-	3	N	- - W
2F	DRVR	40	F	W	HNBD		LFT TURN	S	B	0735	TOYO	2005	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	64	M	1	P W	1

Primary Rd SR-84 Distance (ft) 880 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021145 Collision Date 20190606 Time 0615 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190612
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	38	M	W	HNBD		OTHER	E	D	2200	CHEV	2010	-	3	N	- M H

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	38	M	1	M H	0

Primary Rd SR-84 E/B (WOODS Distance (ft) 3696 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021953 Collision Date 20190608 Time 1815 Day SAT
Primary Collision Factor DRVR ALC|DRG Violation 23152G Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190614
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	69	M	W	HBD-UI	DRUG	PROC ST	E	C	0200	INDIA	2016	-	3	A	22350 - - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	69	M	1	P W	2

#211264AC 2019 - AV. 2020/2021 CRASHES ON RT 84 (LA HONDA RD/WOODSIDE RD) BETWEEN RT 35 (SKYLINE BL) AND RT 1 (CABRILLO HWY), SAN MATEO CO.

ATTACHMENT 5

Primary Rd **SR-84 W/B** Distance (ft) **30** Direction **E** Secondary Rd **SR-1** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022140** Collision Date **20190609** Time **1045** Day **SUN**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20190617**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	38	M	W	HNBD		PROC ST	W	A	0100	MAZD	2018	-	3	N	- M G
2	DRVR	41	M	W	HNBD		STOPPED	W	A	0700	VOLK	2018	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	40	F	6	M G	0

Primary Rd **SR-84** Distance (ft) **200** Direction **E** Secondary Rd **SEQUOIA DR.** NCIC **9330** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022190** Collision Date **20190614** Time **1845** Day **FRI**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20190620**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	16	F	W	HNBD		SLOWING	W	A	0700	JEEP	2008	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance (ft) **3168** Direction **E** Secondary Rd **SEQUOIA DR.** NCIC **9330** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022190** Collision Date **20190614** Time **1720** Day **FRI**
Primary Collision Factor **WRONG SIDE** Violation **21460A** Collision Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20190624**
Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **FELONY** Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			IMP UNK	IMP UNK	OPPOS LN	W	-	9900	UNKNO	-	3	N	-	B B
2	DRVR	39	M	O	HNBD		PROC ST	E	C	0200	DUCA	2011	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	39	M	1	P W	1

Primary Rd **SR-84 (WOODSIDE** Distance (ft) **400** Direction **E** Secondary Rd **OLD LAHONDA ROA** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022178** Collision Date **20190622** Time **1530** Day **SAT**
Primary Collision Factor **WRONG SIDE** Violation **21460A** Collision Type **HEAD-ON** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20190626**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MSDMNR** Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			IMP UNK	IMP UNK	WRONG WY	W	-	9900	-	-	3	N	-	B B
2	DRVR	27	M	O	HNBD		PROC ST	E	A	0100	VOLK	2016	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **HIGHWAY-1 N/B** Distance (ft) **4224** Direction **S** Secondary Rd **SR-84** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **020** Type **1** CalTrans Dist Badge **022178** Collision Date **20190625** Time **2010** Day **TUE**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20190701**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	F	H	HNBD		RAN OFF RD	N	A	0100	KIA	2015	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	20	F	1	L G	0

Primary Rd **SR-35** Distance (ft) **2112** Direction **S** Secondary Rd **OLD LA HONDA RD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **052** Type **1** CalTrans Dist Badge **021942** Collision Date **20190629** Time **1145** Day **SAT**
Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20190703**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	42	M	W	HNBD		PROC ST	N	C	0200	HONDA	1998	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	42	M	1	P W	1

#211264AC 2019 - AV. 2020/2021 CRASHES ON RT 84 (LA HONDA RD/WOODSIDE RD) BETWEEN RT 35 (SKYLINE BL) AND RT 1 (CABRILLO HWY), SAN MATEO CO.

ATTACHMENT 5

Primary Rd SR-84 (LAHONDA F Distance (ft) 500 Direction E Secondary Rd OLD LAHONDA ROA NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022178 Collision Date 20190630 Time 1510 Day SUN
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type HEAD-ON Severity FATAL # Killed 1 # Injured 0 Tow Away? Y Process Date 20190829
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	62	M	W	HNBD		LFT TURN	E	D	2200	RAM	2007	- 3	N	-	M G
2	DRVR	35	M	W	IMP UNK	IMP UNK	PROC ST	W	C	0200	KTMX	2006	- 3	N	-	P W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	35	M	1	P W	1

Primary Rd SR-35 Distance (ft) 2640 Direction S Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 021662 Collision Date 20190703 Time 1815 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190708
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	30	F	W	HNBD		SLOWING	N	A	0100	MAZD	2016	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	63	F	3	M G	0

Primary Rd SR-84 W/B Distance (ft) 528 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 503 Type 3 CalTrans Dist Badge 022211 Collision Date 20190804 Time 1205 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190812
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	49	F	W	HNBD		PROC ST	W	C	0200	HARL	2019	- 3	N	- -	W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	49	F	1	P W	1

Primary Rd 12049 LA HONDA F Distance (ft) 528 Direction W Secondary Rd OLD LA HONDA RD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022140 Collision Date 20190809 Time 0200 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20190816
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	F	O	HNBD		UNS TURN	W	A	0100	NISS	2010	- 3	J	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd LA HONDA RD Distance (ft) 0 Direction Secondary Rd SKYLINE BL NCIC 4100 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WOOD Beat 030 Type CalTrans Dist Badge 25136 Collision Date 20190812 Time 1815 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20190830
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	O			PROC ST	E	C	0200	KAWAS	2018	- 3	N	-	L A
2	DRVR	32	M	W			PROC ST	W	A	0100	HONDA	2008	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	23	M	1	L A	1

Primary Rd SR-84 (LA HONDA I Distance (ft) 10 Direction E Secondary Rd SR-1 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 015268 Collision Date 20190815 Time 1420 Day THU
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190821
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	52	M	W	HNBD		STOPPED	W	C	0200	YAMAH	2004	- 3	N	- -	W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	52	M	1	P W	1

ATTACHMENT 5

Primary Rd SR-84 (LA HONDA | Distance (ft) 60 Direction E Secondary Rd HILDEBRAND RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022035 Collision Date 20190815 Time 0020 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20190827
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	M	H	HNBD		PROC ST	E	A	0100	CHEV	2018	-	3	N	-

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	20	M	1	L	G	0
PASS	POSSIBLE	20	M	2	L	G	0

Primary Rd SR-84 Distance (ft) 528 Direction E Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022141 Collision Date 20190818 Time 1340 Day SUN
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20190828
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	50	M	W	HBD-NUI		OPPOS LN	E	C	0200	HARL	2007	-	3	N	-
2	DRVR	43	F	W	HNBD		PROC ST	W	A	0100	TOYO	2017	-	3	N	-

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	50	M	1	P	W	1
PASS	POSSIBLE	15	M	4	L	G	0

Primary Rd LA HONDA ROAD Distance (ft) 1584 Direction E Secondary Rd SEARS RANCH ROA NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20190819 Time 2306 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20190828
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			IMP UNK	IMP UNK	UNS TURN	E	A	0700	TOYOT	2009	-	3	N	-

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
					M	P	

Primary Rd SR-84 E/B Distance (ft) 1500 Direction W Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022020 Collision Date 20190819 Time 0845 Day MON
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20190827
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 HOLES Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	33	M	W	HNBD		LFT TURN	W	A	0100	TOYO	2002	-	3	N	-
2	DRVR	64	F	W	HNBD		PROC ST	E	A	0100	TOYO	2017	-	3	N	-

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
			M	G		
			M	G		

Primary Rd SR-35 N/B Distance (ft) 2112 Direction S Secondary Rd OLD LA HONDA RD. NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 021315 Collision Date 20190821 Time 1440 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191001
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	65	M	H	HNBD		PROC ST	N	C	0200	HARL	2011	-	3	N	-

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
			M	G	P	W	1

Primary Rd OLD LA HONDA RI Distance (ft) 0 Direction Secondary Rd OLD LA HONDA RD NCIC 4100 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WSD Beat 030 Type CalTrans Dist Badge 15740 Collision Date 20190926 Time 0923 Day THU
Primary Collision Factor WRONG SIDE Violation 21650 Collision Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20191112
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	H	HNBD		PROC ST	N	A	0100	FORD	2016	-	3	N	-
2	DRVR	35	M	H	HNBD		PROC ST	S	A	0100	FORD	2017	-	3	N	-

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
			M	B		
			M	B		

Primary Rd SR-35 Distance (ft) 200 Direction N Secondary Rd OLD LAHONDA ROA NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022178 Collision Date 20190926 Time 2110 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20190930
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	40	M	O	HBD-NUI		PROC ST	S	C	0200	KAWA	2016	-	3	N	- - W
2	DRVR	35	M	W	HNBD		PROC ST	E	D	2200	DODG	2014	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	40	M	1	P W	1

Primary Rd LA HONDA RD Distance (ft) 0 Direction Secondary Rd LA HONDA R 12441 NCIC 4100 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist OR Beat 004 Type CalTrans Dist Badge 25081 Collision Date 20190928 Time 0500 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20191113
Weather1 CLOUDY Weather2 Rdwy Surface SLIPPERY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		RAN OFF RD	W	A	0100	MAZDA	2014	-	3	A	22350 - L C

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS		24	M	1	L C	0

Primary Rd SR-84 W/B Distance (ft) 2640 Direction E Secondary Rd HILDEBRAND RD. NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021315 Collision Date 20190929 Time 1540 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20191119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	M	W	HNBD		PROC ST	W	C	0200	HARL	2016	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	28	M	1	P W	1

Primary Rd SR-84 EB Distance (ft) 350 Direction W Secondary Rd OLD LA HONDA RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021942 Collision Date 20190930 Time 0100 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191028
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	44	M	W	HNBD	FATG	PROC ST	E	C	0200	HARL	2016	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	44	M	1	P W	2

Primary Rd SR-84 (WOODSIDE Distance (ft) 5280 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022042 Collision Date 20191003 Time 1600 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20191015
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	W	HNBD		UNS TURN	W	C	0200	YAMA	2006	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 1056 Direction E Secondary Rd SR-1 (CABRILLO HI(NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021510 Collision Date 20191004 Time 1242 Day FRI
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191015
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	70	M	W	HNBD		U-TURN	E	A	0700	FORD	2002	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	70	M	1	M G	0

Primary Rd SR-84 Distance (ft) 200 Direction E Secondary Rd HIDDEN CREEK RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022042 Collision Date 20191013 Time 1630 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191023
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	65	M	W	HBD-NUI		UNS TURN	E	C	0200	HARL	2004	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	65	M	1	P W	0

ATTACHMENT 5

Primary Rd SR-84 (LA HONDA | Distance (ft) 6864 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022306 Collision Date 20191027 Time 2500 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191107
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	70	M	O	IMP UNK	IMP UNK	RAN OFF RD	E	A	0700	HOND	2001	-	3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	70	M	1	L G	0

Primary Rd SR-84 WB Distance (ft) 400 Direction E Secondary Rd BEAR GULCH ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20191103 Time 0812 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20191112
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	26	M	O	HNBD		RAN OFF RD	W	A	0100	VOLK	2015	-	3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) I Direction Secondary Rd PESCADERO CREEI NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022306 Collision Date 20191104 Time 1750 Day MON
Primary Collision Factor R-O-W AUTO Violation 21801B Collision Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20191210
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	998			IMP UNK	IMP UNK	PROC ST	E	-	9900	-		-	3	N	-	B B
2	DRVR	48	M	W	HNBD		LFT TURN	W	A	0100	CHEV	2014	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 5280 Direction W Secondary Rd SR-35 (SKYLINE BL\ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022294 Collision Date 20191110 Time 1400 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	27	M	W	HNBD		UNS TURN	W	A	0100	ACURA	2003	-	3	N	-	L G
2	DRVR	51	F	W	HNBD		PROC ST	E	E	2235	FORD	2019	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	51	F	1	M G	0

Primary Rd STATE ROUTE 84 (Distance (ft) I Direction Secondary Rd MADERA LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022190 Collision Date 20191111 Time 1540 Day MON
Primary Collision Factor R-O-W AUTO Violation 21802B Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20191120
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	17	M	W	HNBD		ENT TRAF	S	A	0100	JEEP	2018	-	3	N	-	L G
2	DRVR	59	F	W	HNBD		PROC ST	W	A	0100	SUBA	1998	-	3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	17	M	1	L G	0
DRVR	MINOR	59	F	1	L G	0

Primary Rd SR-84 (LA HONDA | Distance (ft) 2640 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022306 Collision Date 20191117 Time 1355 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191127
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	28	M	A	HNBD		OTHER	W	C	0200	HOND	2015	-	3	N	-	- W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	28	M	1	P W	1

ATTACHMENT 5

Primary Rd LA HONDA RD Distance (ft) 41 Direction E Secondary Rd LA HONDA RD 1391 NCIC 4100 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist 4100 Beat 030 Type CalTrans Dist Badge 25295 Collision Date 20191201 Time 1413 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OTHER Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200219
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	W	HNBD		RAN OFF RD	E	A	0100	BMW	2012	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	OTH VIS	21	M	1	M G	0
PASS	OTH VIS	20	F	3	L G	0

Primary Rd SR-84 Distance (ft) 1350 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022020 Collision Date 20191206 Time 1310 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20191213
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	B	HNBD		UNS TURN	W	A	0100	FORD	2010	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 E/B Distance (ft) 4224 Direction E Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021609 Collision Date 20191216 Time 0750 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20191224
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	16	F	W	HNBD		LFT TURN	E	A	0100	BMW	2001	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	16	F	1	M G	0

Primary Rd SR-35 Distance (ft) 2300 Direction S Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022020 Collision Date 20191221 Time 2500 Day SAT
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20191230
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	W	HBD-NUI		STOPPED	E	A	0100	MERB	1982	-	3	N	- P G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd RT 84 Distance (ft) 3500 Direction W Secondary Rd RT 35 NCIC 4100 State Hwy? Y Route 35 Postmile Prefix - Postmile 10.580 Side of Hwy S
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist 4 Badge 15320 Collision Date 20200125 Time 1015 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OTHER Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20201026
Weather1 CLOUDY Weather2 Rdwy Surface SLIPPERY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	45	M	W				E	L	0400	-	-	3	A	22350	- - -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	SEVERE	45	M	9	P W	0

Primary Rd STATE ROUTE 84 (Distance (ft) 70 Direction E Secondary Rd KEBET RIDGE ROAI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022294 Collision Date 20200125 Time 1340 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity FATAL # Killed 1 # Injured 1 Tow Away? Y Process Date 20200721
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	51	M	A	HNBD		PROC ST	E	C	0200	KTM	2018	-	3	N	- - W
2	DRVR	34	M	A	HNBD		PROC ST	W	D	2200	NISS	2018	-	3	N	- M G
3	DRVR	53	M	A	HNBD		PROC ST	E	C	0200	DUCA	2012	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	51	M	1	P W	1
DRVR	MINOR	53	M	1	P W	1

ATTACHMENT 5

Primary Rd SR-84 W/B Distance (ft) 3168 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022169 Collision Date 20200131 Time 2500 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20200225
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			IMP UNK	IMP UNK	OTHER	W	A	0100	NISSA	2018	-	3	N	- B B

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 WESTBOUN Distance (ft) 4495 Direction W Secondary Rd KEBET RIDGE ROAI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022185 Collision Date 20200201 Time 1225 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? N Process Date 20200210
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	A	HNBD		RAN OFF RD	W	A	0100	MAZD	2016	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	24	F	1	L G	0
PASS	POSSIBLE	30	M	3	L G	0

Primary Rd SR-84 Distance (ft) 29 Direction W Secondary Rd KEBET RIDGE ROAI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20200208 Time 1140 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200219
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	47	M	O	HNBD		PROC ST	W	C	0200	KTMX	2020	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	47	M	1	P W	1

Primary Rd SR-84 Distance (ft) 500 Direction W Secondary Rd PEEK A BOO LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022372 Collision Date 20200213 Time 1705 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200219
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	H	HBD-UI		OTHER	E	A	0100	SUBA	2018	-	3	A	22107 - L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	25	M	1	L G	0
PASS	SERIOUS	27	F	3	L G	0

Primary Rd SR-84 Distance (ft) 528 Direction W Secondary Rd PEEK-A-BOO LN NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20200222 Time 0844 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200226
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	34	M	W	HNBD		RAN OFF RD	W	A	0100	CHEV	2013	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA Distance (ft) 1056 Direction W Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022440 Collision Date 20200224 Time 1633 Day MON
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200311
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	33	M	H	HBD-UI		PROC ST	E	A	0100	CHEV	2015	-	3	A	22107 - L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	33	M	1	L G	0
PASS	MINOR	52	F	3	L G	0

ATTACHMENT 5

Primary Rd STATE ROUTE 84 Distance (ft) 1056 Direction W Secondary Rd SEARS RANCH ROA NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021942 Collision Date 20200301 Time 1145 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200415
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	W	HNBD		PROC ST	W	C	0200	KAWA	2010	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	27	M	1	P W	1

Primary Rd SR-35 Distance (ft) 2112 Direction N Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022504 Collision Date 20200326 Time 1620 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20200402
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	O	HNBD		PROC ST	N	C	0200	YAMA	2008	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	19	M	1	P W	2

Primary Rd SR-84 EASTBOUNI Distance (ft) 215 Direction E Secondary Rd SEARS RANCH RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022098 Collision Date 20200414 Time 1605 Day TUE
Primary Collision Factor IMPROP PASS Violation 21750 Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 2 Tow Away? N Process Date 20200421
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	W	HNBD		PASSING	E	C	0200	HOND	2005	-	3	N	- - W
2	DRVR	19	M	W	HNBD		PROC ST	E	A	0800	FORD	1995	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	29	M	1	P W	1
PASS	MINOR	30	F	2	P Y	1

Primary Rd SR-84 1500 BLOCK Distance (ft) 3300 Direction E Secondary Rd STAGE RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022098 Collision Date 20200422 Time 1710 Day WED
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20200429
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	41	M	W	HNBD		PROC ST	E	C	0200	SUZI	2006	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	41	M	1	P W	0

Primary Rd SR-84 (LA HONDA | Distance (ft) 2640 Direction E Secondary Rd MADERA LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 020954 Collision Date 20200426 Time 2040 Day SUN
Primary Collision Factor NOT DRIVER Violation Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200428
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	41	M	O	HNBD		PROC ST	E	C	0200	KAWA	2008	-	2	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	41	M	1	P W	0

Primary Rd SR-84 (LA HONDA | Distance (ft) 150 Direction E Secondary Rd KEBET RIDGE RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022436 Collision Date 20200502 Time 1820 Day SAT
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 6 Tow Away? Y Process Date 20200506
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		STOPPED	W	A	0100	BMW	2007	-	3	N	- L G
2	DRVR	32	M	O	HNBD		PROC ST	E	A	0100	HOND	2016	-	3	N	- L G
3	DRVR	60	M	W	HNBD		SLOWING	E	A	0800	FORD	2006	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	32	M	1	L G	0
PASS	POSSIBLE	62	F	3	L G	0
PASS	POSSIBLE	4	M	4	L Q	0
PASS	POSSIBLE	29	F	6	L G	0
DRVR	POSSIBLE	60	M	1	M G	0
PASS	POSSIBLE	63	F	3	M G	0

ATTACHMENT 5

Primary Rd RT 84 Distance (ft) 528 Direction N Secondary Rd RT 35 NCIC 4100 State Hwy? Y Route 84 Postmile Prefix - Postmile 15.570 Side of Hwy N
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist 4 Badge 25274 Collision Date 20200508 Time 1134 Day FRI
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20201112
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	M	W	HBD-NUI		WRONG WY	S	A	0100	HYUND	2013	-	3	N	- L G
2	DRVR	72	F	W	HNBD		PROC ST	N	A	0700	TOYOT	2017	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	72	F	1	L G	0

Primary Rd SR-84 (LA HONDA | Distance (ft) I Direction Secondary Rd ENTRADA WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022436 Collision Date 20200509 Time 1900 Day SAT
Primary Collision Factor IMPROP PASS Violation 21750 Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200515
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	55	M	W	HNBD		PASSING	E	C	0200	YAMA	2016	-	3	N	- - W
2	DRVR	59	M	W	HNBD		LFT TURN	E	A	0700	MAZD	2016	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	55	M	1	P W	1

Primary Rd STATE ROUTE 35 Distance (ft) 528 Direction N Secondary Rd STATE ROUTE 84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 042 Type 1 CalTrans Dist Badge 021942 Collision Date 20200509 Time 0905 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20200522
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	67	M	W	HNBD		PROC ST	S	L	0400	CANNO	-	3	N	-	- W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	POSSIBLE	67	M	1	- W	1

Primary Rd SR-1 Distance (ft) 3696 Direction S Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022279 Collision Date 20200522 Time 1122 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? N Process Date 20200528
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	O	HNBD		SLOWING	S	C	0200	HONDA	2013	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	23	M	1	P W	1
PASS	POSSIBLE	22	F	2	P W	1

Primary Rd LA HONDA RD Distance (ft) 84 Direction E Secondary Rd LA HONDA RD 1391 NCIC 4100 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist Badge 25136 Collision Date 20200523 Time 1925 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200813
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		RAN OFF RD	E	A	0100	-	1989	-	3	A	22350 N P G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	18	M	1	P G	0
PASS	MINOR	19	M	2	P G	0

Primary Rd RT 84 Distance (ft) I Direction Secondary Rd RT 35 NCIC 4100 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist Badge 25906 Collision Date 20200524 Time 1531 Day SUN
Primary Collision Factor R-O-W AUTO Violation 21804 Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20201023
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	49	M	H	HNBD		ENT TRAF	S	C	0300	-	2016	-	3	J	- P -
2	DRVR	47	M	W	HNBD		PROC ST	W	C	0200	-	2008	-	3	N	- P -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	47	M	1	P -	2

ATTACHMENT 5

Primary Rd SR-84 Distance (ft) 2640 Direction E Secondary Rd HILDEBRAND RD. NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022524 Collision Date 20200525 Time 1830 Day MON
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200604
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	W	HNBD		PROC ST	E	C	0200	YAMA	2017	-	3	N	- - W
2	DRVR	38	F	W	HNBD		PROC ST	W	A	0700	MERB	2019	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	21	M	1	P W	1

Primary Rd SR-84 Distance (ft) 1056 Direction E Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021616 Collision Date 20200531 Time 2045 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200608
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	W	HNBD		PROC ST	E	A	0100	SUBA	2002	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	19	M	1	M G	0
PASS	MINOR	19	M	3	M G	0

Primary Rd SR-84 Distance (ft) 2640 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022524 Collision Date 20200607 Time 2025 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200615
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	43	M	H	HNBD		PROC ST	E	A	0100	CHEV	2018	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-1 Distance (ft) 3168 Direction N Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022190 Collision Date 20200610 Time 1610 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200617
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	A	HNBD		OTHER	S	A	0100	BMW	2020	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	27	M	3	L G	0

Primary Rd STATE ROUTE 1 Distance (ft) I Direction Secondary Rd STATE ROUTE 84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022385 Collision Date 20200621 Time 0910 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20200623
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	H	HNBD		SLOWING	W	C	0200	YAMA	2007	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	26	M	1	P W	1

Primary Rd STATE ROUTE 35 Distance (ft) 3696 Direction S Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022141 Collision Date 20200621 Time 1031 Day SUN
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200625
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	31	F	O	HNBD		LFT TURN	S	A	0100	TOYO	2019	-	3	N	- M G
2	DRVR	33	M	W	HNBD		SLOWING	N	C	0200	DUCA	2019	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

ATTACHMENT 5

Primary Rd STATE ROUTE 84 Distance (ft) 30 Direction W Secondary Rd KEBET RIDGE ROAI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 020379 Collision Date 20200627 Time 0950 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200629
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	26	M	A	HNBD		PROC ST	W	A	0100		TOYO	2013	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-35 Distance (ft) 3696 Direction S Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022394 Collision Date 20200704 Time 2230 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20200706
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	20	M	O	HNBD		PROC ST	N	A	0100		FORD	2001	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA) Distance (ft) 616 Direction W Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021315 Collision Date 20200708 Time 1645 Day WED
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200720
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	62	M	W	HBD-UI		PROC ST	E	D	2200		FORD	1999	-	3	A	21658A - L G	
2	PRKD	998					PARKED	E	A	0700		FORD	1995	-	3	N	- - -	
3	PRKD	998					PARKED	E	A	0700		LAND	2003	-	3	N	- - -	

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-1 S/B Distance (ft) 197 Direction S Secondary Rd SR-84 (LA HONDA R NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022504 Collision Date 20200711 Time 1545 Day SAT
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20200731
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1	DRVR	36	M	H	HNBD		SLOWING	S	A	0700		INFIN	2010	-	3	N	-	M G
2F	DRVR	998			IMP UNK	IMP UNK	CHANG LN	S	-	9900		-	-	-	3	N	-	B B

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA Distance (ft) 1056 Direction W Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20200712 Time 1306 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200716
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	29	M	W	HNBD		SLOWING	W	C	0200		HONDA	2003	-	3	N	- - W	
2	DRVR	42	M	W	HNBD		STOPPED	W	D	2200		FORD	2020	-	3	N	- M G	

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	29	M	1	P W	1
PASS	POSSIBLE	36	F	3	M G	0

Primary Rd SR-84 Distance (ft) I Direction Secondary Rd STAGE ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022372 Collision Date 20200807 Time 1705 Day FRI
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200814
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Ejected
1F	DRVR	22	M	W	HNBD		PROC ST	N	A	0100		MERC	2008	-	3	N	- M G	
2	DRVR	61	M	O	HNBD		PROC ST	W	A	0700		LAND	2013	-	3	N	- L G	

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 528 Direction E Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022436 Collision Date 20200808 Time 1510 Day SAT
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200813
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	30	M	W	HBD-UI		UNS TURN	W	A	0700	TOYO	2013	-	3	A	22107	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 E/B Distance (ft) 1584 Direction W Secondary Rd PESCADERO CREEI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022524 Collision Date 20200816 Time 1105 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200824
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	H	HNBD		PROC ST	E	A	0700	JEEP	2004	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-35 (SKYLINE BI Distance (ft) 1584 Direction S Secondary Rd OLD LA HONDA RD. NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 021987 Collision Date 20200830 Time 1800 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20200909
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	49	M	H	IMP UNK	IMP UNK	OTHER	N	A	0800	NISS	2000	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-1 Distance (ft) 200 Direction S Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022072 Collision Date 20200903 Time 2030 Day THU
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20200910
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	26	M	H	HNBD		PROC ST	N	A	0100	CHEV	2020	-	3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 3168 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022436 Collision Date 20200904 Time 1500 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20200914
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		PROC ST	W	C	0200	TRIU	2007	-	3	N	-	- W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	24	M	1	P W	1

Primary Rd STAGE ROAD Distance (ft) 5808 Direction S Secondary Rd SR-84 NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 203 Type 3 CalTrans Dist Badge 022372 Collision Date 20200905 Time 1330 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20200911
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	15	F	O	HNBD		PROC ST	S	A	0100	FORD	2015	-	3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	15	F	1	L G	0
PASS	MINOR	21	M	3	L G	0

Primary Rd RT 35 Distance (ft) I Direction Secondary Rd RT 84 NCIC 4100 State Hwy? Y Route 35 Postmile Prefix - Postmile 10.558 Side of Hwy N
City WOODSIDE County SAN MATEO Population 2 Rpt Dist 1F Beat 003 Type CalTrans Dist 4 Badge 25289 Collision Date 20200927 Time 0000 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20201202
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type I Ramp/Int 5

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	45	M	W	HNBD		LFT TURN	S	A	0700	FORD	2017	-	3	N	- M G
2	BICY	28	M		HNBD			N	L	0400	-		-	3	N	- - -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	MINOR	28	M	1	W -	1

Primary Rd SR-84 Distance (ft) 2640 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022372 Collision Date 20200927 Time 1425 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20201005
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	55	M	O	HNBD		OTHER	W	C	0200	HARL	2001	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	55	M	1	P W	1

Primary Rd SR-84 (LA HONDA | Distance (ft) 3168 Direction E Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021243 Collision Date 20201004 Time 2133 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201014
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With NON-CLSN Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			IMP UNK	IMP UNK	UNS TURN	W	A	0100	VOLK	2015	-	3	N	- B B

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-1 Distance (ft) 528 Direction S Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022436 Collision Date 20201011 Time 0440 Day SUN
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201013
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	38	M	H	HBD-UI		UNS TURN	S	A	0100	KIA	2016	-	3	A	22107 - M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 E/B Distance (ft) 1056 Direction W Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022504 Collision Date 20201017 Time 1430 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20201120
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	34	M	H	HBD-UI		UNS TURN	W	C	0200	HARLE	2017	-	3	N	- - P

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	34	M	1	P P	1

Primary Rd SR-84 E/B Distance (ft) 2112 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022504 Collision Date 20201107 Time 2000 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201111
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	H	HNBD		UNS TURN	E	A	0100	HONDA	2014	-	3	J	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 3696 Direction E Secondary Rd HILDEBRAND RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20201108 Time 1000 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201112
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	51	M	A	HNBD		RAN OFF RD	E	A	0100	ACURA	1995	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 3168 Direction W Secondary Rd KEBET RIDGE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 020954 Collision Date 20201205 Time 2210 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20201216
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	40	M	W	HNBD		PROC ST	W	A	0100	BMW	2003	- 3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	40	M	1	L G	0

Primary Rd SR-1 Distance (ft) 3696 Direction S Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 020207 Collision Date 20201211 Time 1410 Day FRI
Primary Collision Factor IMPROP PASS Violation 21750 Collision Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20201221
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	47	M	W	HNBD		PASSING	S	A	0700	JEEP	2013	- 3	N	- M G
2	DRVR	50	M	B	HNBD		STOPPED	S	A	0700	CHEV	2020	- 3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-1 Distance (ft) 4224 Direction S Secondary Rd SR-84 (LA HONDA R NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022279 Collision Date 20201212 Time 1600 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201223
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	998		IMP UNK	IMP UNK		RAN OFF RD	S	D	2200	GMC	1997	- 3	N	- M B

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 1056 Direction W Secondary Rd MADERA LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20201213 Time 1604 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20201223
Weather1 CLOUDY Weather2 RAINING Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	44	M	W	HNBD		RAN OFF RD	E	A	0100	SUBU	2002	- 3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 528 Direction E Secondary Rd PEEK-A-BOO LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022504 Collision Date 20210107 Time 1830 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210118
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	21	M	H	HNBD		PROC ST	E	A	0100	LEXUS	2002	- 3	J	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 2640 Direction W Secondary Rd PESCADERO CREEI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021662 Collision Date 20210110 Time 1600 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210118
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	52	M	A	HNBD		RAN OFF RD	E	A	0100	FORD	2015	- 3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 500 Direction E Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021662 Collision Date 20210110 Time 1400 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210118
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip
1F	DRVR	43	M	H	HNBD		PROC ST	E	C	0200	BMW	2019	- 3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 360 Direction E Secondary Rd MEMORY LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021843 Collision Date 20210112 Time 0806 Day TUE
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20210119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	34	M	A	HNBD		OPPOS LN	W	D	2200	FORD	2014	-	3	N	- M G
2	DRVR	41	F	W	HNBD		PROC ST	E	A	0700	TOYO	2018	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd STAGE RD Distance (ft) 2640 Direction N Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 002 Type 3 CalTrans Dist Badge 022244 Collision Date 20210116 Time 1630 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210122
Weather1 FOG Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	A	HNBD		PROC ST	N	A	0100	NISS	2014	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 1056 Direction W Secondary Rd SR-35 (SKYLINE BO NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022042 Collision Date 20210123 Time 1610 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210129
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	31	M	O	HNBD		PROC ST	W	A	0100	BMW	2000	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	31	M	1	L G	0

Primary Rd SR-84 Distance (ft) 5280 Direction W Secondary Rd PESCADERO CREEI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022244 Collision Date 20210131 Time 1200 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210209
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		OTHER	W	A	0100	BMW	2018	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 W/B Distance (ft) 1600 Direction E Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 020379 Collision Date 20210131 Time 1300 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210205
Weather1 CLEAR Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	61	M	W	HNBD		PROC ST	W	C	0200	HONDA	2010	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	61	M	1	P W	1

Primary Rd SR-84 (LA HONDA | Distance (ft) 4752 Direction W Secondary Rd PESCADERO CREEI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022042 Collision Date 20210206 Time 1820 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210216
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	H	HNBD		OTHER	W	A	0100	HOND	2006	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	19	M	1	L G	0

Primary Rd SR-84 (LA HONDA | Distance (ft) 1584 Direction W Secondary Rd SEQUOIA NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021953 Collision Date 20210225 Time 1415 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210305
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	80	M	A	HNBD		PROC ST	E	A	0100	PORSC	2020	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	80	M	1	L G	0

Primary Rd SR-84 Distance (ft) 1056 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021662 Collision Date 20210226 Time 1415 Day FRI
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210319
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	35	M	W	IMP UNK	IMP UNK	PASSING	E	C	0200	HD	2004	- 3	N	-	- W
2	DRVR	66	M	W	HNBD		PROC ST	W	A	0100	JEEP	2019	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	35	M	1	P W	1

Primary Rd RT 84 Distance (ft) 80 Direction E Secondary Rd HILDEBRAND RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022244 Collision Date 20210227 Time 0936 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20210308
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		OTHER	E	A	0100	SUBA	2002	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) I Direction Secondary Rd STAGE ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022190 Collision Date 20210227 Time 1240 Day SAT
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210308
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run FELONY Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			IMP UNK	IMP UNK	PROC ST	S	-	9900	UNKNO		- 3	N	-	B B
2	DRVR	22	M	H	HNBD		PROC ST	W	C	0200	YAMA	2007	- 3	N	-	- W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	22	M	1	P W	1

Primary Rd SR-84 Distance (ft) 2640 Direction E Secondary Rd MADERA LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022524 Collision Date 20210314 Time 1535 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210322
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	M	H	HNBD		UNS TURN	W	A	0100	HONDA	2006	- 3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-1 (CABRILLO H Distance (ft) 1584 Direction S Secondary Rd SR-84 (LA HONDA R NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 020954 Collision Date 20210316 Time 1655 Day TUE
Primary Collision Factor IMPROP PASS Violation 21751 Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 4 Tow Away? Y Process Date 20210504
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run FELONY Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	56	M	W	HNBD		PASSING	S	D	2200	GMC	2007	- 3	N	-	M G
2	DRVR	51	M	W	HNBD		PROC ST	N	A	0700	FORD	2008	- 3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	56	M	1	M G	0
DRVR	MINOR	51	M	1	L G	0
PASS	POSSIBLE	51	F	4	L G	0
PASS	POSSIBLE	16	M	3	M G	0

Primary Rd LA HONDA RD Distance (ft) 82 Direction W Secondary Rd LA HONDA RD 1580 NCIC 4100 State Hwy? Y Route 84 Postmile Prefix - Postmile 15.270 Side of Hwy S
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist 4 Badge 25287 Collision Date 20210404 Time 2119 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210503
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type H Ramp/Int -

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		PROC ST	E	A	0100	-	2005	- 3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	17	M	1	L G	0

ATTACHMENT 5

Primary Rd SR-84 Distance (ft) 2130 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022020 Collision Date 20210404 Time 0900 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210412
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	33	M	A	HNBD		UNS TURN	W	A	0100	PORS	2014	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA I Distance (ft) 528 Direction W Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022294 Collision Date 20210409 Time 1330 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210414
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		PROC ST	E	A	0100	LEXU	2001	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 5280 Direction W Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021662 Collision Date 20210410 Time 1850 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210414
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	A	HNBD		PROC ST	W	A	0100	MINI	2011	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 100 Direction E Secondary Rd SEARS RANCH ROA NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022190 Collision Date 20210411 Time 1240 Day SUN
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210416
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	55	M	A	HNBD		ENT TRAF	E	A	0100	TOYO	2015	-	3	N	- M G
2	DRVR	28	M	A	HNBD		PROC ST	E	C	0200	HOND	2017	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	28	M	1	P W	1

Primary Rd SR-1 Distance (ft) 520 Direction S Secondary Rd SR-84 NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022590 Collision Date 20210424 Time 1559 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210503
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	M	W	HNBD		UNS TURN	N	A	0100	AUDI	2003	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA I Distance (ft) 3696 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 020954 Collision Date 20210427 Time 1405 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210505
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HNBD		UNS TURN	W	C	0200	YAMA	1980	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	26	F	1	P W	2

Primary Rd SR-35 (SKYLINE BI Distance (ft) 10560 Direction N Secondary Rd SR-84 (WOODSIDE F NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 042 Type 1 CalTrans Dist Badge 017984 Collision Date 20210428 Time 0435 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210505
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		RAN OFF RD	S	A	0100	MERB	2014	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	MINOR	17	M	3	M G	0

ATTACHMENT 5

Primary Rd SR-84 (LA HONDA | Distance (ft) 50 Direction W Secondary Rd HILDEBRAND RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021942 Collision Date 20210428 Time 1109 Day WED
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210506
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	48	M	A	HNBD		ENT TRAF	W	D	2200	FORD	2007	-	3	N	- M G
2	DRVR	54	M	A	HNBD		PROC ST	E	A	0100	GMC	1990	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	54	M	1	M G	0

Primary Rd SR-84 (LA HONDA | Distance (ft) 528 Direction W Secondary Rd SR-35 NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022200 Collision Date 20210429 Time 2200 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20210507
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	48	F	H	HNBD		UNS TURN	E	A	0800	DODGE	2002	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance (ft) 1800 Direction E Secondary Rd PEEK-A-BOO LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022575 Collision Date 20210501 Time 1541 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210510
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	20	M	W	HNBD		PROC ST	W	A	0100	FORD	2007	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-35 (SKYLINE B(Distance (ft) 2112 Direction S Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 020954 Collision Date 20210504 Time 0330 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210512
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	W	IMP UNK	IMP UNK	UNS TURN	N	A	0100	PORS	2000	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	23	M	1	L G	0

Primary Rd SR-84 (LA HONDA | Distance (ft) 5808 Direction E Secondary Rd STAGE ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022244 Collision Date 20210513 Time 1440 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210527
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	63	F	W	HNBD		PROC ST	E	L	0400	TREK	2010	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	POSSIBLE	63	F	1	P W	1

Primary Rd SR-84 Distance (ft) 1400 Direction E Secondary Rd STAGE ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022575 Collision Date 20210523 Time 1508 Day SUN
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210611
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	35	M	W	HNBD		PROC ST	E	A	0800	FRHT	2015	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

ATTACHMENT 5

Primary Rd SR-84 (LA HONDA | Distance (ft) 3696 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021942 Collision Date 20210527 Time 1310 Day THU
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210608
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	75	M	W	HNBD		OPPOS LN	E	C	0200	KAWK	2019	-	3	N	- - W
2	DRVR	71	M	W	HNBD		PROC ST	W	A	0700	HOND	2018	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	76	M	1	P W	1

Primary Rd SR-35 (SKYLINE BI Distance (ft) 2112 Direction S Secondary Rd LA HONDA ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022294 Collision Date 20210528 Time 1825 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210609
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	30	M	H	HNBD		PROC ST	N	C	0200	HD	2006	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	30	M	1	P W	1

Primary Rd SR-84 (LA HONDA | Distance (ft) 528 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021628 Collision Date 20210531 Time 1140 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210609
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 LOOSE MATRL Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	46	F	W	HNBD		UNS TURN	W	L	0400	TREK	2020	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	MINOR	46	F	1	P W	1

Primary Rd SR-35 (SKYLINE BI Distance (ft) I Direction Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 021594 Collision Date 20210601 Time 1345 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20210611
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	71	M	W	HNBD		PROC ST	W	A	0700	GMC	2017	-	3	N	- M G
2	DRVR	28	M	B	HNBD		PROC ST	N	D	2200	CHEV	2016	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 4224 Direction W Secondary Rd KEBET RIDGE ROAI NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Collision Date 20210613 Time 1220 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210623
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	31	M	W	HNBD		PROC ST	W	C	0200	APRIL	2016	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	31	M	1	P W	1

Primary Rd SR-84 W/B Distance (ft) 2112 Direction E Secondary Rd HILDERBRAND RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 021630 Collision Date 20210623 Time 2100 Day WED
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20210625
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ+ADDL Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	W	HBD-UNK		OTHER	W	A	0100	HOND	1991	-	3	N	- M E

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 2640 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022504 Collision Date 20210704 Time 0700 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210723
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	69	M	W	HBD-UNK		UNS TURN	W	F	5500	GMC	1996	-	4	N	-	M	G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA | Distance (ft) 3168 Direction E Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022436 Collision Date 20210705 Time 1350 Day MON
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 3 Tow Away? Y Process Date 20210713
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	F	A	HNBD		PASSING	W	A	0100	TOYT	2011	-	3	N	-	L	G
2	DRVR	25	M	W	HNBD		PROC ST	E	A	0100	BMW	2003	-	3	N	-	L	G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	17	F	1	L G	0
PASS	MINOR	17	F	3	L G	0
DRVR	MINOR	25	M	1	L G	0

Primary Rd SR-1 Distance (ft) 528 Direction S Secondary Rd SR-84 (WOODSIDE F NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022372 Collision Date 20210708 Time 2140 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210715
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	F	O	HNBD		OTHER	S	A	0100	KIA	2015	-	3	N	-	L	G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	27	F	1	L G	0

Primary Rd SR-1 Distance (ft) 750 Direction S Secondary Rd SR-84 (WOODSIDE F NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 022590 Collision Date 20210710 Time 1738 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210720
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	59	M	W	HNBD		UNS TURN	S	A	0100	PORS	2013	-	3	N	-	L	G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	57	F	3	L G	0

Primary Rd SR-1 (CABRILLO H Distance (ft) 7392 Direction S Secondary Rd SR-84 (LA HONDA R NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 020 Type 1 CalTrans Dist Badge 021315 Collision Date 20210713 Time 2500 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity FATAL # Killed 1 # Injured 0 Tow Away? Y Process Date 20211013
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	52	M	W	IMP UNK	IMP UNK	RAN OFF RD	S	D	2200	FORD	2015	-	4	N	-	L	H

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	52	M	1	L H	2

Primary Rd SR-84 (LA HONDA | Distance (ft) 3960 Direction W Secondary Rd OLD LA HONDA RD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022072 Collision Date 20210713 Time 2210 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20210721
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	H	HNBD		UNS TURN	E	A	0100	SCIO	2016	-	3	N	-	L	G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

ATTACHMENT 5

Primary Rd SR-35 (SKYLINE BI Distance (ft) 250 Direction S Secondary Rd OLD LAHONDA ROA NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022053 Collision Date 20210716 Time 1700 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20210723
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	37	M	A	HNBD		PROC ST	N	C	0200	DUCAT	2012	-	3	L	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	37	M	1	P W	1

Primary Rd SR-35 Distance (ft) 1584 Direction S Secondary Rd OLD LA HONDA RO/ NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist Badge 022385 Collision Date 20210725 Time 1920 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20210803
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	A	HNBD		PROC ST	S	A	0100	FERR	2020	-	3	N	- M G
2	DRVR	18	F	H	HNBD		SLOWING	S	A	0700	NISS	2009	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA I Distance (ft) 100 Direction E Secondary Rd BLAKEWOOD WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022212 Collision Date 20210727 Time 1140 Day TUE
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210806
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	33	F	W	HNBD		LFT TURN	E	D	2200	TOYT	2002	-	3	N	- M G
2	BICY	46	M	W	HNBD		PROC ST	W	L	0400	TREK		-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	MINOR	46	M	0	P W	1

Primary Rd SR-84 (LA HONDA I Distance (ft) 1056 Direction W Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022595 Collision Date 20210801 Time 1218 Day SUN
Primary Collision Factor WRONG SIDE Violation 21460A Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210812
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	H	HNBD		OPPOS LN	E	C	0200	YAMA	2015	-	3	N	- - W
2	DRVR	31	M	O	HNBD		PROC ST	W	A	0100	MERZ	2014	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	26	M	1	P W	1

Primary Rd SR-84 (LA HONDA I Distance (ft) 94 Direction N Secondary Rd SR-35 (SKYLINE BL\ NCIC 4100 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist Badge 25242 Collision Date 20210918 Time 2500 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210928
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	52	M	A	HBD-NUI		RGT TURN	N	L	0400	-	2015	-	-	A	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	SERIOUS	52	M	9	P W	1

Primary Rd SR-84 (LA HONDA I Distance (ft) 200 Direction W Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022452 Collision Date 20210918 Time 1720 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210930
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	40	M	W	HNBD		UNS TURN	E	C	0200	YAMA	2005	-	3	N	- - W

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	40	M	1	P W	0

Primary Rd **SR-84 (LA HONDA** | Distance (ft) **1584** Direction **E** Secondary Rd **MADERA LANE** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORP.** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022394** Collision Date **20210926** Time **0115** Day **SUN**
Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20211007**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD	FATG	UNS TURN	E	D	2200	GMC	2001	-	3	N	- L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	17	M	1	L G	0

Primary Rd SR-84 (LA HONDA [illegible]) Distance(ft) 200 Direction W Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022452 Crash Date 20210918 Time 1720 Day SAT
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210930
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31485 Longitude 122.29436 Local Rpt # 9330-2021-11006 Case ID 91583360

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	M	W	HNBD		UNS TURN	E	C	0200	YAMA	2005	-	3	N	-	- W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	40	M	1	P W	0

Primary Rd SR-84 (LA HONDA [illegible]) Distance(ft) 94 Direction N Secondary Rd SR-35 (SKYLINE [illegible]) NCIC 4100 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City WOODSIDE County SAN MATEO Population 2 Rpt Dist WDS Beat 030 Type CalTrans Dist Badge 25242 Crash Date 20210918 Time 2500 Day SAT
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20210928
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude Longitude Local Rpt # 21-07734 Case ID 81581488

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	52	M	A	HBD-NUI		RGT TURN	N	L	0400	-	2015	-	-	A 0	-	- W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	SERIOUS	52	M	9	P W	1

Primary Rd SR-84 (LA HONDA [illegible]) Distance(ft) 1584 Direction E Secondary Rd MADERA LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022394 Crash Date 20210926 Time 0115 Day SUN
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20211007
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31656 Longitude 122.33163 Local Rpt # 9330-2021-11058 Case ID 91590434

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD	FATG	UNS TURN	E	D	2200	GMC	2001	-	3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	17	M	1	L G	0

Primary Rd SR-84 (LA HONDA [illegible]) Distance(ft) 7920 Direction E Secondary Rd SYLVAN WAY NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022515 Crash Date 20211015 Time 1250 Day FRI
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20211026
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31252 Longitude 122.28962 Local Rpt # 9330-2021-11227 Case ID 91606400

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	M	W			PROC ST	E	C	0200	DUCAT	2015	-	4	N	-	- P

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	30	M	1	P P	1

Primary Rd **SR-84** Distance(ft) **40** Direction **E** Secondary Rd **SEQUIA** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022098** Crash Date **20211026** Time **0325** Day **TUE**
Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211105**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.36081** Longitude **122.26042** Local Rpt # **9330-2021-11345** Case ID **91617033**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	52	M	H	HNBD		PROC ST	E	A	0100	TOYT	2014	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 (LA HONDA** Distance(ft) **1584** Direction **W** Secondary Rd **OLD STAGE ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **020215** Crash Date **20211027** Time **1755** Day **WED**
Primary Crash Factor **WRONG SIDE** Violation **21460A** Crash Type **HEAD-ON** Severity **INJURY** # Killed **0** # Injured **3** Tow Away? **Y** Process Date **20211108**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.31105** Longitude **122.28198** Local Rpt # **9330-2021-11351** Case ID **91618362**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	W	HNBD		RAN OFF RD	W	A	0100	MERZ	2012	-	3	A 22350	N L G
2	DRVR	44	F	W	HNBD		PROC ST	E	A	0100	LEXS	2012	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	36	F	3	L G	0
DRVR	POSSIBLE	44	F	1	L G	0
PASS	MINOR	57	-	3	L G	0

Primary Rd **SR-84 (LA HONDA** Distance(ft) **12** Direction **S** Secondary Rd **PGE POWER POLE** NCIC **4100** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist **WDS** Beat **030** Type CalTrans Dist Badge **25289** Crash Date **20211101** Time **1227** Day **MON**
Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20211117**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude Longitude Local Rpt # **21-09041** Case ID **81627311**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		RAN OFF RD	N	A	0100	MERZ	1997	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 (LA HONDA** Distance(ft) **800** Direction **E** Secondary Rd **SYLVAN WAY** NCIC **9330** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022589** Crash Date **20211111** Time **1401** Day **THU**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20211124**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.31588** Longitude **122.29120** Local Rpt # **9330-2021-11469** Case ID **91634392**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	A	HNBD		OTHER	E	A	0100	TOYT	2007	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **2640** Direction **E** Secondary Rd **HILDEBRAND ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **020379** Crash Date **20220103** Time **1415** Day **MON**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20220112**

Weather1 **CLOUDY** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.32969** Longitude **122.26963** Local Rpt # **9330-2022-00007** Case ID **91676669**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		OPPOS LN	W	A	0100	FORD	2001	- 3	N	-	M G
2	DRVR	26	M	W	HNBD		PROC ST	E	D	2200	TOYT	2004	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 (LA HONDA** Distance(ft) **6336** Direction **W** Secondary Rd **SR-35 (SKYLINE** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022244** Crash Date **20220129** Time **1348** Day **SAT**

Primary Crash Factor **WRONG SIDE** Violation **21460A** Crash Type **HEAD-ON** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20221103**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.37268** Longitude **122.26456** Local Rpt # **9330-2022-00135** Case ID **91696141**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	O	HNBD		PASSING	E	C	0200	YAMA	2021	- 3	N	-	P W
2	DRVR	66	M	W	HNBD		PROC ST	W	C	0200	HD	2021	- 3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	27	M	1	P W	1
DRVR	SERIOUS	66	M	1	P W	1

Primary Rd **US-101 S/B** Distance(ft) **528** Direction **S** Secondary Rd **MONTE DIABLO PED** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **SAN MATEO** County **SAN MATEO** Population **5** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **021145** Crash Date **20220131** Time **0950** Day **MON**

Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20220214**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **CONS ZONE** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.57471** Longitude **122.31836** Local Rpt # **9330-2022-00144** Case ID **91700376**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	54	M	H	HNBD		CHANG LN	S	A	0700	CHEV	2005	- 3	N	-	M G
2	DRVR	23	M	O	HNBD		PROC ST	S	F	2600	FRHT	2015	- 3	N	-	M C
3	DRVR	34	M	W	HNBD		PROC ST	S	A	0100	NISS	2015	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	54	M	1	M G	0

Primary Rd **REDWOOD DRIVE** *Distance(ft)* **200** *Direction* **S** *Secondary Rd* **SHELDEN ROAD** *NCIC* **9330** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **022212** *Crash Date* **20220218** *Time* **2300** *Day* **FRI**
Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **SIDESWIPE** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **N** *Process Date* **20220303**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MISDEMEANOR** *Motor Veh Involved With* **OTHER MV** *Lighting* **DARK - NO ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.31386** *Longitude* **122.27490** *Local Rpt #* **9330-2022-00330** *Case ID* **91714801**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	S	-	9900	UNKNO		- 4	N	-	B B
2	PRKD	998	-				PARKED	N	A	0700	NISS	2015	- 3	N	-	- -
3	PRKD	998	-				PARKED	N	D	2200	FORD	2002	- 3	N	-	- -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 (LA HONDA ROAD)** *Distance(ft)* **1300** *Direction* **W** *Secondary Rd* **HILDEBRAND ROAD** *NCIC* **9330** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **021648** *Crash Date* **20220221** *Time* **1545** *Day* **MON**
Primary Crash Factor **STRTNG|BCKNG** *Violation* **22106** *Crash Type* **SIDESWIPE** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **N** *Process Date* **20220412**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.19737** *Longitude* **122.16233** *Local Rpt #* **9330-2022-00340** *Case ID* **91746000**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	78	M	W	HNBD		ENT TRAF	E	A	0100	TOYT	2002	- 3	N	-	M G
2	DRVR	36	M	W	HNBD		PROC ST	E	C	0200	SUZI	2018	- 3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	MINOR	33	F	0	P P	1

Primary Rd **SR-84 (LA HONDA ROAD)** *Distance(ft)* **528** *Direction* **E** *Secondary Rd* **WILLIAMS RANCH ROAD** *NCIC* **9330** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **022595** *Crash Date* **20220304** *Time* **1000** *Day* **FRI**
Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **BROADSIDE** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **Y** *Process Date* **20220328**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.36359** *Longitude* **122.26059** *Local Rpt #* **9330-2022-00452** *Case ID* **91735033**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	H	HNBD		UNS TURN	E	A	0100	HOND	2003	- 3	N	-	L G
2	DRVR	34	F	W	HNBD		PROC ST	W	A	0700	SUBA	2020	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	22	F	3	L G	0

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 528 Direction E Secondary Rd PESCADERO CREEK ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022849 Crash Date 20220311 Time 2010 Day FRI
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220510
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MISDEMEANOR Motor Veh Involved With OTHER MV Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31350 Longitude 122.27554 Local Rpt # 9330-2022-00735 Case ID 91768937

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	F	W	HBD-		PASSING	E	D	2200	GMC	1991	- 4	N	-	M G
2	DRVR	53	F	W	HNBD		PROC ST	E	A	0100	SUBA	2015	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance(ft) 700 Direction W Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022575 Crash Date 20220312 Time 1430 Day SAT
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220323
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.32405 Longitude 122.27286 Local Rpt # 9330-2022-00531 Case ID 91729698

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	52	F	W	IMP UNK	IMP UNK	UNS TURN	E	C	0200	HARLE	2021	- 3	N	-	P P

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 4224 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022436 Crash Date 20220319 Time 1605 Day SAT
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20220330
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.33674 Longitude 122.26922 Local Rpt # 9330-2022-00588 Case ID 91737211

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	H	HNBD		UNS TURN	E	A	0700	TOYT	2002	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	29	M	1	M G	0

Primary Rd US-101 S/B Distance(ft) 160 Direction S Secondary Rd WHIPPLE AVENUE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City REDWOOD CITY County SAN MATEO Population 5 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022768 Crash Date 20220322 Time 0900 Day TUE
Primary Crash Factor LANE CHANGE Violation 21658A Crash Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220411
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.49412 Longitude 122.22570 Local Rpt # 9330-2022-00609 Case ID 91744956

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	47	M	H	HNBD		PROC ST	S	D	2200	TOYT	2011	- 3	N	-	M G
2F	DRVR	53	M	A	HNBD		CHANG LN	S	A	0100	TOYT	2013	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (OLD LA HONDA ROAD) Distance(ft) 2640 Direction W Secondary Rd OLD LA HONDA ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022381 Crash Date 20220324 Time 1730 Day THU
Primary Crash Factor R-O-W AUTO Violation 21804A Crash Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20220328
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.34920 Longitude 122.26659 Local Rpt # 9330-2022-00638 Case ID 91734442

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	31	M	W	HNBD		LFT TURN	W	A	0100	TOYT	2013	-	3	N	- M G
2	DRVR	55	M	W	HNBD		SLOWING	W	C	0200	DUCAT	2012	-	3	N	- P P

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	55	M	1	P P	1

Primary Rd STATE ROUTE 84 Distance(ft) I Direction Secondary Rd PESCADERO CREEK ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022849 Crash Date 20220331 Time 1600 Day THU
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20220418
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31208 Longitude 122.27619 Local Rpt # 9330-2022-00695 Case ID 91749776

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	54	M	W	HNBD		LFT TURN	W	L	0400	SCOTT	-	3	N	-	- W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	SERIOUS	54	M	0	P W	1

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 4224 Direction W Secondary Rd KEBET RIDGE ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022279 Crash Date 20220422 Time 1512 Day FRI
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20220504
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.37207 Longitude 122.26408 Local Rpt # 9330-2022-00901 Case ID 91764148

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	32	F	W	HNBD		UNS TURN	W	D	2200	GMC	2005	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	32	F	1	L G	0

Primary Rd SR-84 (WOODSIDE ROAD) Distance(ft) I Direction Secondary Rd OLD LA HONDA ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022504 Crash Date 20220422 Time 2145 Day FRI
Primary Crash Factor R-O-W AUTO Violation 21802A Crash Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220505
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DARK - NO ST LTS Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int
Latitude 37.35720 Longitude 122.26604 Local Rpt # 9330-2022-00907 Case ID 91765034

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	28	M	A	HNBD		PROC ST	E	A	0100	TOYT	1999	-	3	N	- L G
2F	DRVR	45	M	W	HNBD		LFT TURN	N	A	0100	HONDA	2012	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 (LA HONDA ROAD)** Distance(ft) **1056** Direction **E** Secondary Rd **SEARS RANCH ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022279** Crash Date **20220423** Time **1518** Day **SAT**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20220505**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.32253** Longitude **122.27448** Local Rpt # **9330-2022-00912** Case ID **91765501**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	H	HNBD		PROC ST	W	C	0200	YAMA	2016	- 3	N	-	P W
2	DRVR	24	M	H	HNBD		PROC ST	W	C	0200	YAMA	2015	- 3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	21	M	1	P W	1
DRVR	MINOR	24	M	1	P W	1

Primary Rd **STATE ROUTE 84 (LA HONDA ROAD)** Distance(ft) **6336** Direction **W** Secondary Rd **STATE ROUTE 35 (SKYLINE BOULEVA** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **020646** Crash Date **20220501** Time **1104** Day **SUN**

Primary Crash Factor **DRVR ALC|DRG** Violation **23152F** Crash Type **HIT OBJECT** Severity **FATAL** # Killed **1** # Injured **0** Tow Away? **Y** Process Date **20221101**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.37210** Longitude **122.26421** Local Rpt # **9330-2022-00991** Case ID **91906732**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	61	M	A		DRUG	RAN OFF RD	W	C	0200	DUCA	2015	- 3	A 22107	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	61	M	0	P W	1

Primary Rd **SR-84 (LA HONDA ROAD)** Distance(ft) **4466** Direction **E** Secondary Rd **HILDEBRAND ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022515** Crash Date **20220514** Time **0925** Day **SAT**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20220524**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.33703** Longitude **122.26953** Local Rpt # **9330-2022-01124** Case ID **91779305**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	37	M	H	HNBD		PROC ST	W	A	0100	PORS	2022	- 3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	37	M	1	L G	0

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 4752 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022244 Crash Date 20220523 Time 1635 Day MON
Primary Crash Factor WRONG SIDE Violation 21460A Crash Type SIDESWIPE Severity INJURY # Killed 0 # Injured 2 Tow Away? N Process Date 20220603
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.33542 Longitude 122.26955 Local Rpt # 9330-2022-01201 Case ID 91787711

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	40	M	W	HNBD		OPPOS LN	E	C	0200	KTM	2022	- 3	N	-	P W
2	DRVR	44	M	H	HNBD		PROC ST	W	A	0100	TOYT	2018	- 3	N	-	M G
3	DRVR	64	M	W	HNBD		PROC ST	E	C	0200	HOND	2004	- 3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	40	M	1	P W	0
DRVR	POSSIBLE	64	M	1	P W	1

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 2640 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022793 Crash Date 20220530 Time 1640 Day MON
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20221026
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MISDEMEANOR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.33052 Longitude 122.26988 Local Rpt # 9330-2022-01256 Case ID 91899713

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	OTHER	-	A	0100	HOND	2006	- 4	N	-	- -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 3800 Direction W Secondary Rd OLD LA HONDA ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022575 Crash Date 20220611 Time 0250 Day SAT
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220622
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.34626 Longitude 122.26780 Local Rpt # 9330-2022-01374 Case ID 91800676

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		PROC ST	W	A	0100	VOLK	2018	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 1848 Direction W Secondary Rd OLD LA HONDA ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022849 Crash Date 20220618 Time 0200 Day SAT
Primary Crash Factor NOT DRIVER Violation Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220803
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.34652 Longitude 122.26942 Local Rpt # 9330-2022-01435 Case ID 91832367

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	26	M	O			PROC ST	W	A	0100	CHEV	2020	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (WOODSIDE [illegible]) Distance(ft) 5280 Direction E Secondary Rd SR-35 (SKYLINE BOULEVARD) NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022768 Crash Date 20220622 Time 1100 Day WED
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20220705
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.37219 Longitude 122.26334 Local Rpt # 9330-2022-01465 Case ID 91809930

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	19	M	O	HNBD		UNS TURN	E	A	0700	AUDI	2020	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	19	F	3	L G	0

Primary Rd WOODSIDE ROAD Distance(ft) 1000 Direction W Secondary Rd WILLIAMS RANCH ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022837 Crash Date 20220626 Time 1150 Day SUN
Primary Crash Factor NOT DRIVER Violation Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? N Process Date 20220808
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.35943 Longitude 122.26159 Local Rpt # 9330-2022-01501 Case ID 91835233

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	55	M	W	HNBD		PROC ST	E	A	0100	ALFA	2017	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	55	M	1	L G	0
PASS	MINOR	15	M	3	L G	0

Primary Rd SR-84 E/B Distance(ft) 1372 Direction W Secondary Rd PESCADERO CREEK ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022824 Crash Date 20220709 Time 1850 Day SAT
Primary Crash Factor DRVR ALC|DRG Violation 23152A Crash Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20220725
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31090 Longitude 122.28080 Local Rpt # 9330-2022-01602 Case ID 91824431

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	60	M	W	HBD-UI		UNS TURN	E	D	2200	FORD	2009	-	3	A 22107	- M G
2	DRVR	26	F	O	HNBD		PASSING	E	A	0700	TOYT	2005	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd LA HONDA ROAD Distance(ft) 739 Direction W Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022793 Crash Date 20220710 Time 1900 Day SUN
Primary Crash Factor DRVR ALC|DRG Violation 23152F Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20221108
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MISDEMEANOR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.36466 Longitude 122.26286 Local Rpt # 9330-2022-01630 Case ID 91912534

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	O		DRUG	UNS TURN	E	A	0700	JEEP	2018	-	3	A 22107	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	25	M	1	M G	0

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 2640 Direction W Secondary Rd KEBET RIDGE ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022849 Crash Date 20220715 Time 1930 Day FRI
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20221028
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.37439 Longitude 122.26506 Local Rpt # 9330-2022-01665 Case ID 91904024

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	45	M	W	HNBD		UNS TURN	W	C	0200	AGUST	2015	-	3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	45	M	1	P W	1

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 2640 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022929 Crash Date 20220726 Time 1720 Day TUE
Primary Crash Factor DRVR ALC|DRG Violation 23152A Crash Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20220831
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.33302 Longitude 122.27135 Local Rpt # 9330-2022-01772 Case ID 91854058

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	45	M	W	HBD-UI		OPPOS LN	E	A	0100	TOYT	1997	-	3	A 21460A	-	L G
2	DRVR	55	M	W	HNBD		PROC ST	W	A	0700	JEEP	2012	-	3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	46	M	1	L G	0

Primary Rd SR-84 W/B Distance(ft) 1584 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022735 Crash Date 20220807 Time 1525 Day SUN
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20220818
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.32778 Longitude 122.27123 Local Rpt # 9330-2022-01896 Case ID 91843885

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	H	HNBD		OTHER	W	C	0200	DUCAT	2020	-	3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	21	M	1	P W	1

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 1056 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022768 Crash Date 20220910 Time 1130 Day SAT
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20220922
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.32726 Longitude 122.27094 Local Rpt # 9330-2022-02196 Case ID 91870836

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	M	O	HNBD		RAN OFF RD	W	C	0200	KAWK	2021	-	3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	24	M	1	P W	1

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 2640 Direction E Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022933 Crash Date 20221011 Time 1844 Day TUE
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20221021
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.37186 Longitude 122.26289 Local Rpt # 9330-2022-02489 Case ID 91896040

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	F	A	HNBD		PROC ST	E	A	0100	LEXS	2021	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	29	F	1	L G	0

Primary Rd SR-84 (WOODSIDE ROAD) Distance(ft) 240 Direction E Secondary Rd KEBET ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022929 Crash Date 20221017 Time 1830 Day MON
Primary Crash Factor NOT DRIVER Violation Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20221028
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.38262 Longitude 122.26424 Local Rpt # 9330-2022-02540 Case ID 91904234

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	41	M	H	HNBD		UNS TURN	E	O	0500	YAMA	2009	-	3	N	- P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	41	M	1	P W	0

Primary Rd SR-84 Distance(ft) 1584 Direction E Secondary Rd OLD LA HONDA ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022785 Crash Date 20221023 Time 1115 Day SUN
Primary Crash Factor IMPROP PASS Violation 21755A Crash Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20221114
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.35965 Longitude 122.26348 Local Rpt # 9330-2022-02622 Case ID 91916780

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	51	M	W	HNBD		UNS TURN	W	D	2200	TOYT	1987	-	3	N	- M G
2	DRVR	39	F	H	HNBD		PROC ST	W	D	2200	TOYT	2019	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 Distance(ft) 528 Direction W Secondary Rd PEEK A BOO LANE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022960 Crash Date 20221104 Time 1555 Day FRI
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20221121
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31629 Longitude 122.30516 Local Rpt # 9330-2022-02743 Case ID 91922834

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	W	HNBD		UNS TURN	E	A	0100	SUBA	2020	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	POSSIBLE	19	M	6	L G	0
PASS	POSSIBLE	19	F	4	L G	0

Primary Rd **SR-84** *Distance(ft)* **4752** *Direction* **E** *Secondary Rd* **HILLEBRAND ROAD** *NCIC* **9330** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **022960** *Crash Date* **20221107** *Time* **2000** *Day* **MON**
Primary Crash Factor **UNSAFE SPEED** *Violation* **22350** *Crash Type* **HIT OBJECT** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **N** *Process Date* **20221116**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **OTHER OBJ** *Lighting* **DARK - NO ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.33755** *Longitude* **122.26937** *Local Rpt #* **9330-2022-02775** *Case ID* **91919298**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		PROC ST	W	A	0100	HOND	2003	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** *Distance(ft)* **6864** *Direction* **W** *Secondary Rd* **SR-35** *NCIC* **9330** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **022933** *Crash Date* **20221120** *Time* **1520** *Day* **SUN**
Primary Crash Factor **UNSAFE SPEED** *Violation* **22350** *Crash Type* **HIT OBJECT** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **N** *Process Date* **20221205**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.37208** *Longitude* **122.26354** *Local Rpt #* **9330-2022-02944** *Case ID* **91933755**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	M	A	HNBD		RAN OFF RD	W	A	0100	PORS	2000	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	28	M	1	L G	0

Primary Rd **SR-1** *Distance(ft)* **528** *Direction* **E** *Secondary Rd* **MADERA LANE** *NCIC* **9330** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **022960** *Crash Date* **20221126** *Time* **1345** *Day* **SAT**
Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **HIT OBJECT** *Severity* **INJURY** *# Killed* **0** *# Injured* **1** *Tow Away?* **Y** *Process Date* **20221201**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Veh Involved With* **OTHER OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.31464** *Longitude* **122.32860** *Local Rpt #* **9330-2022-03007** *Case ID* **91931757**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	56	M	W	HNBD		UNS TURN	W	C	0200	HD	2022	-	3	N	- P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	56	M	1	P W	1

Primary Rd **SR-84** *Distance(ft)* **2270** *Direction* **W** *Secondary Rd* **PESCADERO CREEK ROAD** *NCIC* **9330** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORPORATED** *County* **SAN MATEO** *Population* **9** *Rpt Dist* *Beat* **021** *Type* **1** *CalTrans Dist* *Badge* **023062** *Crash Date* **20221218** *Time* **1940** *Day* **SUN**
Primary Crash Factor **IMPROP TURN** *Violation* **22107** *Crash Type* **HIT OBJECT** *Severity* **PDO** *# Killed* **0** *# Injured* **0** *Tow Away?* **N** *Process Date* **20221230**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MISDEMEANOR** *Motor Veh Involved With* **FIXED OBJ** *Lighting* **DARK - NO ST LTS** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*
Latitude **37.31145** *Longitude* **122.28204** *Local Rpt #* **9330-2022-03233** *Case ID* **91956587**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	F	W	HNBD		UNS TURN	W	A	0700	TOYT	2007	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 100 Direction E Secondary Rd PESCADERO CREEK ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022975 Crash Date 20230121 Time 0950 Day SAT
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type REAR END Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20230125
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.31238 Longitude 122.27580 Local Rpt # 9330-2023-00190 Case ID 91977067

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	65	M	W	HNBD		PROC ST	W	A	0100	MAZD	2019	-	3	N	-	L G
2	DRVR	56	F	W	HNBD		STOPPED	W	A	0100	MAZD	2019	-	3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	65	M	1	L G	0
DRVR	MINOR	56	F	1	M G	0

Primary Rd SR-84 Distance(ft) 1100 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 023042 Crash Date 20230219 Time 1630 Day SUN
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20230303
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.32726 Longitude 122.27102 Local Rpt # 9330-2023-00445 Case ID 92008796

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	B	HNBD		UNS TURN	W	A	0700	TOYT	2021	-	3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	24	F	1	L G	0

Primary Rd SR-84 WB Distance(ft) 2114 Direction E Secondary Rd SEQUOIA DRIVE NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022914 Crash Date 20230305 Time 0815 Day SUN
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20230313
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.37208 Longitude 122.26413 Local Rpt # 9330-2023-00589 Case ID 92016714

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	W	HNBD		PROC ST	W	A	0100	BMW	1988	-	3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	MINOR	18	M	3	M G	0

Primary Rd WOODSIDE ROAD (SR-84) Distance(ft) I Direction Secondary Rd MADERA LANE NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 023060 Crash Date 20230416 Time 1328 Day SUN
Primary Crash Factor WRONG SIDE Violation 21460A Crash Type SIDESWIPE Severity INJURY # Killed 0 # Injured 2 Tow Away? N Process Date 20230418
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.32055 Longitude 122.33905 Local Rpt # 9330-2023-01048 Case ID 92047785

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	72	M	B	HNBD		PASSING	E	C	0200	DUCAT	2021	-	3	N	-	M P
2	DRVR	43	F	W	HNBD		LFT TURN	E	A	0700	TOYT	2020	-	3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SERIOUS	72	M	1	M P	1
PASS	POSSIBLE	5	F	4	M Q	0

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 5280 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 023256 Crash Date 20230429 Time 2050 Day SAT
Primary Crash Factor DRVR ALC|DRG Violation 23152A Crash Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20230509
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.33783 Longitude 122.26926 Local Rpt # 9330-2023-01197 Case ID 92064734

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	HBD-UI		UNS TURN	E	A	0100	TOYT	2001	-	3	A 22107	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS	MINOR	33	M	3	M G	0

Primary Rd SR-84 (LA HONDA ROAD) Distance(ft) 3696 Direction E Secondary Rd HILDEBRAND ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 022200 Crash Date 20230525 Time 1540 Day THU
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20230531
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.33753 Longitude 122.26927 Local Rpt # 9330-2023-01453 Case ID 92082098

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		OTHER	E	D	2200	TOYT	2003	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SR-84 WB Distance(ft) 7920 Direction W Secondary Rd SKYLINE BLVD NCIC 9330 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 023158 Crash Date 20230603 Time 1615 Day SAT
Primary Crash Factor UNSAFE SPEED Violation 22350 Crash Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20230608
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.37071 Longitude 122.26389 Local Rpt # 9330-2023-01551 Case ID 92089647

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	W	HNBD		RGT TURN	W	C	0200	KTM	2021	-	3	N	- P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	23	M	1	P W	1

Primary Rd SR-84 (WOODSIDE ROAD) Distance(ft) 7920 Direction W Secondary Rd KEBET RIDGE ROAD NCIC 9330 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORPORATED County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist Badge 023060 Crash Date 20230604 Time 0105 Day SUN
Primary Crash Factor IMPROP TURN Violation 22107 Crash Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20230605
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int
Latitude 37.35950 Longitude 122.26404 Local Rpt # 9330-2023-01556 Case ID 92085599

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	W	HNBD		UNS TURN	W	A	0100	VOLK	2002	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 WB** Distance(ft) **740** Direction **E** Secondary Rd **SYLVAN WAY** NCIC **9330** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023158** Crash Date **20230618** Time **1706** Day **SUN**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20230622**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.31520** Longitude **122.29104** Local Rpt # **9330-2023-01705** Case ID **92100000**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	74	M	W	HNBD		UNS TURN	W	A	0700	TOYT	1997	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **3605** Direction **E** Secondary Rd **STAGE ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022824** Crash Date **20230629** Time **1305** Day **THU**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **OVERTURNED** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20230710**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.33033** Longitude **122.37482** Local Rpt # **9330-2023-01813** Case ID **92112612**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	35	F	W	HNBD		UNS TURN	W	A	0800	FORD	2017	-	3	N	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 EASTBOUND** Distance(ft) **2640** Direction **W** Secondary Rd **HILDEBRAND ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023253** Crash Date **20230704** Time **1645** Day **TUE**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20230718**

Weather1 **CLEAR** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.32689** Longitude **122.27175** Local Rpt # **9330-2023-01861** Case ID **92120070**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	38	M	A	HNBD		PROC ST	E	A	0100	PORS	2018	-	3	N	- M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **800** Direction **W** Secondary Rd **SR-35** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022898** Crash Date **20230722** Time **0345** Day **SAT**

Primary Crash Factor **DRVR ALC|DRG** Violation **23152G** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20231009**

Weather1 **CLEAR** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.38610** Longitude **122.26721** Local Rpt # **9330-2023-02055** Case ID **92194729**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	23	M	W	HBD-UI	DRUG	RAN OFF RD	E	A	0100	HOND	1998	-	3	A 22107	- L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	23	M	1	L G	0

Primary Rd **SR-84 W/B** Distance(ft) **1003** Direction **E** Secondary Rd **SEARS RANCH ROAD** NCIC **9330** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023191** Crash Date **20230820** Time **1130** Day **SUN**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20230821**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.34250** Longitude **122.27195** Local Rpt # **9330-2023-02368** Case ID **92148430**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	44	M	O	HNBD		UNS TURN	W	C	0200	APRIL	2022	-	3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	44	M	1	P W	1

Primary Rd **SR-84** Distance(ft) **3696** Direction **E** Secondary Rd **HILDEBRAND ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023062** Crash Date **20230826** Time **1235** Day **SAT**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **2** Tow Away? **Y** Process Date **20230906**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.33833** Longitude **122.26984** Local Rpt # **9330-2023-02436** Case ID **92163425**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	O	HNBD		PROC ST	W	A	0100	VOLK	2018	-	3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	19	M	1	L G	0
PASS	POSSIBLE	19	M	3	L G	0

Primary Rd **SR-84** Distance(ft) **6336** Direction **E** Secondary Rd **PEEK-A-BOO LANE** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023060** Crash Date **20230901** Time **1710** Day **FRI**

Primary Crash Factor **WRONG SIDE** Violation **21651B** Crash Type **HEAD-ON** Severity **FATAL** # Killed **2** # Injured **3** Tow Away? **Y** Process Date **20240430**

Weather1 **CLOUDY** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.31244** Longitude **122.28864** Local Rpt # **9330-2023-02516** Case ID **92378883**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	O	HNBD		WRONG WY	E	A	0100	BMW	2023	-	3	N	-	L G
2	DRVR	71	M	W	HNBD		PROC ST	W	A	0100	FORD	2016	-	3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	31	M	1	L G	0
DRVR	MINOR	71	M	1	L G	0
PASS	MINOR	65	F	3	L G	0
PASS	KILLED	80	M	6	L G	0
PASS	KILLED	80	F	4	L G	0

Primary Rd **SR-84** Distance(ft) **1320** Direction **W** Secondary Rd **SR-35** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023062** Crash Date **20230909** Time **1315** Day **SAT**

Primary Crash Factor **WRONG SIDE** Violation **21460A** Crash Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20230919**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.36443** Longitude **122.26259** Local Rpt # **9330-2023-02587** Case ID **92173703**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	63	M	O	HNBD		WRONG WY	E	C	0200	HD	2006	- 3	N	-	P W
2	DRVR	67	M	A	HNBD		PROC ST	W	A	0700	TESL	2021	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	63	M	1	P W	1

Primary Rd **SR-84 (LA HONDA** Distance(ft) **I** Direction Secondary Rd **SKYLINE RD** NCIC **4100** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist **WDS** Beat **030** Type CalTrans Dist Badge **25236** Crash Date **20230910** Time **1018** Day **SUN**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **OTHER** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20230920**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude Longitude Local Rpt # **23-07355** Case ID **82174131**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	29	M	A	HNBD		PROC ST	N	C	0200	TRUM	2023	- 3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	29	M	1	P W	1

Primary Rd **SR-92 WB** Distance(ft) **33** Direction **E** Secondary Rd **SR-35** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022914** Crash Date **20230929** Time **1130** Day **FRI**

Primary Crash Factor **STRTNG|BCKNG** Violation **22106** Crash Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20231016**

Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Latitude **37.51192** Longitude **122.34960** Local Rpt # **9330-2023-02801** Case ID **92199543**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	35	M	W	HNBD		BACKING	W	F	2700	PTRB	2017	- 3	N	-	M G
2	DRVR	39	M	O	HNBD		STOPPED	W	A	0700	MERZ	2023	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **154** Direction **W** Secondary Rd **SR-35** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023133** Crash Date **20231015** Time **1828** Day **SUN**
Primary Crash Factor **R-O-W AUTO** Violation **21801A** Crash Type **SIDESWIPE** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20240205**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int
Latitude **37.38635** Longitude **122.26494** Local Rpt # **9330-2023-02965** Case ID **92304661**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	71	M	W	HNBD		PROC ST	W	A	0100	AUDI	2007	-	3	N	-	M G
2F	DRVR	32	F	O	HNBD		LFT TURN	N	C	0200	KAWK	2017	-	3	N	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	32	F	1	P W	0

Primary Rd **SR-84** Distance(ft) **3696** Direction **E** Secondary Rd **HILDEBRAND RD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022785** Crash Date **20231022** Time **1150** Day **SUN**
Primary Crash Factor **WRONG SIDE** Violation **21460A** Crash Type **HEAD-ON** Severity **INJURY** # Killed **0** # Injured **7** Tow Away? **Y** Process Date **20231102**
Weather1 **RAINING** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.33337** Longitude **122.27092** Local Rpt # **9330-2023-03039** Case ID **92226856**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	30	M	O	HNBD		OPPOS LN	E	A	0100	VOLK	2017	-	3	N	-	L G
2	DRVR	34	M	H	HNBD		PROC ST	W	A	0800	TOYT	2021	-	3	N	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	MINOR	34	M	1	L G	0
PASS	MINOR	8	F	A	L G	0
PASS	MINOR	33	F	4	L G	0
PASS	MINOR	11	F	6	L G	0
PASS	MINOR	9	M	B	L G	0
PASS	MINOR	38	F	5	L G	0
PASS	MINOR	40	F	3	L G	0

Primary Rd **SR-35** Distance(ft) **I** Direction Secondary Rd **LA HONDA ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022792** Crash Date **20231104** Time **0900** Day **SAT**
Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **OTHER** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20231221**
Weather1 **CLEAR** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.38620** Longitude **122.26387** Local Rpt # **9330-2023-03182** Case ID **92268708**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	46	M	O	HNBD		RGT TURN	N	L	0400	S-WOR	-	3	N	-	- W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	MINOR	46	M	0	P W	2

Primary Rd **I-280 N/B** Distance(ft) **2112** Direction **N** Secondary Rd **SCHOOL ST.** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **DALY CITY** County **SAN MATEO** Population **6** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **019432** Crash Date **20231205** Time **1830** Day **TUE**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20231219**

Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.69427** Longitude **122.47025** Local Rpt # **9330-2023-03495** Case ID **92265817**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		PROC ST	N	A	0700	JEEP	2004	-	3	N	-	M G
2	DRVR	54	F	B	HNBD		SLOWING	N	A	0700	ACUR	2016	-	3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **8448** Direction **W** Secondary Rd **JEEP TRAIL** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023191** Crash Date **20231210** Time **1200** Day **SUN**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20231221**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.33846** Longitude **122.27028** Local Rpt # **9330-2023-03538** Case ID **92268664**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	25	M	A	HNBD		UNS TURN	W	A	0100	MAZD	1990	-	3	N	-	L G
2	PRKD	998	-				PARKED	W	A	0100	NISS	2018	-	3	N	-	- -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	POSSIBLE	25	M	1	L G	0

Primary Rd **SR-84 E/B** Distance(ft) **1056** Direction **E** Secondary Rd **GRANDVIEW DRIVE** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022785** Crash Date **20231212** Time **0845** Day **TUE**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **OVERTURNED** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20231221**

Weather1 **CLEAR** Weather2 Rdwy Surface **WET** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **BICYCLE** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.39030** Longitude **122.26144** Local Rpt # **9330-2023-03560** Case ID **92268385**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	BICY	53	M	W	HNBD		PROC ST	E	L	0400	PINAR	-	3	N	-	- W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	POSSIBLE	53	M	0	P W	1

Primary Rd **SR-84** Distance(ft) **2112** Direction **E** Secondary Rd **HILDEBRAND ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023587** Crash Date **20231212** Time **2320** Day **TUE**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20231229**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude **37.33064** Longitude **122.27015** Local Rpt # **9330-2023-03572** Case ID **92269489**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		OTHER	W	A	0100	INFI	2005	-	3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **1848** Direction **E** Secondary Rd **SEQUOIA DRIVE** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **022837** Crash Date **20240101** Time **1745** Day **MON**
Primary Crash Factor **WRONG SIDE** Violation **21460A** Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20240202**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.37191** Longitude **122.26286** Local Rpt # **9330-2024-00003** Case ID **92303396**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	41	F	W	HNBD		PROC ST	W	D	2200	FORD	1996	- 3	N	-	M G
2	DRVR	63	F	W	HNBD		PROC ST	E	A	0700	TSMR	2020	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **LA HONDA RD** Distance(ft) **170** Direction **S** Secondary Rd **TELEPHONE POLE** NCIC **4100** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **WOODSIDE** County **SAN MATEO** Population **2** Rpt Dist Beat Type CalTrans Dist Badge **25289** Crash Date **20240210** Time **1100** Day **SAT**
Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **SIDESWIPE** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **N** Process Date **20240214**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run **MISDEMEANOR** Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude Longitude Local Rpt # **24-01128** Case ID **82313525**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998	-	O	IMP UNK	IMP UNK	PROC ST	S	A	0100	-		- 4	-	-	B B
2	DRVR	77	F	W	HNBD		PROC ST	N	A	0100	JAGU	2007	- 4	N	-	M B

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84** Distance(ft) **2957** Direction **E** Secondary Rd **STAGE ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023556** Crash Date **20240212** Time **0938** Day **MON**
Primary Crash Factor **DRVR ALC|DRG** Violation **23152A** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20240222**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **OBSTR ON RD** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int
Latitude **37.33132** Longitude **122.37764** Local Rpt # **9330-2024-00395** Case ID **92320861**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	22	M	H	HBD-UI		PROC ST	W	A	0100	MITS	2003	- 3	A 22350	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd **SR-84 E/B** Distance(ft) **1056** Direction **E** Secondary Rd **HILDEBRAND ROAD** NCIC **9330** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy
City **UNINCORPORATED** County **SAN MATEO** Population **9** Rpt Dist Beat **021** Type **1** CalTrans Dist Badge **023693** Crash Date **20240417** Time **0530** Day **WED**
Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **HIT OBJECT** Severity **PDO** # Killed **0** # Injured **0** Tow Away? **Y** Process Date **20240503**
Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**
Hit and Run Motor Veh Involved With **OTHER OBJ** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int
Latitude **37.34371** Longitude **122.27218** Local Rpt # **9330-2024-01017** Case ID **92381357**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	43	F	H	HNBD		PROC ST	E	A	0700	HOND	2006	- 3	N	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Responses to Public Comment La Honda

Parking and Trailhead Access Project

Site	Comments/Questions	Staff Responses/Clarifications
	Traffic and Safety	
All	Concerns about increased traffic volume, high speeds and dangerous drivers along Highway (Hwy) 84. Requests for a traffic safety audit of the Hwy 84 corridor in the project area that is a fresh, comprehensive assessment and includes a full collision analysis and a speed study covering all seasons.	The proposed parking areas recommended by the La Honda Creek Public Access Working Group's (PAWG) underwent a traffic study in 2024 and a peer review traffic study in 2025. Extensive traffic analysis was conducted through these efforts to ensure the sites meet Caltrans standards. Below is a more detailed account of the traffic studies: After the District's Board of Directors (Board) accepted the PAWG recommendations, the District conducted a comprehensive traffic study for the recommended sites (Sites B2, D and E3) in June 2024 as part of a feasibility study. The 2024 traffic study included collision analysis and speed data for days in both winter and summer months. To confirm the findings and recommendations of the 2024 traffic study, the District voluntarily conducted an expert peer review in August 2025. Because placement of the driveways and any proposed safety improvements along Highway 84 require Caltrans approval, the 2025 peer review traffic study focused on confirming that the proposed driveways met Caltrans design standards. As part of the 2024 traffic study (LSA), speed surveys were conducted multiple times in 2021 and 2023: • Between Wednesday, November 3, 2021, and Saturday, November 6, 2021 • Between Thursday, July 13, 2023, and Saturday, July 15, 2023. • Between Thursday, December 7, 2023, and Saturday, December 9, 2023. As part of the 2025 peer review traffic study (Hexagon), speed surveys were conducted as follow: • Between Thursday, August 14, 2025, and Saturday, August 16, 2025 The 2025 speed surveys reaffirmed the previous design speed at 50-mph, with no notable changes in speed between 2021 and 2025. Additionally, both traffic surveys indicate that the traffic volume has been consistent since 2021.
All	Concerns PAWG process was not balanced to reflect community concerns about traffic and aesthetics.	The PAWG was established to form a community-based advisory group for identifying, evaluating, and selecting consensus-based recommendations for expanding public access to the central area of La Honda Creek Preserve. The PAWG consisted of members of the La Honda Community as well as representatives from throughout the

		District. More specifically, the PAWG consisted of two La Honda residents as representative stakeholders from the La Honda ward, three community representatives from La Honda, one ward stakeholder for each of the six other wards, and two District Board members. Following the PAWG process, the District conducted a comprehensive traffic study in 2024 and a peer review of the 2024 traffic study in 2025 to identify any additional traffic recommendations. The District has also identified ways to maintain vegetative screening and use materials (including gravel) that blend in with the rural environment. Moreover, the scope and scale of Site E3 was designed to provide limited, controlled use of the proposed parking area –18 parking spaces and limited to permit use and/or docent-led activities only.
D and E3	Concerns about access directly off Highway 84, preference for access off Sears Ranch Road only.	Traffic engineers confirmed that the proposed access sites located off Highway 84 (Sites E3 and D) meet the required Caltrans standards for line of sight. Though not required, traffic improvements proposed at each site to enhance safety include: advance flashing beacons along the highway (to notify drivers that a car is about to enter the roadway from the proposed driveways) and a proposed median at Site E3 to prevent passing. Expanded access at Site B2, off Sears Ranch Road, is still under consideration and will be evaluated as part of the environmental review. Although expanding Site B2 is desired, this improvement alone does not sufficiently achieve the goal of providing accessibility to the central area of the Preserve given its distance and elevation gain to reach the central Preserve trails.
E3	Median Concerns – Concerns for vehicles passing bicycles and vehicle collision with the median.	Based on feedback received at the March 31, 2026 PNR meeting, the District directed the peer review traffic consultant to evaluate the proposed highway median and provide recommendations. The traffic consultant evaluated the proposed median location and noted that where the approximately 200-foot median barrier would be installed, cars would be unable to pass bicycles given the lanes are only about 11 feet wide. The traffic consultant recommends plastic delineator posts to function as the median as they are durable, crash-rated, narrow and would not affect line of sight. This type of median material also supports wildlife passage, with gaps for animals to cross the highway.
	Concerns about heavy weekend traffic and commute traffic. Request for traffic to be observed at different times of the day and different days. Requests for Board members to observe conditions during high traffic periods.	24-hour speed surveys were conducted in Summer 2016, Winter 2021, Summer & Winter 2023 and August 2025. Planning and Natural Resources (PNR) committee members attended site visits prior to the March 31 PNR meeting. All Board members have had an opportunity to visit the sites to observe site conditions, with many visiting the site multiple times.

D and E3	Request to contact La Honda Fire Brigade for their emergency response log, and formal consultation with fire, CHP, and Sherriff's Office.	As part of the feasibility study phase of the project, District staff reached out to local fire agencies to discuss the project. In 2023, the District scheduled a interagency meeting and invited representatives from the La Honda Fire Brigade and San Mateo County Fire. Meeting attendees included the project's feasibility study consultant, traffic consultant, District staff and San Mateo County Fire, where the parking designs were reviewed and discussed. La Honda Fire Brigade did not attend the meeting. The District incorporated recommendations from San Mateo County Fire into the Feasibility Study Conceptual Designs. On April 17, 2026, the District reach out again to the La Honda Fire Brigade requesting a meeting to discuss the concept designs before the Board selects the preferred designs in the summer. A meeting is scheduled with the La Honda Fire Brigade onMay 7, 2026 and the outcome of the meeting will be shared at the May 13, 2026 Board meeting. Staff also reached out to the San Mateo County Sheriff's office to discuss collision data. The Sheriff's Office referred the District to the California Highway Patrol (CHP). The District's traffic consultant reviewed and analyzed the Statewide Integrated Traffic Records System (SWITRS) data and found that the most common primary collision factor is improper turning followed by unsafe speed. The 2024 traffic report and peer review both indicate collisions are not documented at the proposed Site E2 southern driveway and Site D proposed driveway. Accidents are concentrated away from the proposed driveway locations. The project will undergo additional review by San Mateo County Fire and other regulatory agencies during the permitting process. District Rangers will continue to assist with traffic emergencies when they are first on scene per current practice.
E3	Concerns about parking on or near Old La Honda Road, overflow parking, and illegal U-turns on the highway if a vehicle passes the driveway.	The District is considering restricting parking along the highway frontage and will need to obtain approval from Caltrans for any parking restrictions and signage through their encroachment permit process. Approval from the County of San Mateo may be required, if delegated by Caltrans. A "15-minute parking" restriction is proposed at the existing Highway 84 pullout in front of the Red Barn. The intent of this signage is to prevent vehicles from long-term parking in the pullout to access the new trailhead while still allowing vehicles to temporarily park to view the scenery, as is common now. Also, to maintain adequate line of sight for each driveway, the District proposes "No Parking" signage along either side of each driveway. Given the narrow roadway on Old La Honda Road, roadside parking is not anticipated. However, staff will monitor the site, identify any parking issues and modify signage and patrol as needed.

E3	Concerns about bicyclists traveling on Old La Honda Road and Highway 84.	Bicycle traffic was studied during the 2024 traffic study. A total of 203 bicycles were observed traveling southbound on Saturday (38 of which came from Old La Honda Road and continued south on SR-84) and 28 traveling northbound (14 of which turned to continue north on Old La Honda Road). As part of the 2024 traffic study, The District queried the Statewide Integrated Traffic Records System (SWITRS collision data from the most recent five years (i.e., from 2017 to April 2024) along Highway 84. SWITRS data is administered by the California Highway Patrol and incorporates data from any agency taking a collision report. Collisions involving bicycles are included in SWITRS data, which showed no reports of bicycle collisions data within the study area for the 5-year period evaluated. The 2024 Traffic Study stated bicycles are traveling at a lower speed than most vehicles. There is sufficient sight distance for vehicles to observe and avoid bicycles when exiting Site E3.
E3	Concern about busy traffic conditions with big trucks hauling trailers.	The grazing operations at Site E3 periodically brings in large trucks and trailers to the site. The revised conceptual designs accommodate these types of vehicles and will ultimately make the site more suitable for their use given the improvements to the driveway entrance. Increased use of large trucks or trailers is not anticipated as the parking site would not be open to equestrian use.
D and E3	Do the site designs match the PAWG recommendations for the type of access? Can Site D be considered as open only by permit use (versus general use)? Concerns about level of service impacts to the highway from the two parking areas.	The revised site plans for both Sites E3 and D are consistent with the PAWG's recommendations, where Site E3 is envisioned as a small, limited access parking lot and Site D is proposed as a small general use parking area (size determined based on physical constraints) with trailhead access and restroom facilities. Although the PAWG discussed the option of making Site D as a by-permit only parking area, the final formal recommendation for Site D was for general public use. The 2024 traffic study evaluated level of service for the highway and concluded that the traffic generated by the proposed public access would not impact the highway's level of service.

D and E3	Concern that any sight distance deficiencies will create collisions; ensure designs meet standard sight distance requirements.	The 2025 peer review traffic study confirms both sites meet Caltrans requirements for line of sight. Site D – The traffic consultant has confirmed that stopping site distance is adequate at the new driveway location 90 feet north of gate LH07, with a stop bar 15 feet from the edge of pavement. The one-foot difference between the 475-foot required sight distance and the 474-foot measured sight distance is within typical field tolerance and does not change the conclusion that the proposed design meets safety standards. Field sight distance measurements with moving traffic commonly have small tolerances due to how the distance is measured and the assumed driver eye positions at the traffic stop bar and in the traffic lanes. The sight distance measurement was conducted under existing conditions with vegetation along the roadside. The report indicates that vegetation removal on the hillside would improve the line of sight conditions.
D E3	Concern that standard engineering mitigations, such as left-turn pockets and deceleration lanes, would not be advisable for Hwy 84 given driver speeds. The two straightaways on Hwy 84 between Sky Londa and La Honda are in front of Sites D and E3 and motorists will pass regardless of traffic safety features.	Left-turn pockets and full deceleration and acceleration lanes are not proposed by the traffic consultants due to misuse passing concerns. Instead, the 2024 traffic study recommends a smaller 25-foot turn pocket for vehicles turning right into the driveway.
E3	Concerns that the revised site designs have not been evaluated from an emergency operations standpoint.	Site E3 Option 1 design maintains the same layout as the feasibility study conceptual designs, with the only difference being removing the northern driveway from circulation. The feasibility study design was shared with San Mateo County Fire and their comments were incorporated (such as adding the pullouts). There is no increase in visitor use beyond the original design for either revised design option. Both site plan options for E3 are proposed to be limited access, as recommended by the La Honda Creek PAWG. Staff is currently seeking Board direction on which Site E3 design option to move forward before consulting further with entities such as San Mateo County Fire. Since La Honda Fire Brigade was unable to attend an earlier fire agency meeting during the feasibility study phase, A meeting is scheduled for May 7, 2026 with the La Honda Fire Brigade and the outcome of the meeting will be shared at the May 13, 2026 Board meeting. San Mateo County fire requirements must be met and approved to secure building permits for construction. The District's compliance with San Mateo County Fire standards (pullouts every 400 feet for 12-foot roads) does not imply the project is less safe, but rather the District has conducted early project outreach to San Mateo County Fire, who provided this preliminary feedback before the project goes through the formal permitting process.
E3	Concern that the site is planned to accommodate more activity than the geography safely allows.	A small permit-only parking area is proposed for this site and will be hidden behind existing vegetative screening. The 2024 Traffic Study states the driveway is expected to operate at a

		satisfactory level of service with no anticipated queuing of vehicles.
	Aesthetics	
E3	Aesthetic concerns about the proposed parking area on views of the Red Barn and open space.	The proposed parking area at Site E3 has existing vegetative screening that will protect views of the site from the highway. Minimal improvements are proposed for the site, with gravel and/or other color matched materials to blend with the environment to limit any visual impacts.
D and E3	Concerns about the impacts of no parking signs/other signage and flashing lights to the surrounding rural character and scenic corridor.	The signs proposed are similar to other standard Caltrans standard signs already installed along the highway. Flashing beacons are a recommendation from the traffic studies to improve safety and is a standard Caltrans traffic control device found in the Manual on Uniform Traffic Control Devices(Caltrans 2021) which can be seen in other similar rural areas. Implementation will require Caltrans approval and the approval from the County of San Mateo may also be required due to the scenic corridor designation.
	Natural Resources	
E3	Is the former pond affected by the proposed site plan design?	While a "pond" existed in the past, it is no longer a pond because it has undergone natural sedimentation. In both site options, the driveway will not negatively impact this feature through either excavation or drainage modifications.
D and E3	Concerns about impacts to insects, animals and/or neighbors from the warning beacon light source.	Beacons will primarily be activated during the day, when the District's parking areas are open (a half-hour before sunrise to a half-hour after sunset). The sensor at Site E3 may also be activated sporadically after dark by the onsite grazing or ranger tenant. Light shields would be proposed to direct the light towards the roadway, and not upward into the sky. Staff found no neighbors would be affected by the flashing beacons, based on a desktop analysis of the surrounding topography and vegetation along Highway 84.
	Other	
B2	Access is adequate at Sears Ranch	Comment noted
Gen B2	Support for trail access. Also, appreciation for new trails from Sears Ranch Road parking area	Comment noted
D E3	Will there be additional public meetings when the project advances into the construction design phase.	During the construction design phase of the project, the award of contract will be reviewed by the Board at a public board meeting.
E3	If trail access from within the Preserve to the Red Barn is provided, a parking area needs to be provided.	Comment noted
E3	Support expressed for a small parking area screened from Hwy 84 with driveway access from the lower entrance (near Red Barn) instead of at the highway curve (near staff residence).	Comment noted
E3	If no designated parking area is provided, it could result in uncontrolled circulation and roadside parking along Hwy 84	Comment noted. A small, by-permit parking area is proposed for Site E3.

E3	Preference for alternative parking sites at Sears Ranch, which can accommodate more parking spaces and support the local economy.	Comment noted
E3	Opposed to any parking at the Red Barn site, regardless of traffic study findings.	Comment noted
Gen	Suggestion for the District to provide public transport to its more popular trailheads and to keep public out of sensitive habitat.	Comment noted
Gen	Has there been any consideration for out of the box alternative access ideas, such as renting electric mountain bikes to ride between Sears Ranch Road and Red Barn and recharging them by solar or wind power?	E-bikes are prohibited in La Honda Creek Preserve and throughout most Midpen Preserves, unless they are required as other powered mobility driven devices in accordance with the Americans with Disabilities Act. Currently class 1 and class 2 e-bikes are only allowed on paved trails in Rancho San Antonio and Ravenswood.
Gen	Focus on maintaining current infrastructure, encouraging more enforcement and lower speed limits.	Comment noted
Gen	Support for the District's preservation of open space, the methodical planning process, and the creation of public access and parking areas at La Honda for hiking and biking.	Comment noted
Gen	Questions about whether the Event Center site can be used as a general public parking area	The Resource Management Permit issued by the County of San Mateo restricts general public access at this site and only allows limited, by-permit access. A separate project to explore additional parking opportunities opposite the Event Center site, across Highway 84, is currently under way.