



Midpeninsula Regional  
Open Space District

## PLANNING AND NATURAL RESOURCES COMMITTEE

R-26-41

March 31, 2026

### AGENDA ITEM 2

#### AGENDA ITEM

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 and provide feedback on 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. Forward revised design alternatives for Sites E3 and D to the full Board of Directors for review and discussion at a Board study session.

#### SUMMARY

On April 9, 2025, the Board of Directors (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 two of the three site designs, Sites D (Preserve Gate LH07) and E3 (Red Barn), require modifications to meet Caltrans requirements. Hexagon provided design recommendations that staff have since incorporated into a new set of revised conceptual designs. The purpose of this report is to provide an update on the Project, present the revised site designs, and receive feedback from the Planning and Natural Resources Committee (PNR). If the PNR forwards the design alternatives for Sites E3 and D to the full Board, the Board will review the alternatives at an upcoming study session. The environmental review of the overall project is currently on hold pending a Board decision on the revised site designs.

#### 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 of Directors (Board) members and constituents from throughout 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 to 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 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 developed revised parking area site designs with the goal of retaining the original project footprints as much as possible and key programming elements. These revised site designs are being presented to PNR for review and feedback. The environmental review of the overall project is currently on hold pending a Board decision on the revised site designs.

### **85<sup>th</sup> 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 is 50 mph.

Two types of sight distances, stopping sight distance and 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. Intersection sight distance represents the amount of space necessary for a vehicle to enter a roadway without causing other vehicles to alter their velocity. Meeting the highway safety manual stopping sight distance is specifically required for Caltrans' permitting approval.

### **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 lot with a total of 28 spaces
- Vault restroom facility
- New trailhead providing general Preserve access for hikers and bicyclist
- Traffic safety enhancements such as 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 Hexagon's 2025 traffic peer review, Hexagon 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 three 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 lot with a total of 25 spaces
- Vault restroom facility
- New trailhead providing general Preserve access for hikers and bicyclist
- 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

### **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 lot 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 lot 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

Hexagon's 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. Concurrently, Hexagon 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 lot.

#### 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.

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 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 three 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 helicopter landing zone.

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 slope at two (2) separate locations along the ranch road to accommodate 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.

Comparison between Option 1 and Option 2

The information below provides 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
<ul style="list-style-type: none"> <li>• Removal of 5-10 fewer trees</li> <li>• Predominantly gravel surface for the parking area</li> </ul>	<ul style="list-style-type: none"> <li>• Longer driveway – 1000 feet</li> <li>• Greater amounts of grading; hillside cut required to install pull outs and for road widening</li> <li>• Requires durable, hardened surface along steeper segments of the driveway</li> <li>• Complex Caltrans encroachment permit process to allow for hillside cuts within the Hwy 84 right-of-way</li> <li>• Higher construction cost</li> <li>• Higher long-term maintenance cost</li> </ul>

**Option 2 - Advantages and Disadvantages**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Shorter driveway – 500 feet</li> <li>• Predominantly gravel surface for the driveway and parking area</li> <li>• Minimal grading</li> <li>• Simplified Caltrans encroachment permit process (limited only to driveway entry/exit apron from highway)</li> <li>• Reduced construction costs</li> <li>• Reduced long-term maintenance costs</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of approximately 120-feet of new interior road to connect existing ranch road to the proposed parking area</li> <li>• Removal of 5-10 additional trees</li> </ul>

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).

**FISCAL IMPACT**

There is no immediate fiscal impact associated with the recommendation. At their meeting, the PNR will review, provide feedback, and consider forwarding the La Honda Creek Parking and Trailhead Access Project (VP05-002) to the full Board. Funding to complete environmental review in FY2027 will be recommended as part of the annual Budget and Action Plan process.

This project is not currently funded by Measure AA, as it is still within the feasibility stage. However, implementation of capital improvements may be eligible for Measure AA funding reimbursements in the future (MAA05-013).

<b>MAA 05: La Honda Creek—Upper Area Recreation, Habitat Restoration and Conservation Grazing Projects Portfolio</b>	
Portfolio Allocation:	\$11,733,000
Grant Income (through FY29):	\$1,000,000
Fund 40 Allocation:	\$655,000
<b>Total Portfolio Allocation:</b>	<b>\$13,388,000</b>
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	(\$327,513)
05-007 La Honda Creek Trail Connections	(\$1,638,217)
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	(\$2,033,579)
05-011 Lone Madrone Ranch Fence Installation	(\$287,349)
05-012 Paulin Culvert/Bridge Improvements	(\$751,260)
05-013 La Honda Parking and Trailhead Access Implementation*	(\$6,735,699)
05-014 Lone Madrone Corrals	(\$475,394)
05-015 Upper La Honda Creek Land Acquisition (Eberhard)	(\$1,026,358)
<b>Total Projected Expenditures:</b>	<b>(\$16,522,857)</b>
<b>Proposed Portfolio Amount Remaining:</b>	<b>(\$3,134,857)</b>

*\*Includes high-end cost estimates for sites D and E3*

#### PRIOR BOARD AND COMMITTEE REVIEW

- **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:** The 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:** The Board received a presentation on the La Honda Feasibility Study findings. No action was taken.
  - [Board Report](#)
  - [Minutes](#)
- **December 13, 2022:** The Planning and Natural Resources Committee (PNR) reviewed the Existing Conditions/Site Opportunity and Constraints Analysis Report.
  - [Board Report](#)
  - [Minutes](#)
- **September 22, 2021:** The Board approved RHAA's award of contract.
  - [Board Report](#)
  - [Minutes](#)

- **March 10, 2021:** The Board received a presentation on best practices from the La Honda PAWG pilot process.
  - [Board Report](#)
  - [Minutes](#)
  
- **October 21, 2020:** The Board approved the La Honda PAWG recommendations.
  - [Board Report](#)
  - [Minutes](#)
  
- **July 28, 2020:** The 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 and the coastside protection area. 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 was started in May 2025 and is currently on hold to address necessary design revisions due to new traffic findings and recommendations. Once the Board selects a preferred revised concept design at a future meeting, staff will update the CEQA project description and resume environmental review. This meeting is for the PNR to provide feedback and guidance on the design alternatives for Site E3 and D.

**NEXT STEPS**

At a Study Session on May 13, 2026, staff will present Site D option 1 and Site E3 options 1 and 2 site designs to the Board, and the General Manager’s recommendation will be previewed to obtain initial Board feedback. Staff will incorporate the Board feedback into the designs and present updated design(s) to the Board at a regular board meeting currently planned for June 24, 2026. At this subsequent meeting, the Board will be asked to select one design for each site to incorporate into the CEQA project description, allowing environmental review to resume. Once environmental review is complete, the Project will be presented to the Board for CEQA certification and Project approval.

<b>Tentative Schedule</b>	<b>Target Milestones</b>
March 31, 2026	PNR meeting ( <i>informational presentation</i> )
May 13, 2026	Board Study Session ( <i>informational presentation</i> )
June 24, 2026 – tentative	Board meeting ( <i>selection of preferred design alternatives to update CEQA project description</i> )

Spring 2027	Board meeting ( <i>CEQA certification and Project approval - if the Board selects a revised site design at the June 2026 board meeting</i> )
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Attachment(s)

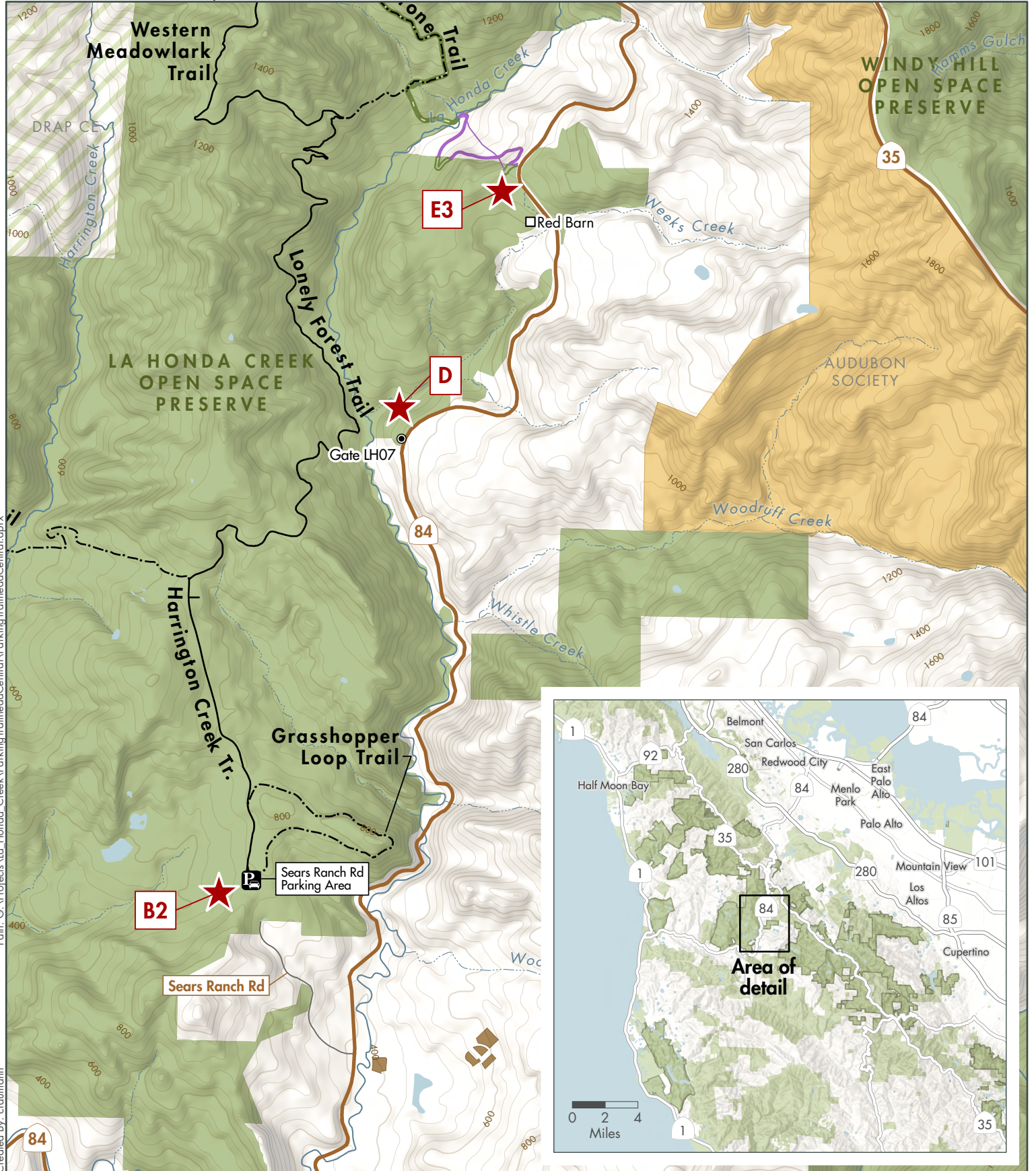
1. Site B2, D and E3 Map
2. Site D and E3 Feasibility Study Conceptual Designs
3. Site D and E3 Revised conceptual designs with traffic recommendations incorporated
4. Hexagon Peer Review Memorandum (November 26, 2025)
5. LSA Traffic Access Study (June 2024)

Responsible Department Head:

Jane Mark, AICP, Planning Manager

Prepared by/contact person:

Melissa Borgesi, Planner III, Planning Department



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Created By: craumann

### La Honda Creek Parking and Trailhead Access Project

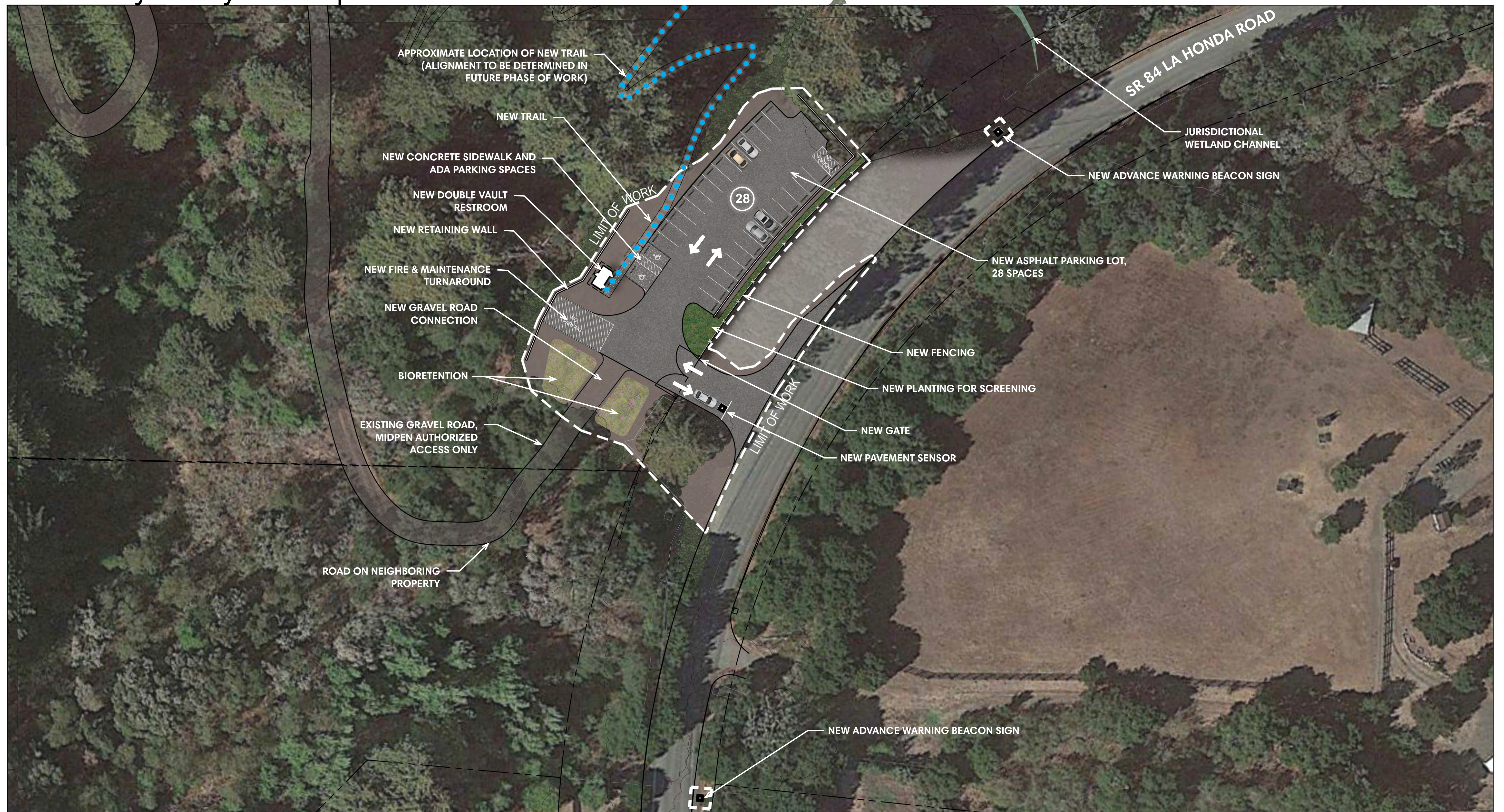
- Midpen preserves
- Watershed land
- Land trust
- Project area
- Other protected lands
- Land trust
- Private property
- Other public agency

Midpeninsula Regional  
Open Space District  
(Midpen)  
3/23/2026  
Scale 1:24,000



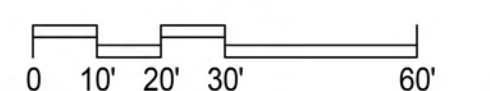
While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.

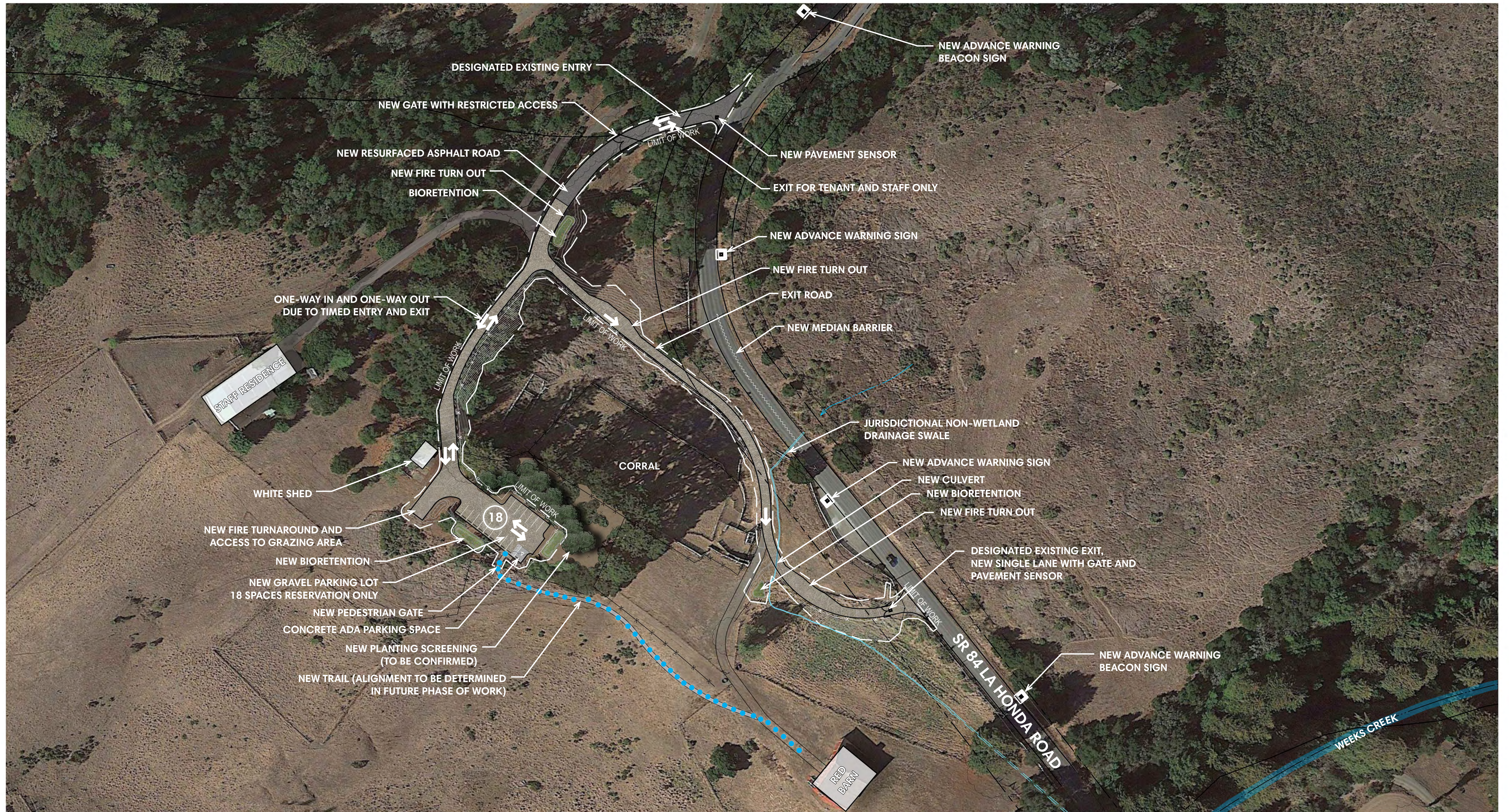
# Feasibility Study Concept Plans



## LA HONDA CREEK PARKING AND TRAILHEAD FEASIBILITY STUDY SITE D - CONCEPT DESIGN GRAPHIC

MARCH 2024

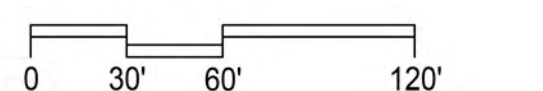




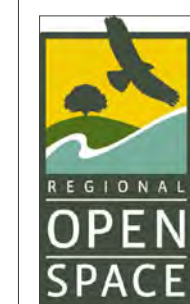
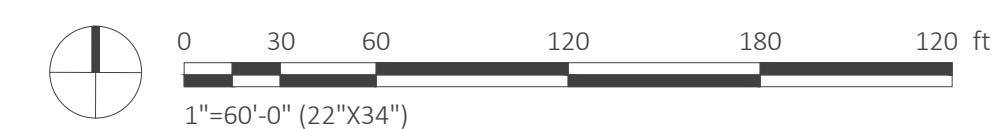
# LA HONDA CREEK PARKING AND TRAILHEAD FEASIBILITY STUDY

## SITE E3 - CONCEPT DESIGN GRAPHIC

MARCH 2024





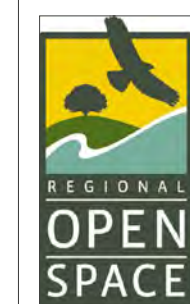
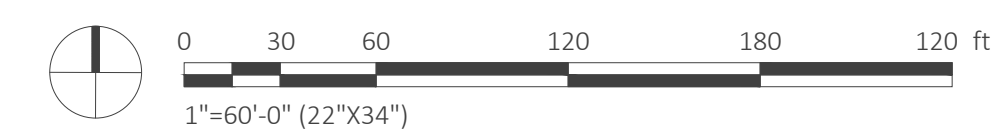


MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SCALE: 1"=60'-0"

DATE: 3/31/2026

# LA HONDA PUBLIC ACCESS SITE E3: OPTION 01



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SCALE: 1"=60'-0"

DATE: 3/31/2026

LA HONDA PUBLIC ACCESS  
SITE E3: OPTION 02



# HEXAGON TRANSPORTATION CONSULTANTS, INC.

## Memorandum

**Date:** November 26, 2025

**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

#### 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 85<sup>th</sup> 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 American Association of State Highway and Transportation Officials (AASHTO)’s 2011 *A Policy on Geometric Design of Highways and Streets (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.



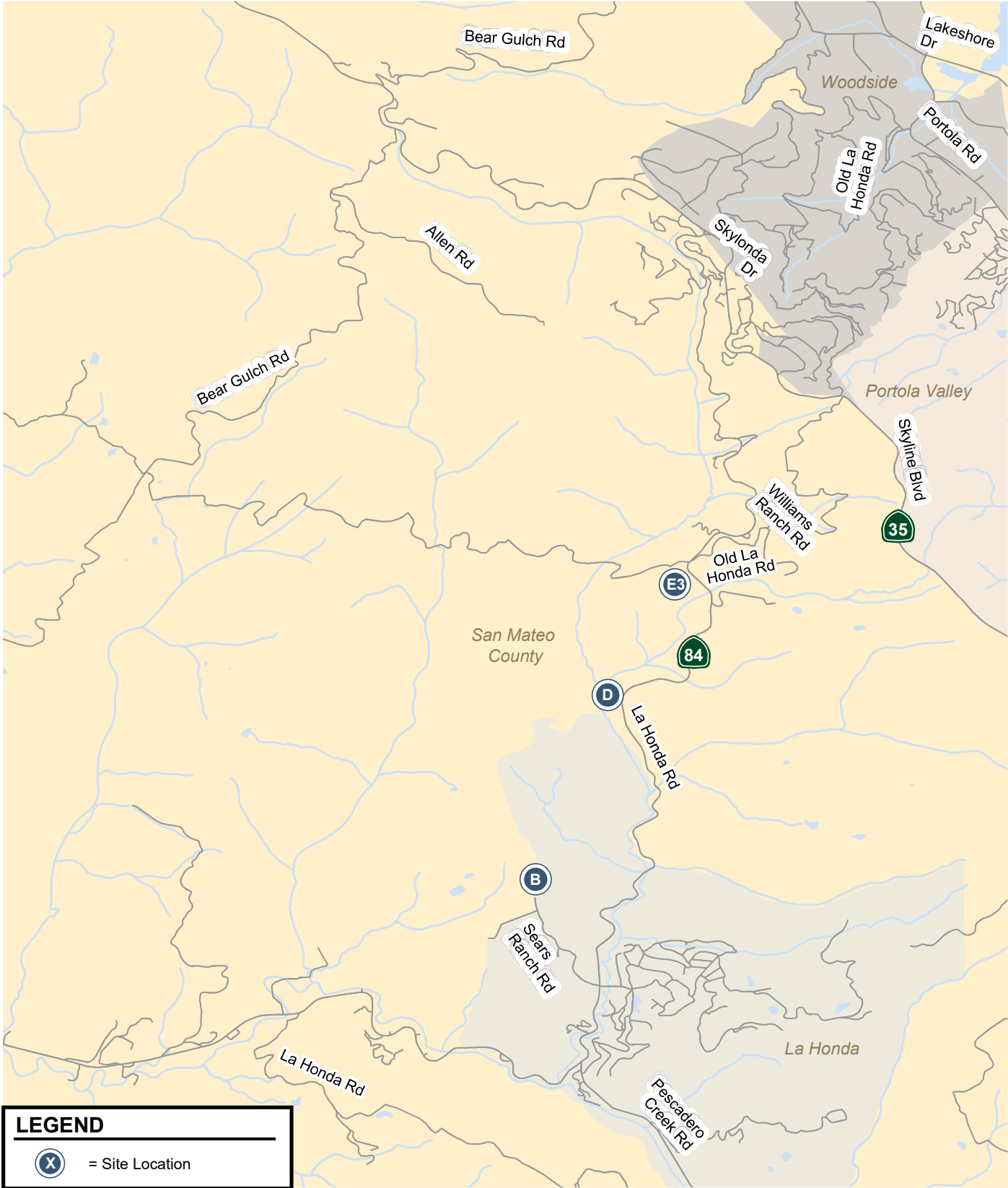


Figure 1  
Project Location

La Honda Creek Open Space Preserve Transportation Study Peer Review

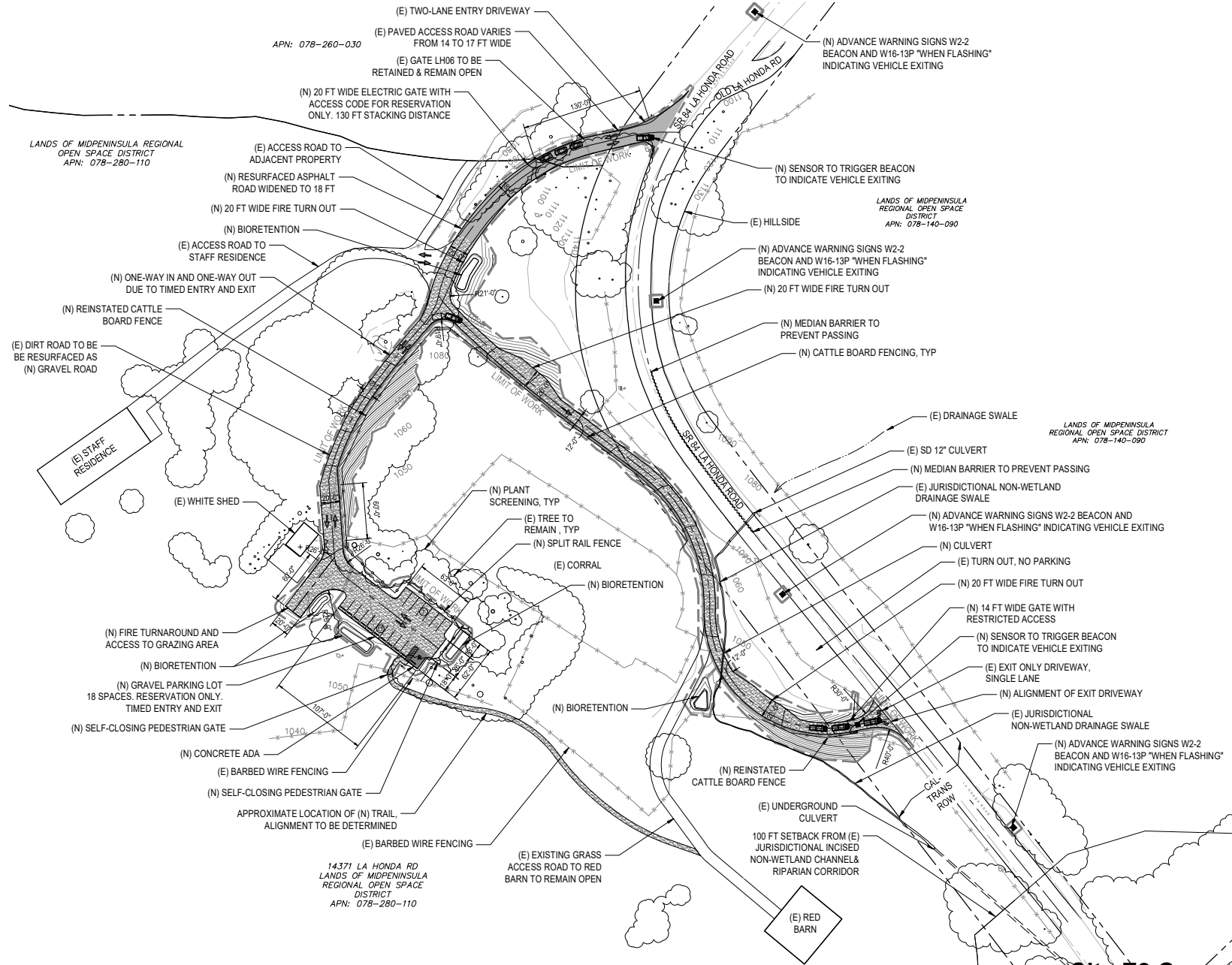


Figure 2  
Site E3 Concept Design

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 85<sup>th</sup> 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.

**Table 1  
 Sight Distance at Site E3 North Driveway**

Location	Estimated Sight Distance <sup>1</sup>			Sight Distance Standard <sup>2</sup>
	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  
<sup>1</sup> The sight distance at the Site E3 north driveway was estimated using aerial imagery.  
<sup>2</sup> 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 95<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speed for southbound traffic was 57 mph. Based on a design speed of 60 mph in the Caltrans' *Highway Design Manual*, the recommended stopping sight distance is 580 feet. The LSA study referenced speed data collected in 2021 and 2023, where the average 85<sup>th</sup> percentile speed for southbound traffic was between 46 and 51 mph. Based on a design speed of 50 mph in the AASHTO Green Book, the recommended stopping sight distance is 425 feet. At the Site E3 south driveway, 525 feet of sight distance was measured between the driveway and southbound traffic (looking left) (Hexagon 2016). 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). Midpen will clear the vegetation. Figure 5 shows how removing the vegetation should greatly improve line of sight in that direction.

Due to the difference in 85<sup>th</sup> 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 average 85<sup>th</sup> 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. The measured sight distance of 530 feet is in excess of the standard, confirming that the sight distance looking right from the driveway (northbound traffic) is adequate. The 85<sup>th</sup> 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 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 sight distance is summarized in Table 2.

**Table 2**  
**Sight Distance at Site E3 South Driveway**

Location	Measured Sight Distance <sup>1</sup>		Sight Distance Standard <sup>2</sup>
	Looking Left (SB traffic)	Looking Right (NB traffic)	
Site E3 South Driveway	525 ft	530 ft	425 ft
<b>Notes:</b>			
ft = feet; NB = northbound; SB = southbound			
<sup>1</sup> The sight distance at Site E3 south driveway was measured in the field by Hexagon in 2016.			
<sup>2</sup> 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 <i>A Policy on Geometric Design of Highways and Streets (Green Book)</i> .			

**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**



Based on the results of the most recent speed data, adequate stopping sight distance is available in both directions at the currently proposed location of the Site E3 south driveway. 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.

### 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 85<sup>th</sup> 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 85<sup>th</sup> 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 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 <sup>1</sup>	Measured Sight Distance <sup>2</sup>	Design Speed	Sight Distance Standard <sup>3</sup>	Adequate Sight Distance
<b>1. 50 Feet North of Gate LH07 / 15 Feet Back from SR 84</b>						
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
<b>2. 50 Feet North of Gate LH07 / 25 Feet Back from SR 84</b>						
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
<b>3. 50 Feet North of Gate LH07 / 40 Feet Back from SR 84</b>						
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
<b>4. 90 Feet North of Gate LH07 / 15 Feet Back from SR 84</b>						
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:**

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

<sup>2</sup> 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.

<sup>3</sup> 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). 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 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.

**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.

## 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.

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. 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 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.

La Honda Creek Open Space Preserve Transportation Study Peer Review

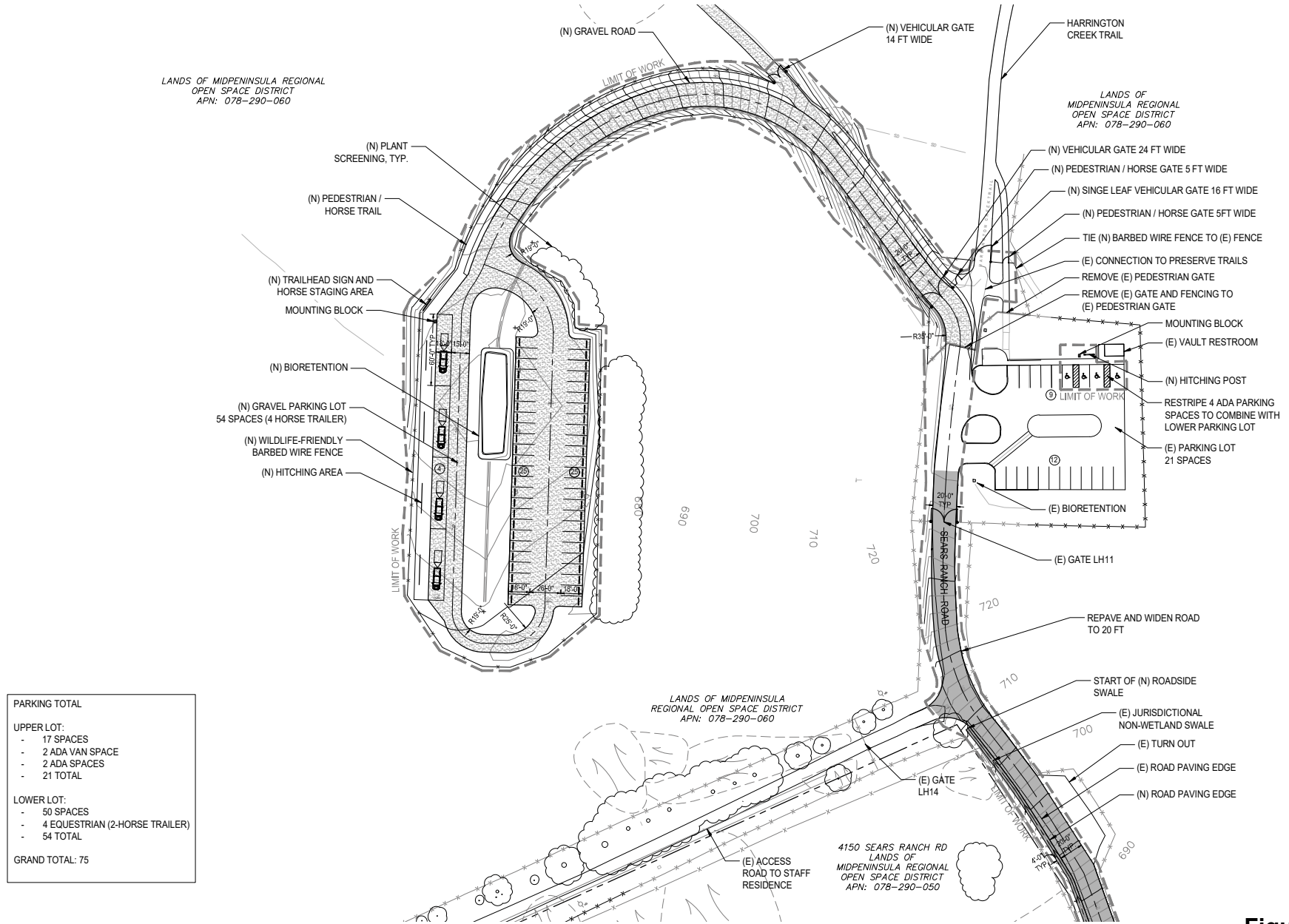


Figure 11  
Site B Concept Design

**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**



## **Appendix A**

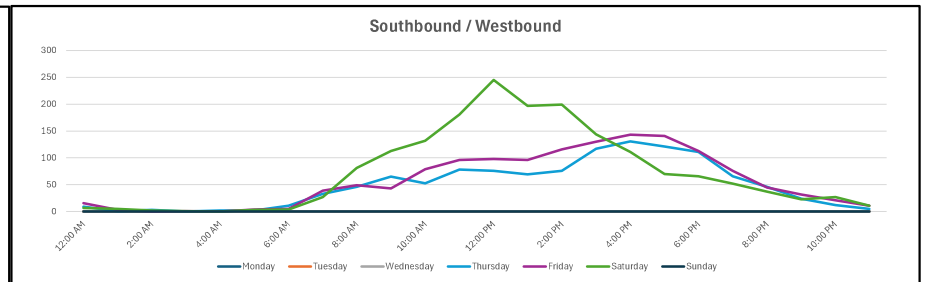
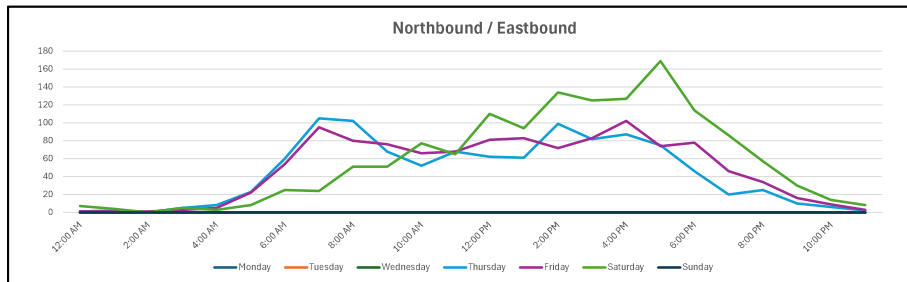
### **Speed Data**



### 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			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	8/18/25			8/19/25			8/20/25			8/14/25			8/15/25			8/16/25			8/17/25			Tue-Thu		Mon-Fri		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+
<b>Northbound</b>	3610	8	1	14	34	66	313	856	1321	678	203	69	23	11	9	2	1	1	0	0	0
<b>Percent</b>	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%
<b>Southbound</b>	4252	1	9	22	46	84	137	624	1649	1133	350	114	39	22	13	5	2	1	0	1	0
<b>Percent</b>	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%
<b>Total</b>	7862	9	10	36	80	150	450	1480	2970	1811	553	183	62	33	22	7	3	2	0	1	0
<b>Percent</b>	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																		



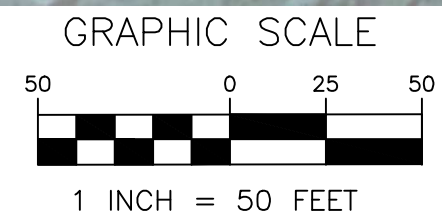
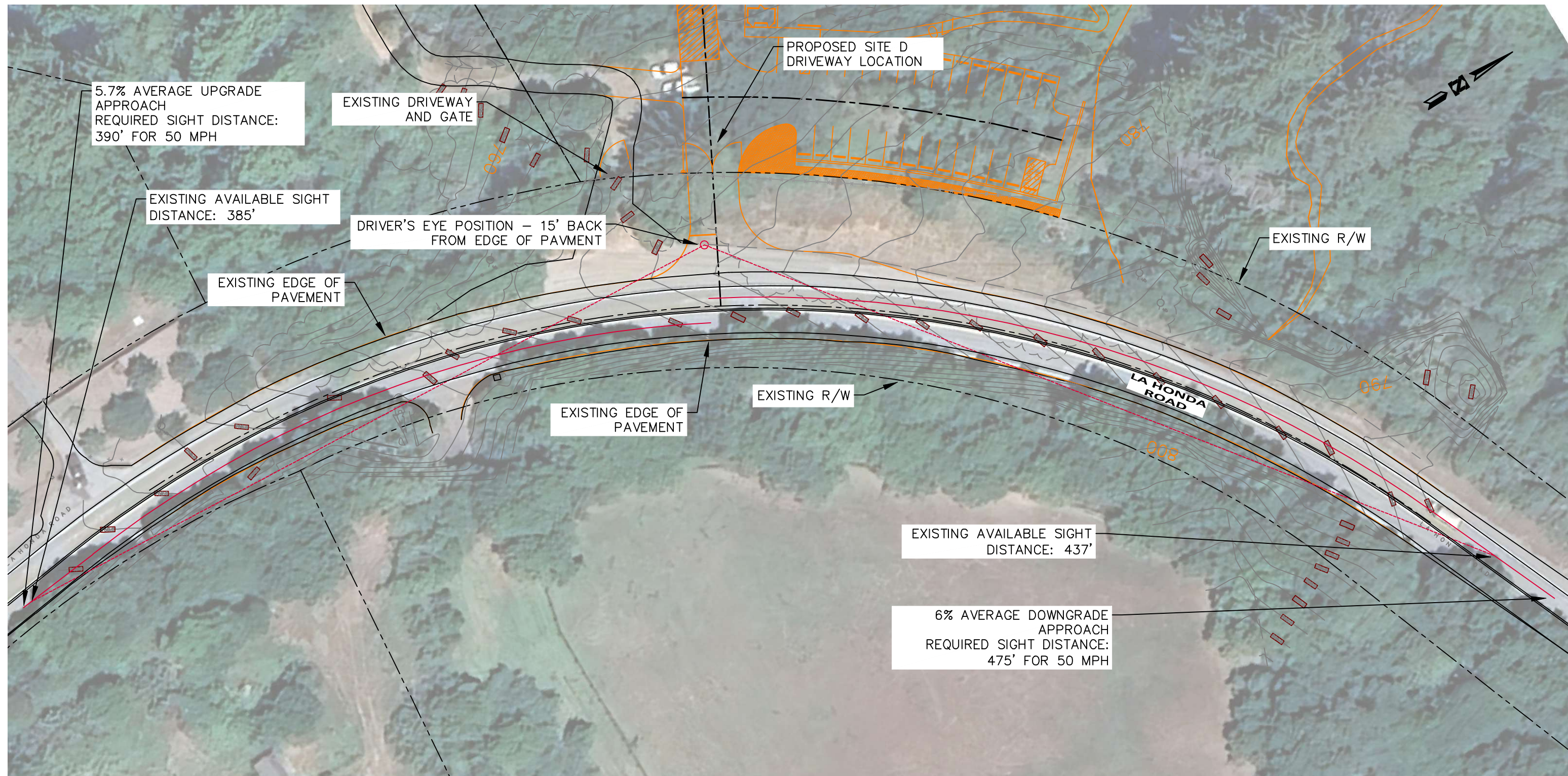
Site Description: La Honda Rd S.O Jeep Trail  
 Site Number: 1  
 Start Date: 08/14/2025  
 End Date: 08/16/2025

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

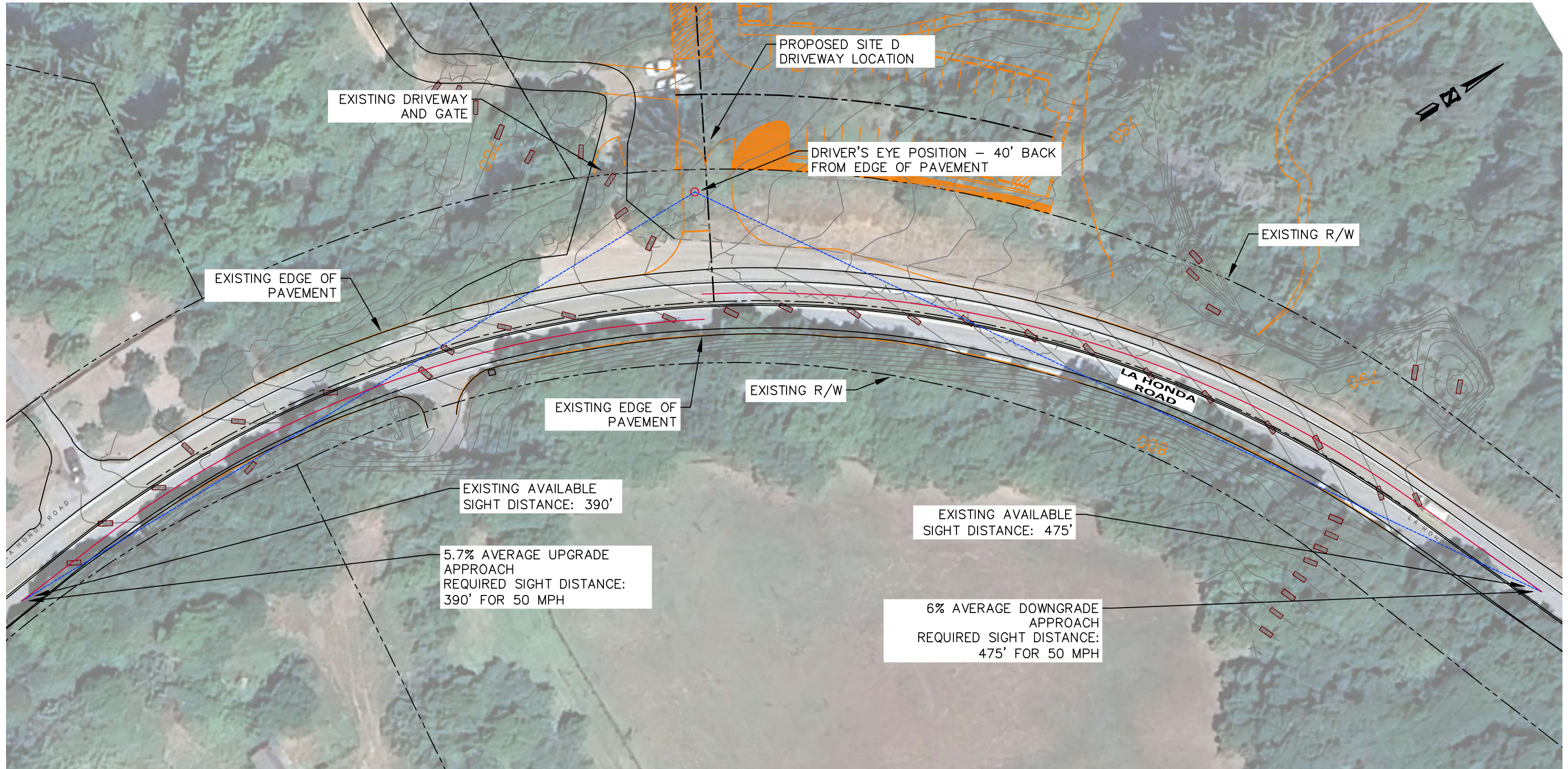
Saturday		Southbound																			
8/16/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	7	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	0	0	1	0	1	0	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**

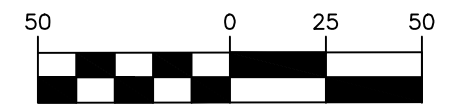
### **Sight Distance Diagrams**



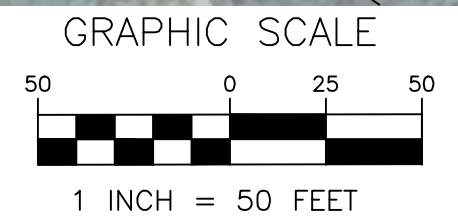
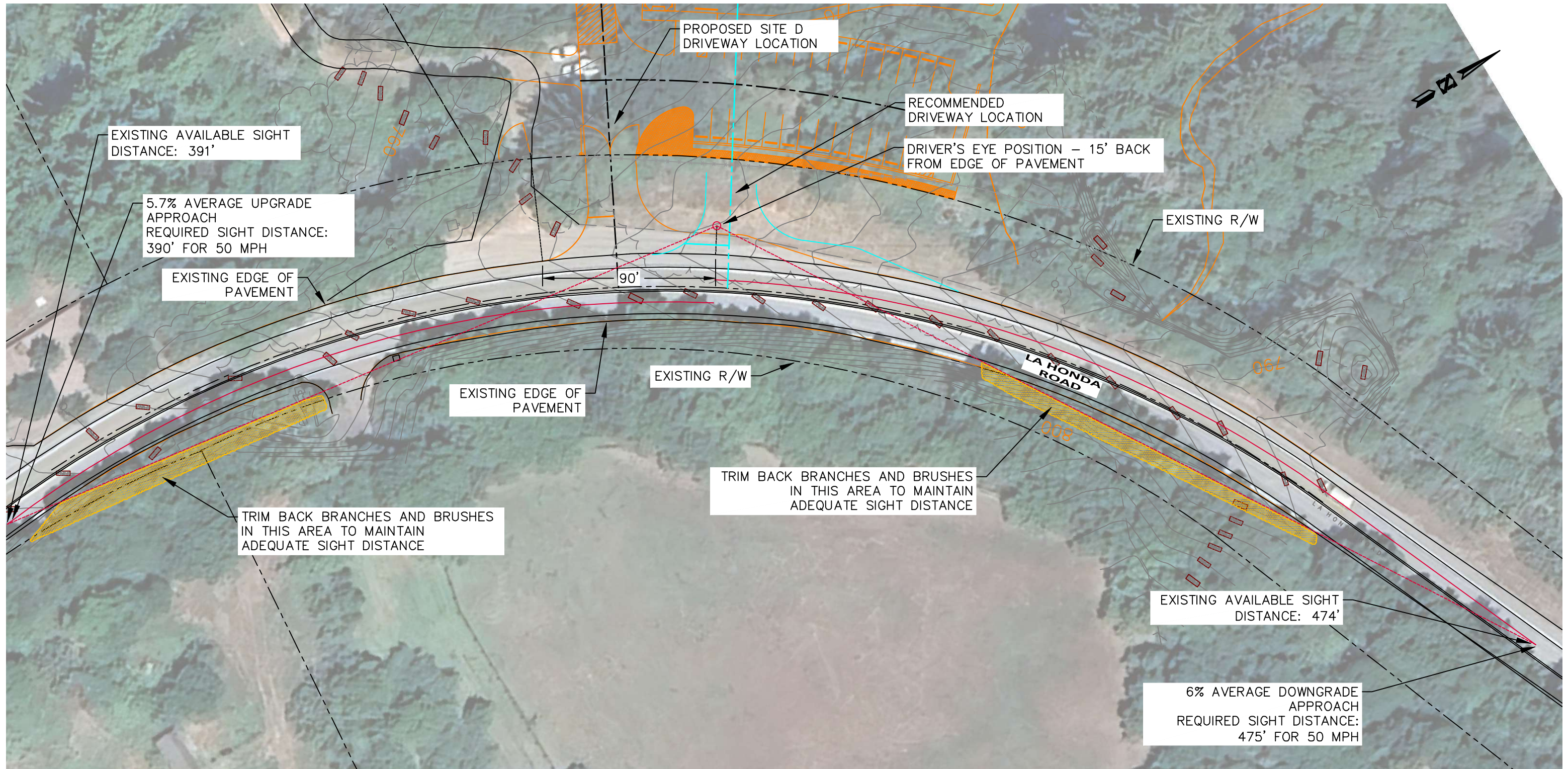
<p><b>HEXAGON TRANSPORTATION CONSULTANTS, INC.</b></p>	<p>100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com</p>	<b>COUNTY OF SAN MATEO</b>		<p>DRAWN: JC    CHECKED: JE</p>
		<p>LA HONDA CREEK OPEN SPACE PRESERVE DRIVEWAY D SIGHT DISTANCE EXHIBIT (15' FROM EDGE OF TRAVELED WAY)</p>		<p>DATE: 11/26/2025</p> <p>SCALE: 1" = 50'</p>
				1



GRAPHIC SCALE

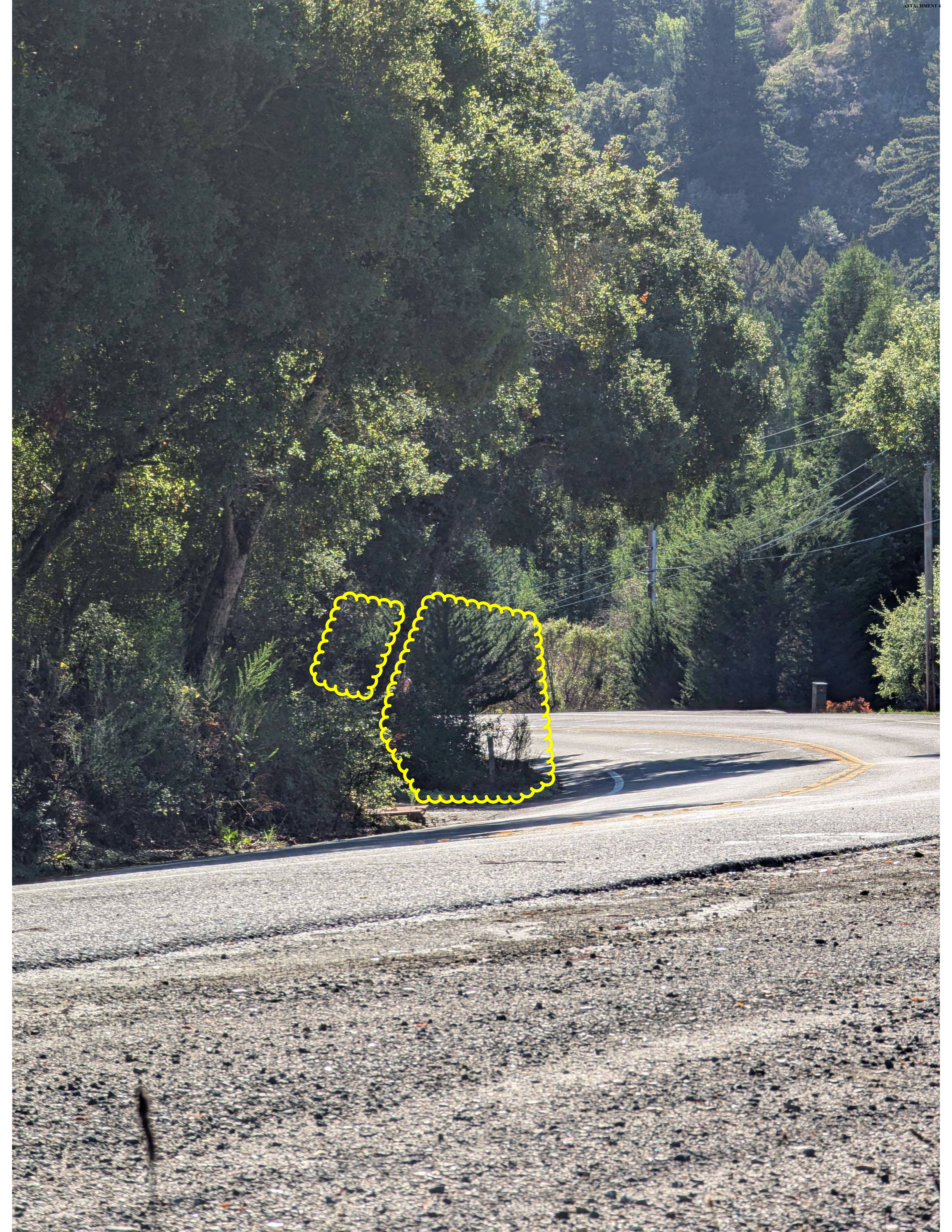


1 INCH = 50 FEET



## **Appendix C**

### **Recommended Vegetation Removal**









## 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



June 2024



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## 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	<i>San Mateo County Congestion Management Program, Final Report</i>
District	Midpeninsula Regional Open Space District
HCM	<i>Highway Capacity Manual</i>
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
MUTCD	<i>Manual on Uniform Traffic Control Devices</i>
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.

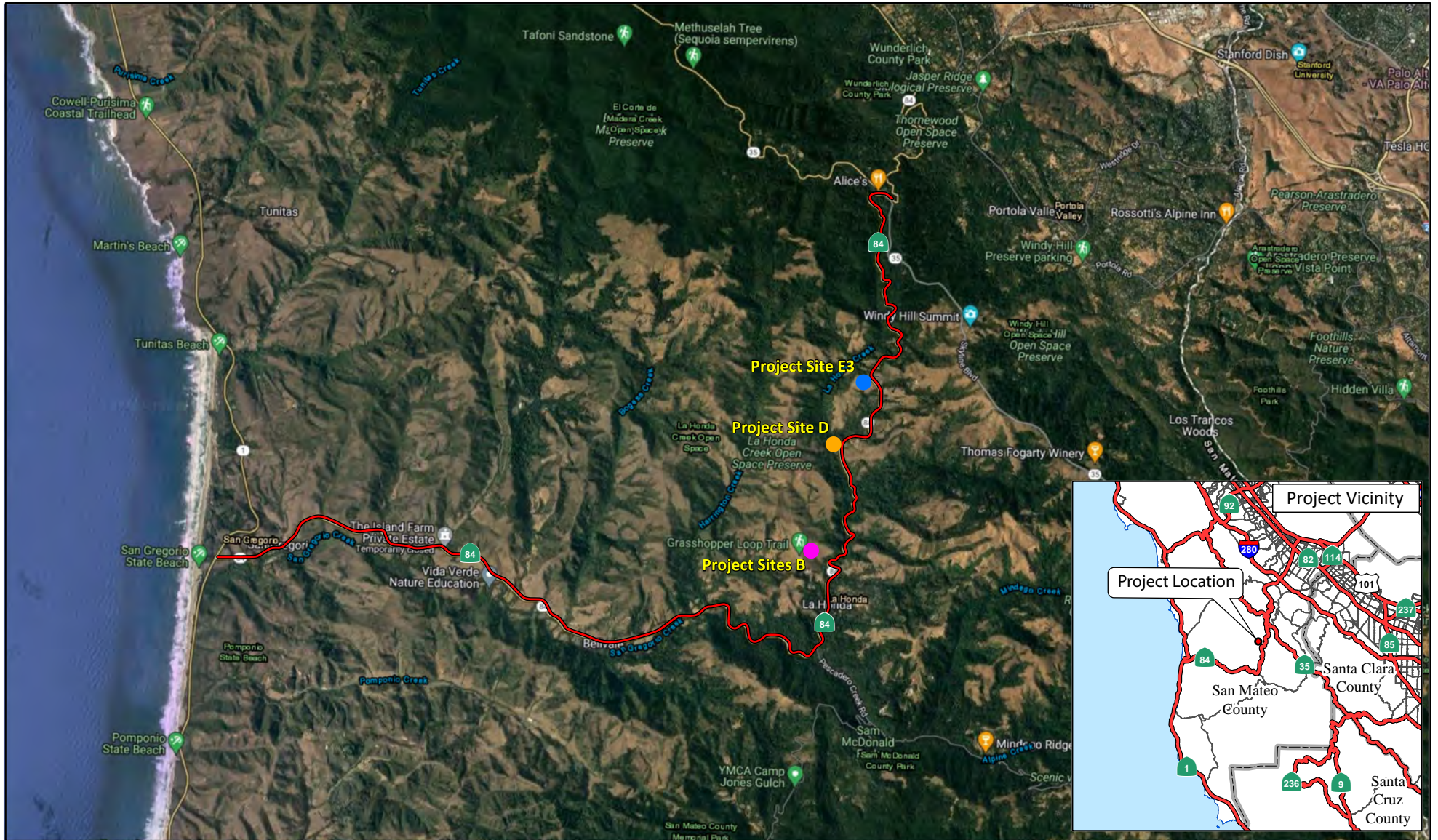


FIGURE 1

LSA

LEGEND

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



SOURCE: Google Maps (2022).

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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.

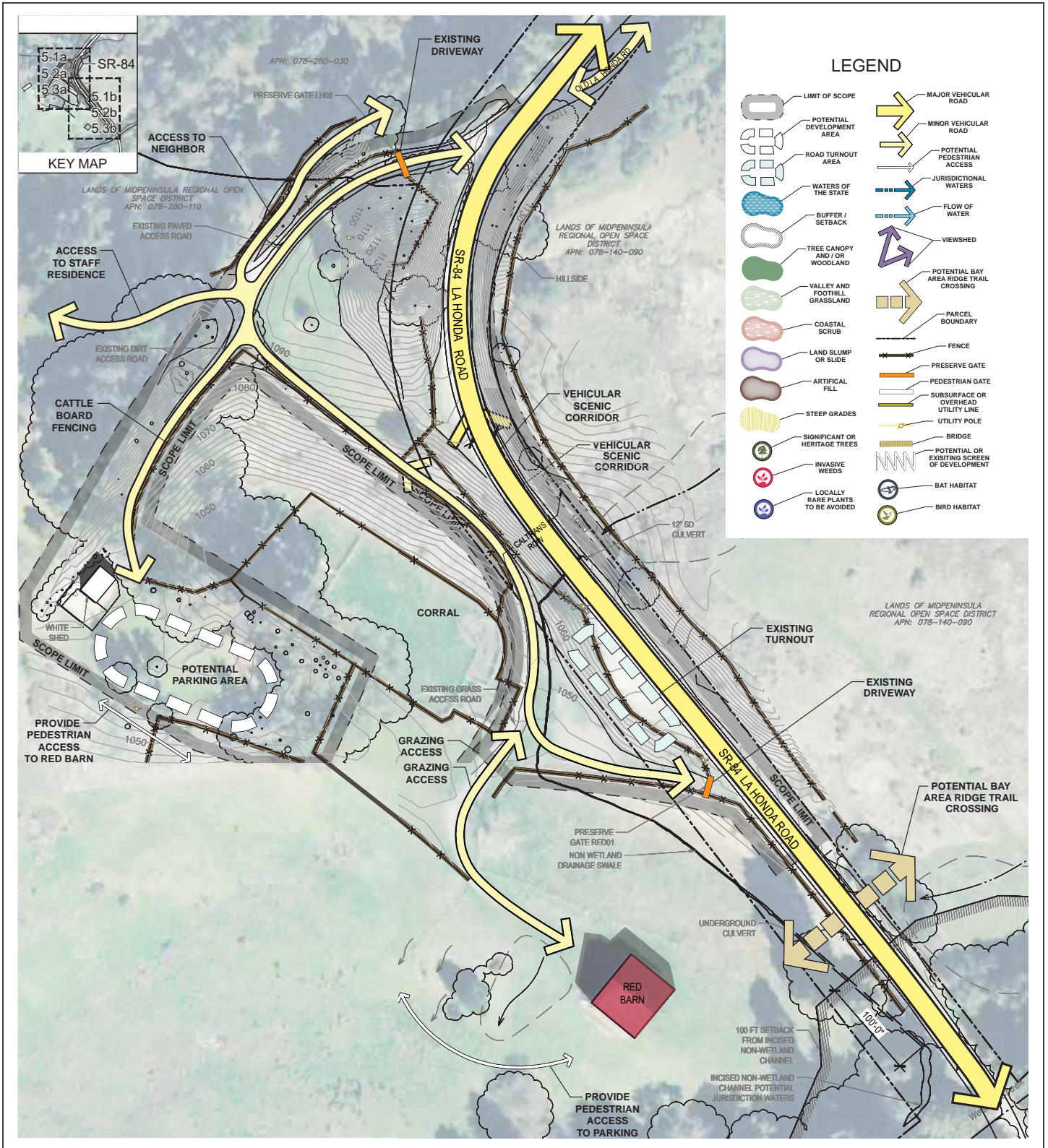
## PROJECT DESCRIPTION

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)

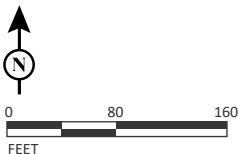
This site is currently accessed from a private drive approximately 80 feet south of the intersection with Old La Honda Road. The drive is shared with a ranger residence and other agricultural and residential parcels. This drive is currently gated. An unpaved driveway located approximately 800 feet south 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



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

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La Honda Creek Open Space  
Access Study  
Conceptual Plan - Site E3

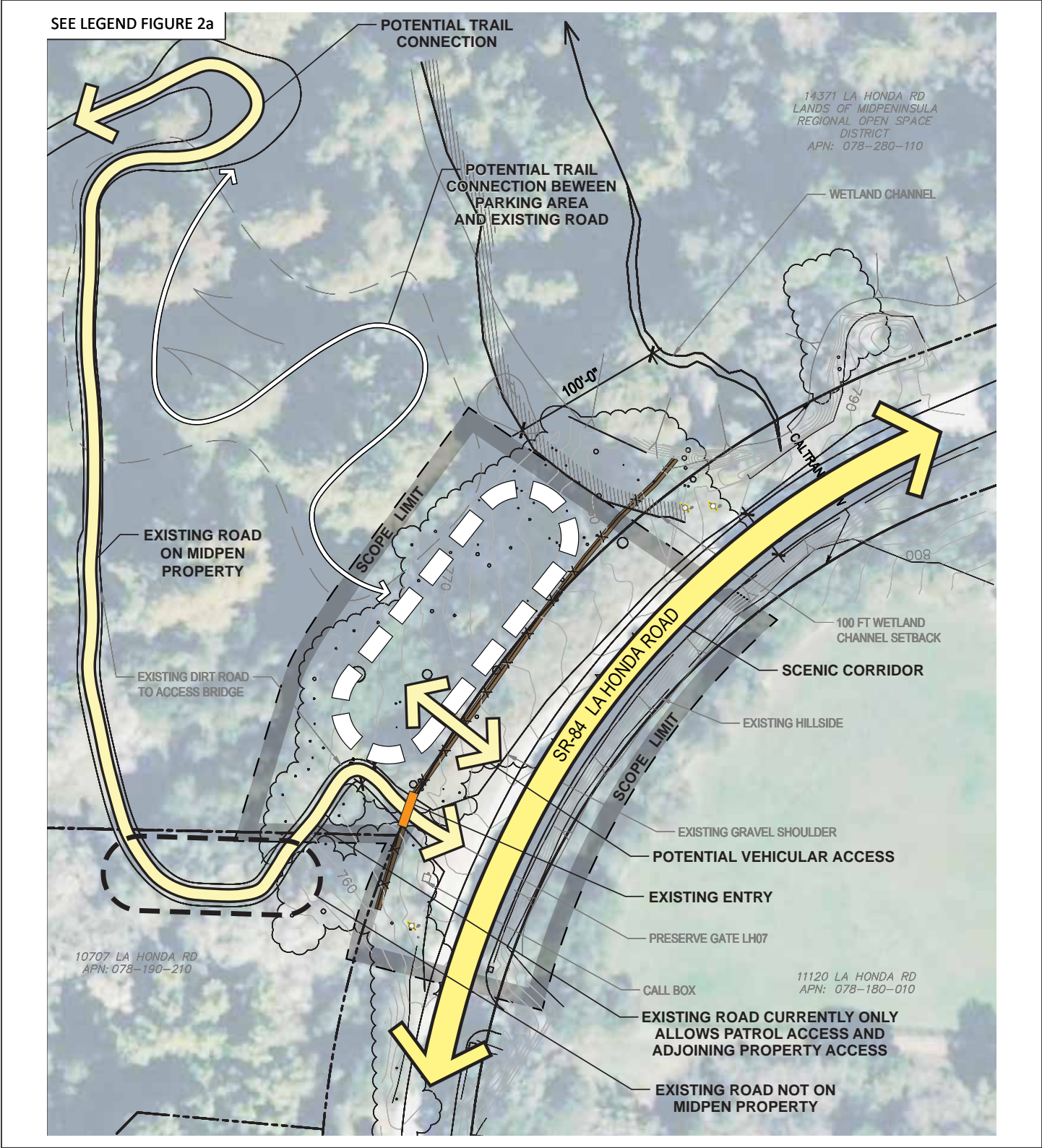
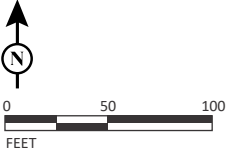


FIGURE 2b

LSA



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

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La Honda Creek Open Space  
Access Study  
Conceptual Plan - Site D

SEE LEGEND FIGURE 2a

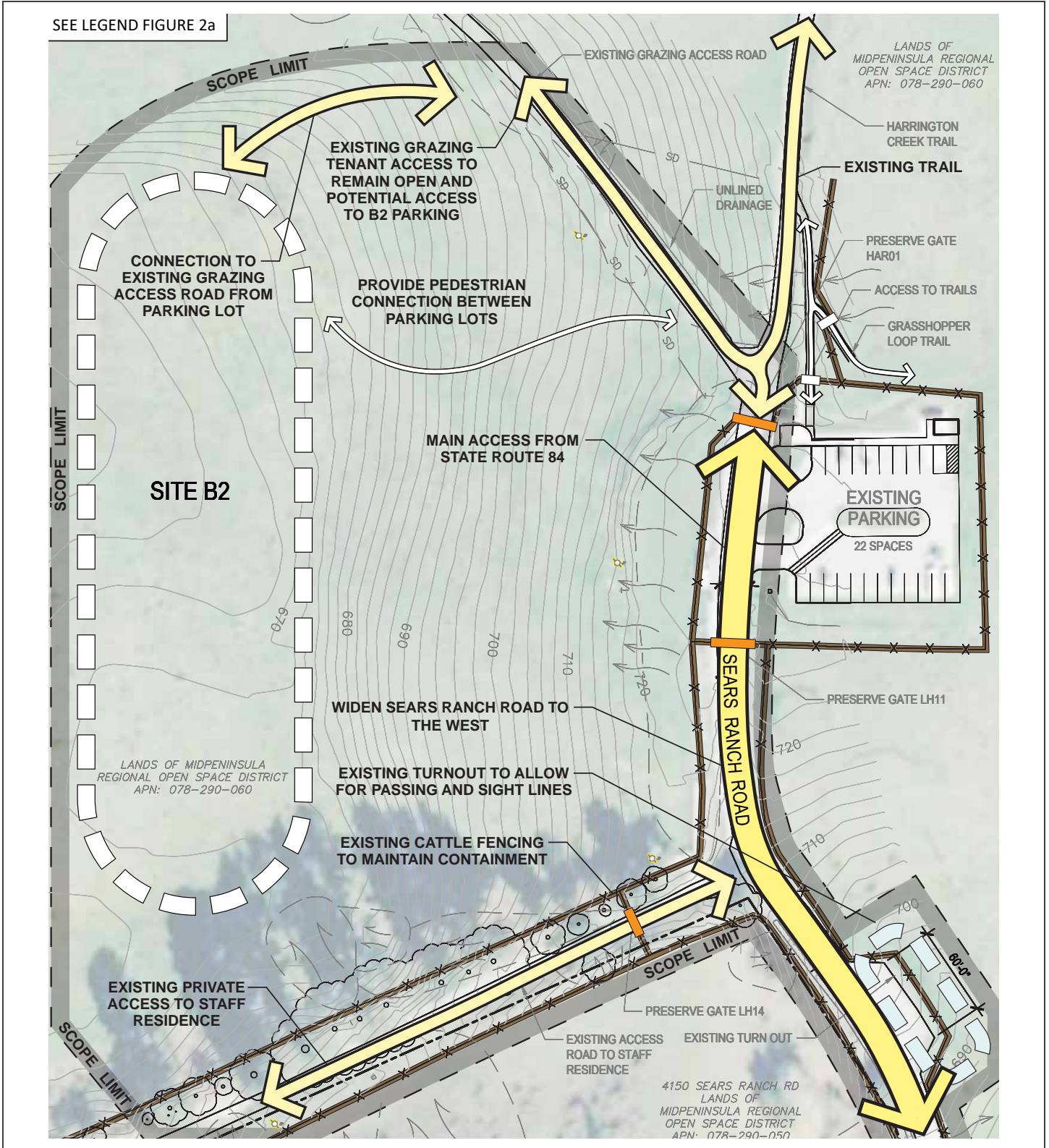
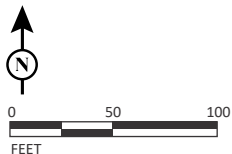


FIGURE 2c

LSA



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]).

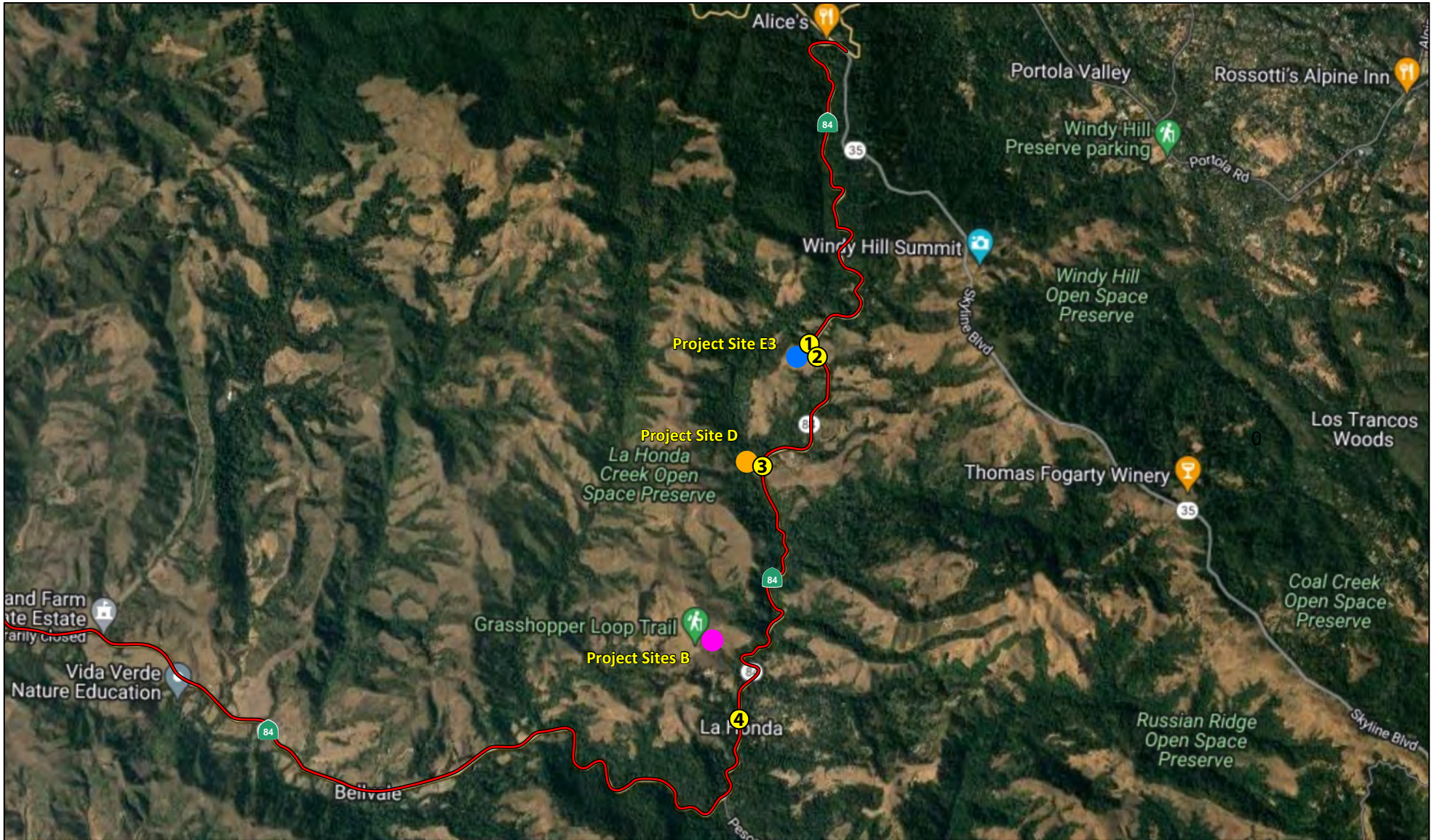
### Existing Traffic Volumes and LOS Analysis

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.

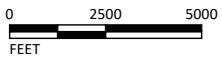
Table A displays the daily traffic volume on SR-84 identified in the empirical data.



LSA

LEGEND

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



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	
	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
<b>Summer</b>	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	
<b>Thursday (7/13)</b>									
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
<b>Friday (7/14)</b>									
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
<b>Saturday (7/15)</b>									
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.

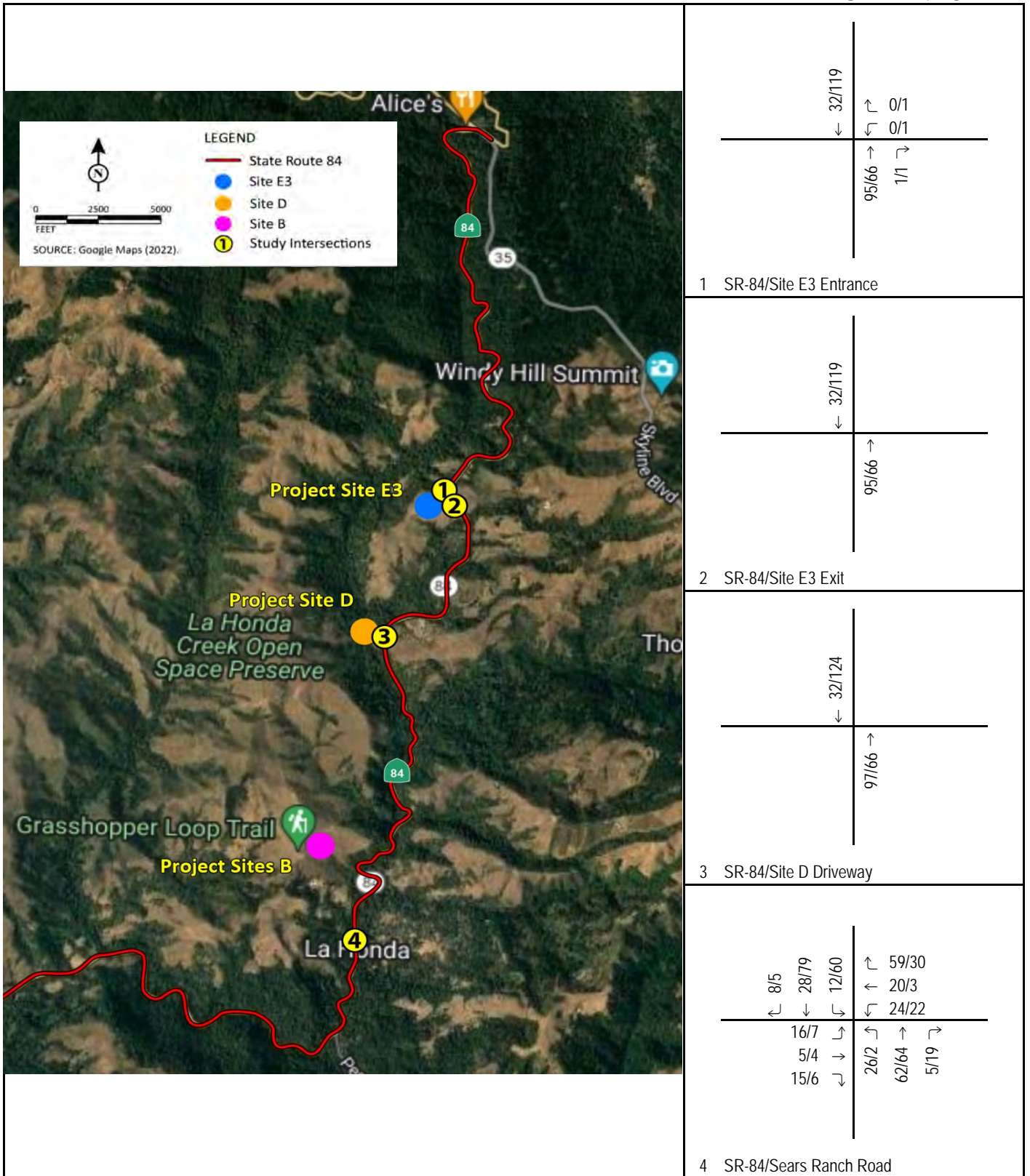


FIGURE 4a

LSA



Legend  
XXX/YYY AM/PM Volumes

La Honda Creek Open Space Access Study  
Existing Weekday Traffic Volume

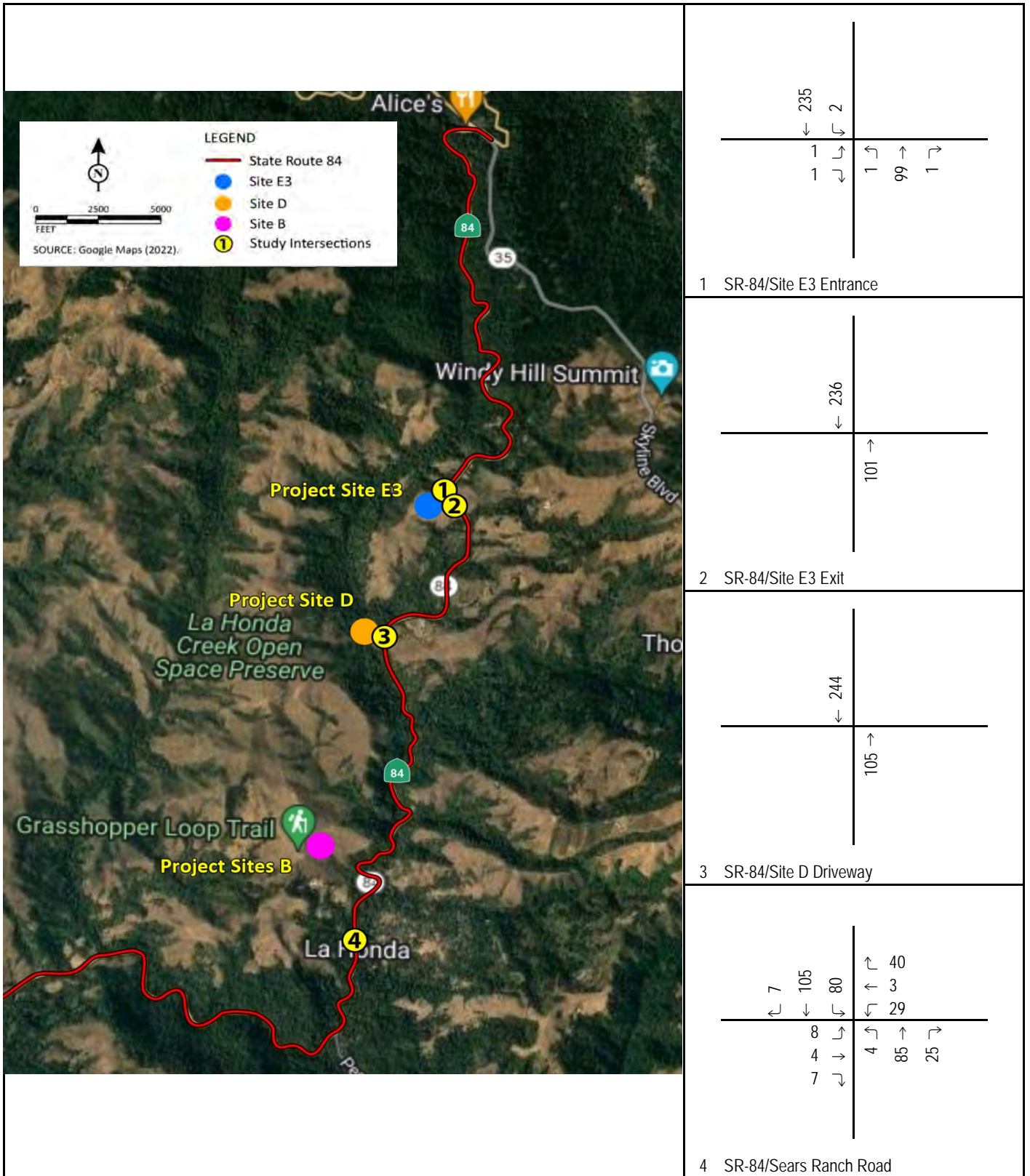


FIGURE 4b

LSA



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*, 11<sup>th</sup> 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
<b>Trip Rates</b>												
District Open Space <sup>1</sup>		Stall	2.91	0.19	0.13	0.32	0.32	0.23	0.55	0.67	0.60	1.27
<b>Project Trip Generation</b>												
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
<b>Net New External Trips</b>			<b>363</b>	<b>24</b>	<b>17</b>	<b>41</b>	<b>41</b>	<b>29</b>	<b>70</b>	<b>84</b>	<b>75</b>	<b>159</b>

Source: Compiled by LSA (2022).

<sup>1</sup> 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

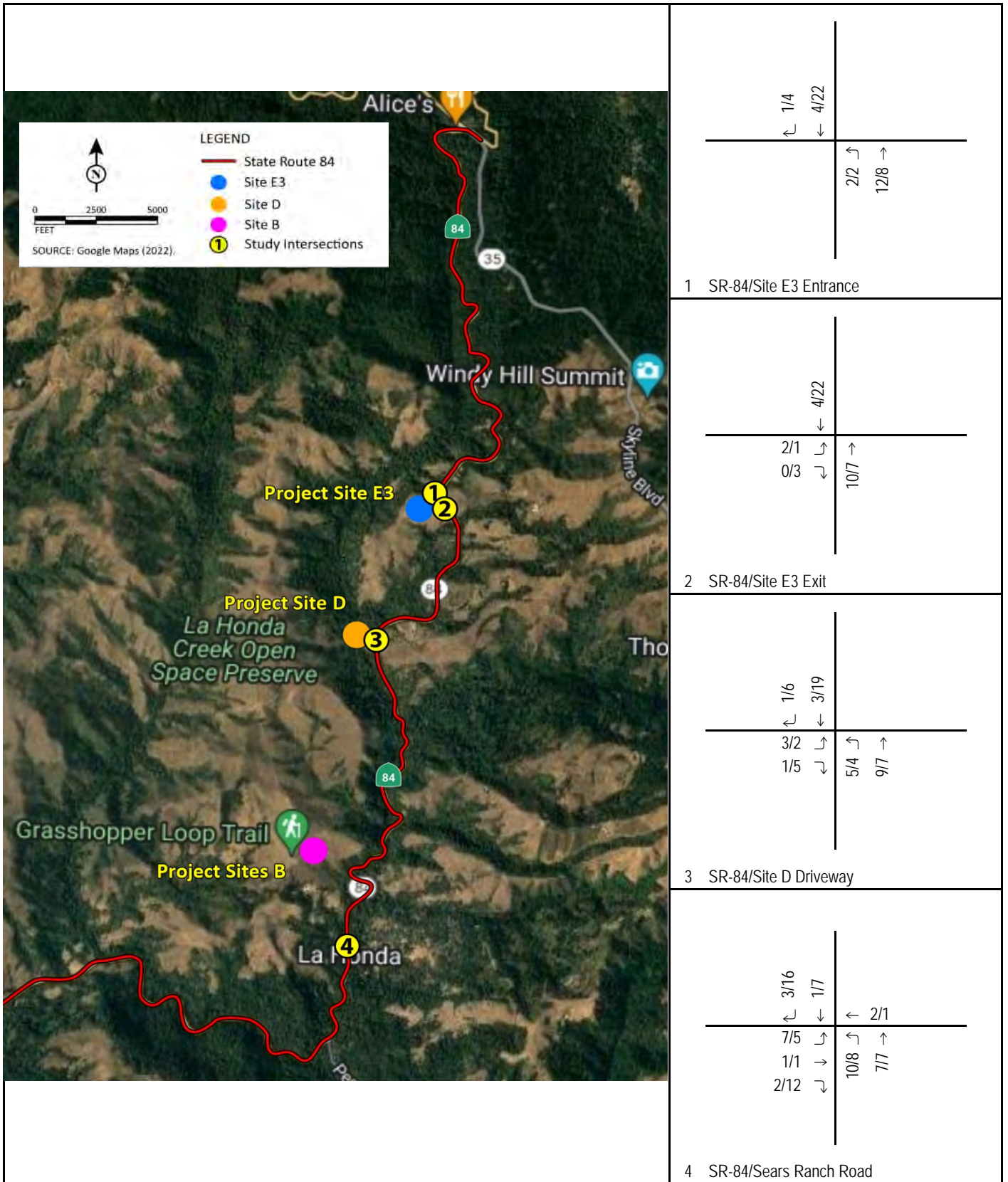
Trip distribution defines the regional percentage origins/destinations for a project. To determine trip distribution for the proposed project, LSA considered existing travel patterns. The existing percentages of traffic traveling to the north or south were used to estimate the number of project trips 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.



LSA



Legend  
XXX/YYY AM/PM Volumes

FIGURE 5a

La Honda Creek Open Space Access Study  
Project Trip Assignment - Weekday Peak Hours

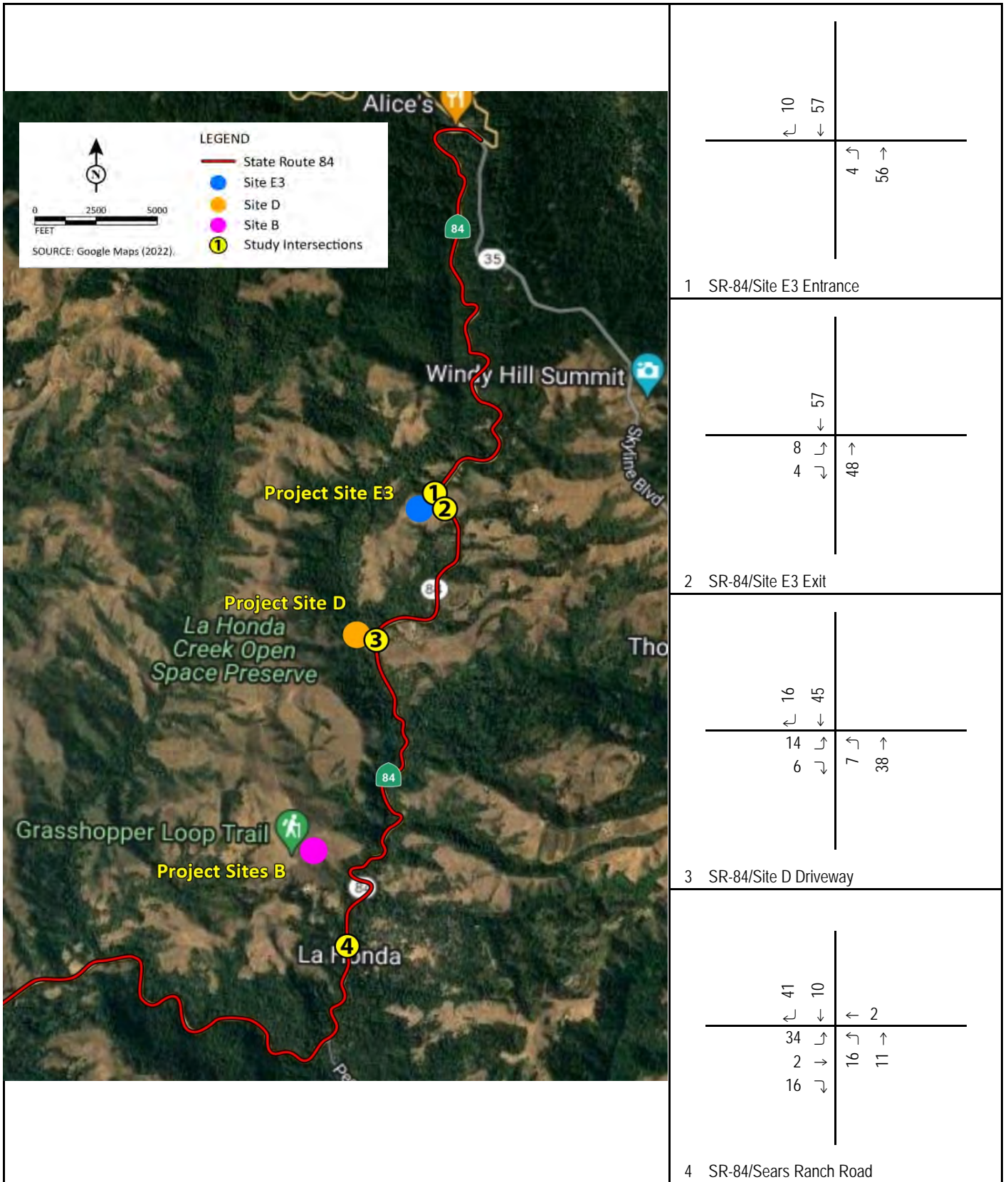


FIGURE 5b

LSA



Legend

ZZZ

MD Volumes

La Honda Creek Open Space Access Study  
Project Trip Assignment - Weekend Peak Hour

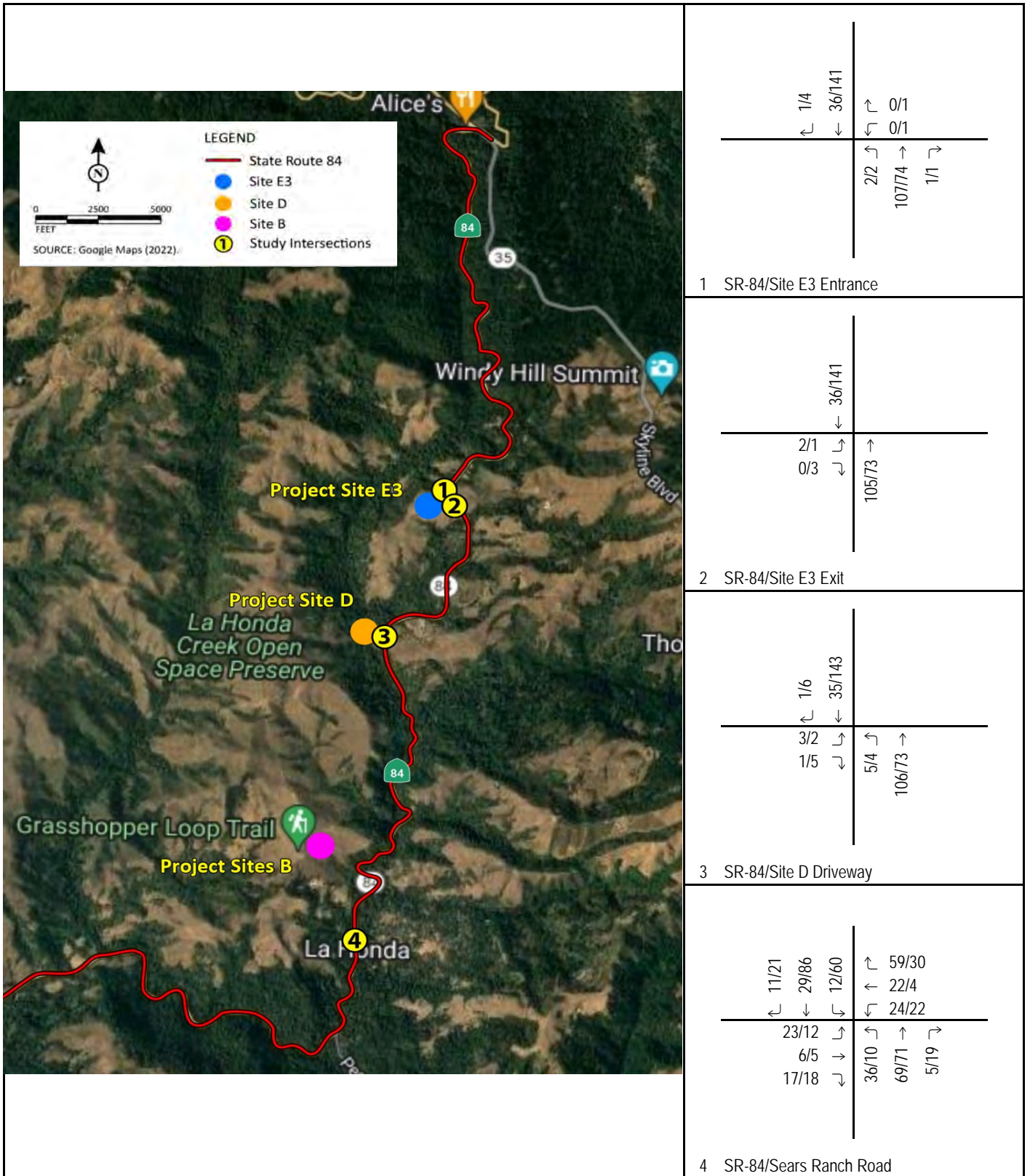


FIGURE 6a

LSA



Legend  
 XXX/YYY AM/PM Volumes

La Honda Creek Open Space Access Study  
 Existing Plus Project Weekday Traffic Volume

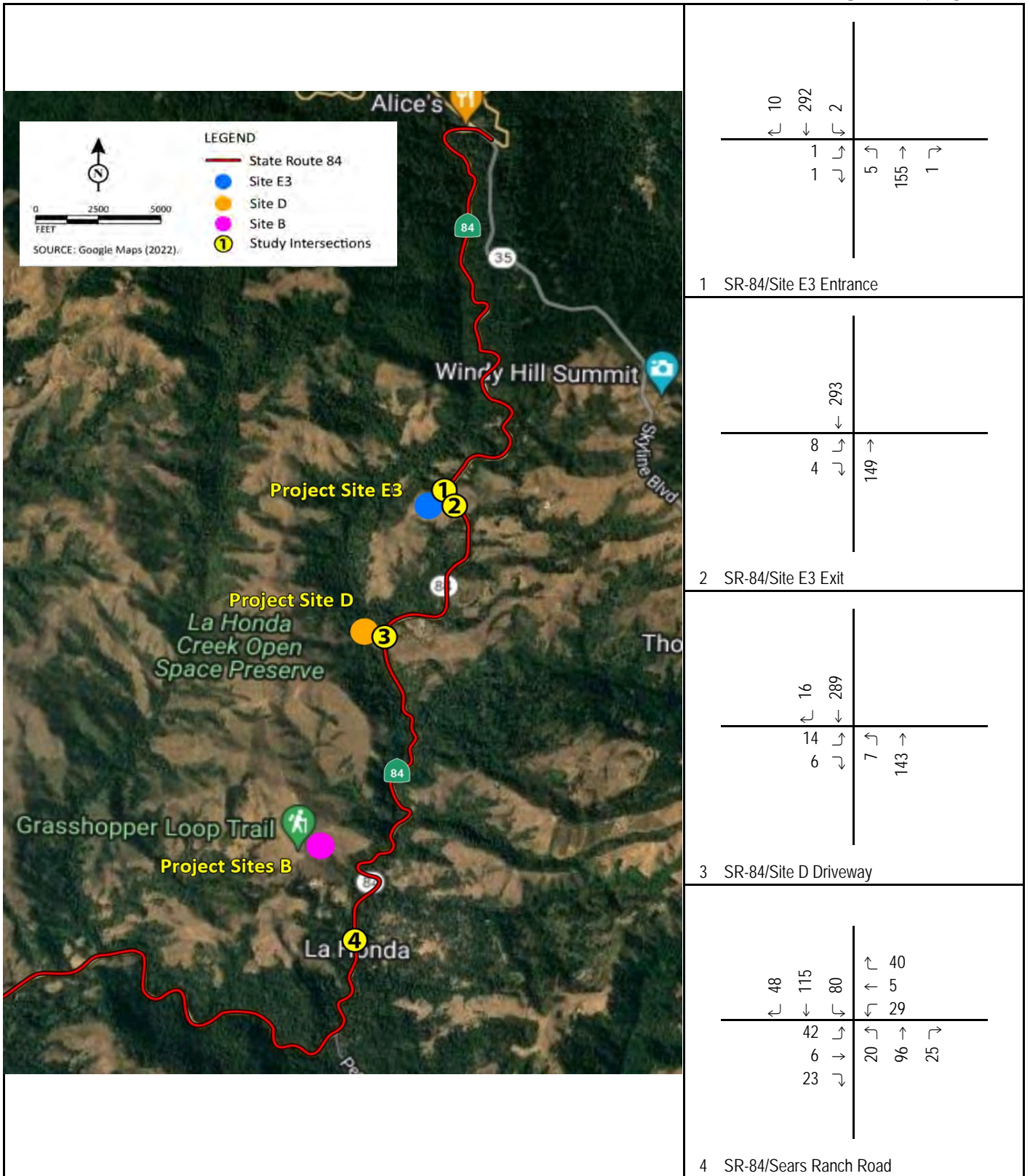


FIGURE 6b

LSA



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 85<sup>th</sup> 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 85<sup>th</sup> percentile speeds along Sears Ranch Road were less than 25 mph. Table F summarizes the 85<sup>th</sup> percentile speeds on the surveyed days at the two locations along SR-84.

**Table F: Summary of Vehicle Speed Surveys (85<sup>th</sup> Percentile)**

		Thursday (7/13/23)	Friday (7/14/23)	Saturday (7/15/23)	Average
<b>Near Site E3: Summer</b>					
Northbound	-	41	43	42	42
Southbound	-	51	52	49	51
Both Directions	-	48	49	48	48
	Wednesday	Thursday	Friday	Saturday	Average
<b>Near Site E3: Non-Summer (November 2021/December 2023)</b>					
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
<b>Near Site D (November 2021/December 2023)</b>					
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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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
<b>Near Site E3: Summer</b>					
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
	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Trend</b>
<b>Near Site E3: Non-Summer (November 2021/December 2023)</b>					
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
<b>Near Site D (November 2021/December 2023)</b>					
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
<b>Near Site E3: Summer</b>					
Northbound	-	0	2	3	2
Southbound	-	10	14	47	24
Both Directions	-	10	16	50	25
Percentage of Traffic	-	1%	1%	2%	1%
	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Average</b>
<b>Near Site E3: Non-summer (November 2021/December 2023)</b>					
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%
<b>Near Site D (November 2021/December 2023)</b>					
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
<b>Near Site E3: Summer</b>					
Northbound	-	0	0	0	0
Southbound	-	0	1	6	2
Both Directions	-	0	1	6	2
Percentage of Traffic	-	0%	0%	0%	0%
	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Average</b>
<b>Near Site E3: Non-summer (November 2021/December 2023)</b>					
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%
<b>Near Site D (November 2021/December 2023)</b>					
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.

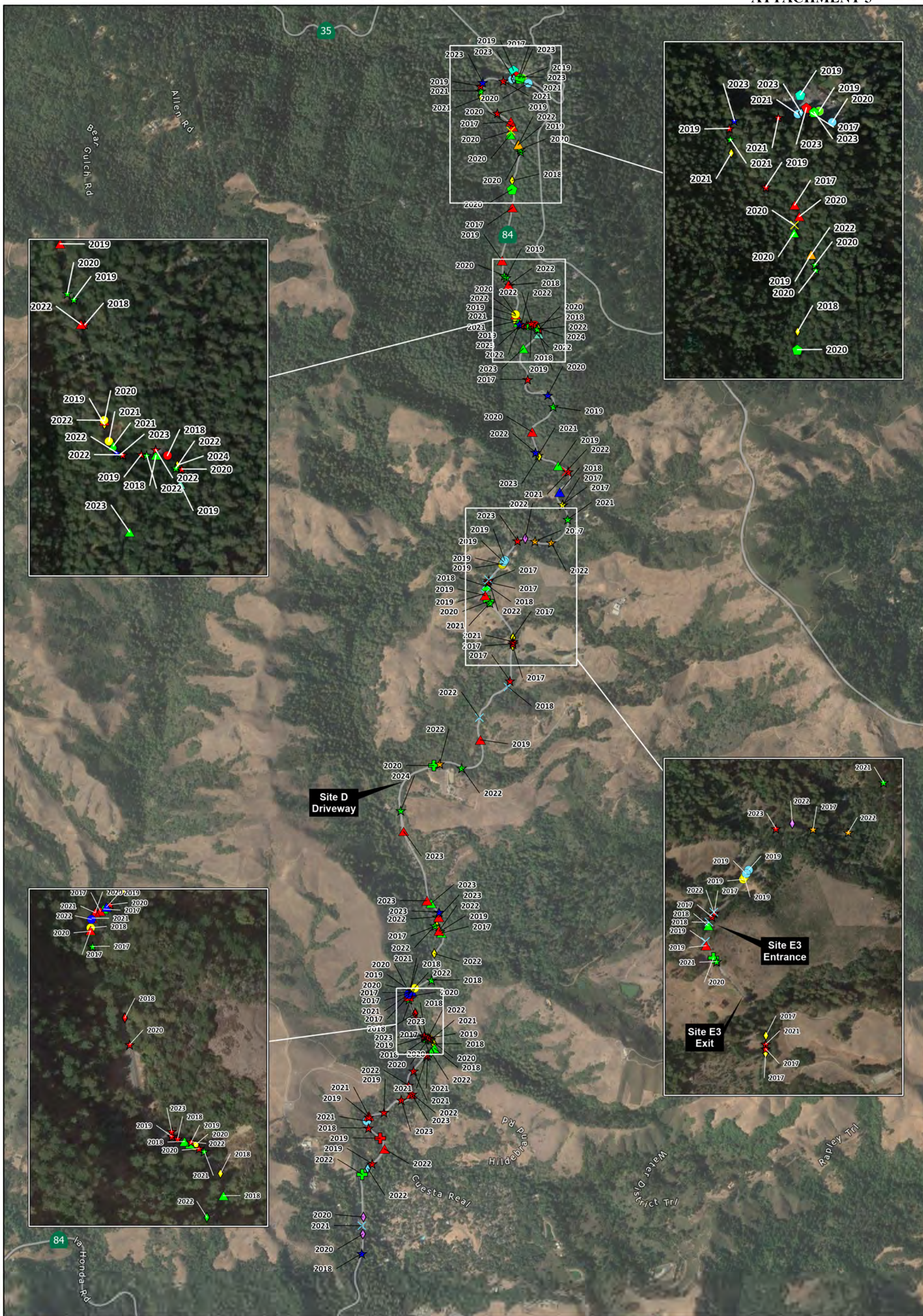
Considering the comparison between the speeds of vehicles observed near Site E3 and Site D during both non-summer periods and the lower speeds near Site E3 during the summer of 2023 compared to the fall of 2023, the conditions near Site D during summer can be inferred. Had the data collection instruments functioned properly, the 85<sup>th</sup> 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**

SOURCE: Google Maps (2023)

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CHP Movement and Crash Report	△ Overturned	Primary Collision Factor	● Other Hazard
Collision Type	⊕ Rear End	● Driver Alcohol/Drug	● ROW Auto
× Broadside	◇ Sideswipe	● Improper Pass	● Unsafe Speed
○ Head-on		● Improper Turn	● Wrong Side
☆ Hit Object		● Lane Change	
◇ Other		● Not Driver	

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%
Overtaken	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%
<b>Total</b>	<b>147</b>	<b>100%</b>	<b>Total</b>	<b>147</b>	<b>100%</b>

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*, 6<sup>th</sup> 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 (25 percent), 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 <sup>1</sup>	Intersection Sight Distance	
		Left-Turn from Stop <sup>1</sup>	Right-Turn from Stop <sup>2</sup>
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*, 6<sup>th</sup> Edition (AASHTO 2011).

<sup>1</sup> Table 9-6 (AASHTO 2011).

<sup>2</sup> 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 <sup>1</sup>	Intersection Sight Distance	
		Left-Turn from Stop <sup>1</sup>	Right-Turn from Stop <sup>2</sup>
25	155	280	240
40	305	445	385
45	360	500	430
50	425	555	480
60	570	665	575
70	730	775	670
<b>Measured Sight Distance</b>			
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).

<sup>1</sup> Table 9-6 (AASHTO 2011).

<sup>2</sup> 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 <sup>1</sup>	Intersection Sight Distance	
		Left-Turn from Stop <sup>1</sup>	Right-Turn from Stop <sup>2</sup>
25	155	280	240
40	305	445	385
45	360	500	430
50	425	555	480
60	570	665	575
70	730	775	670
<b>Estimated Sight Distance</b>			
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).

<sup>1</sup> Table 9-6 (AASHTO 2011).

<sup>2</sup> Table 9-8 (AASHTO 2011).

AASHTO = American Association of State Highway and Transportation Officials

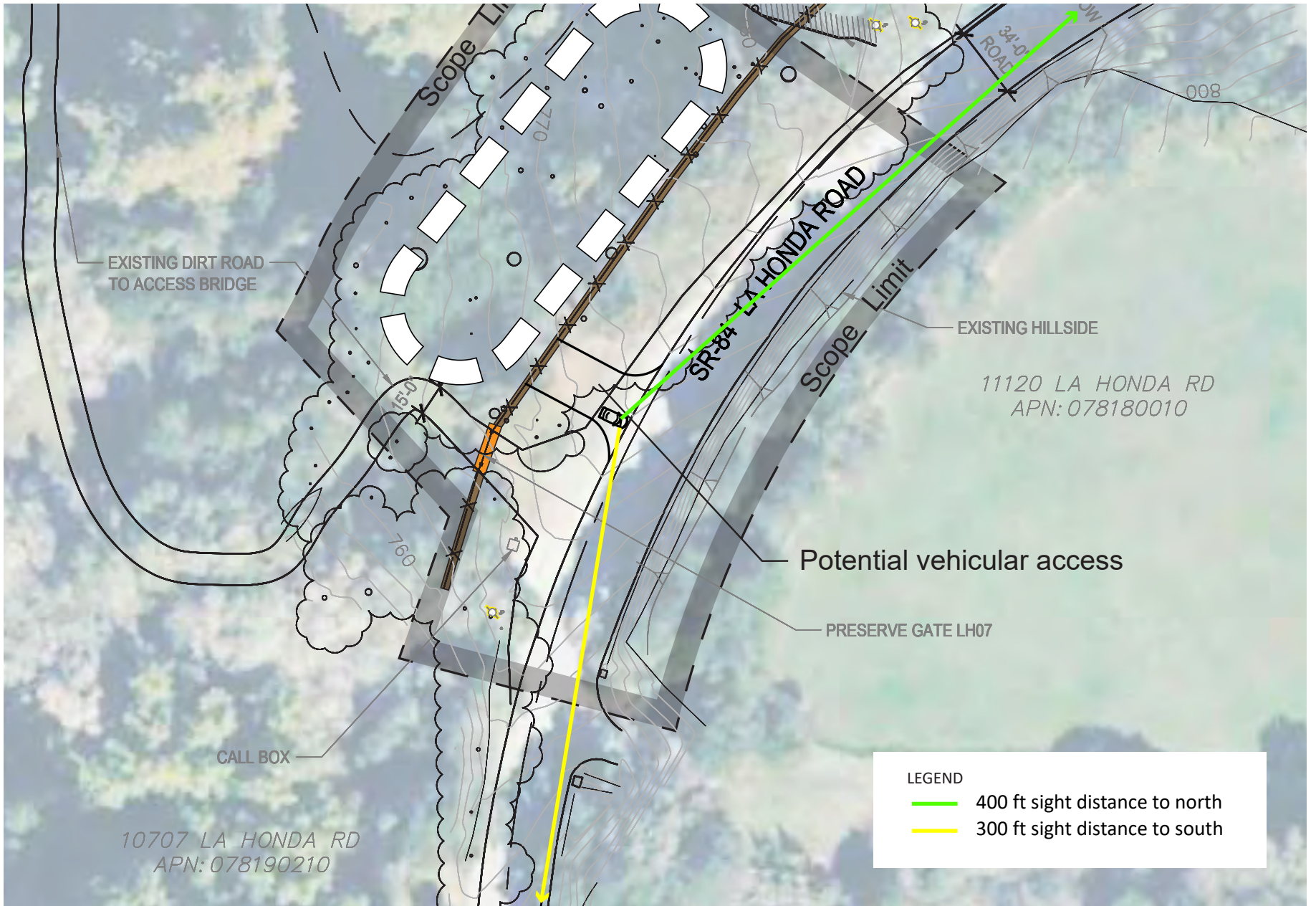
ft = feet

mph = miles per hour

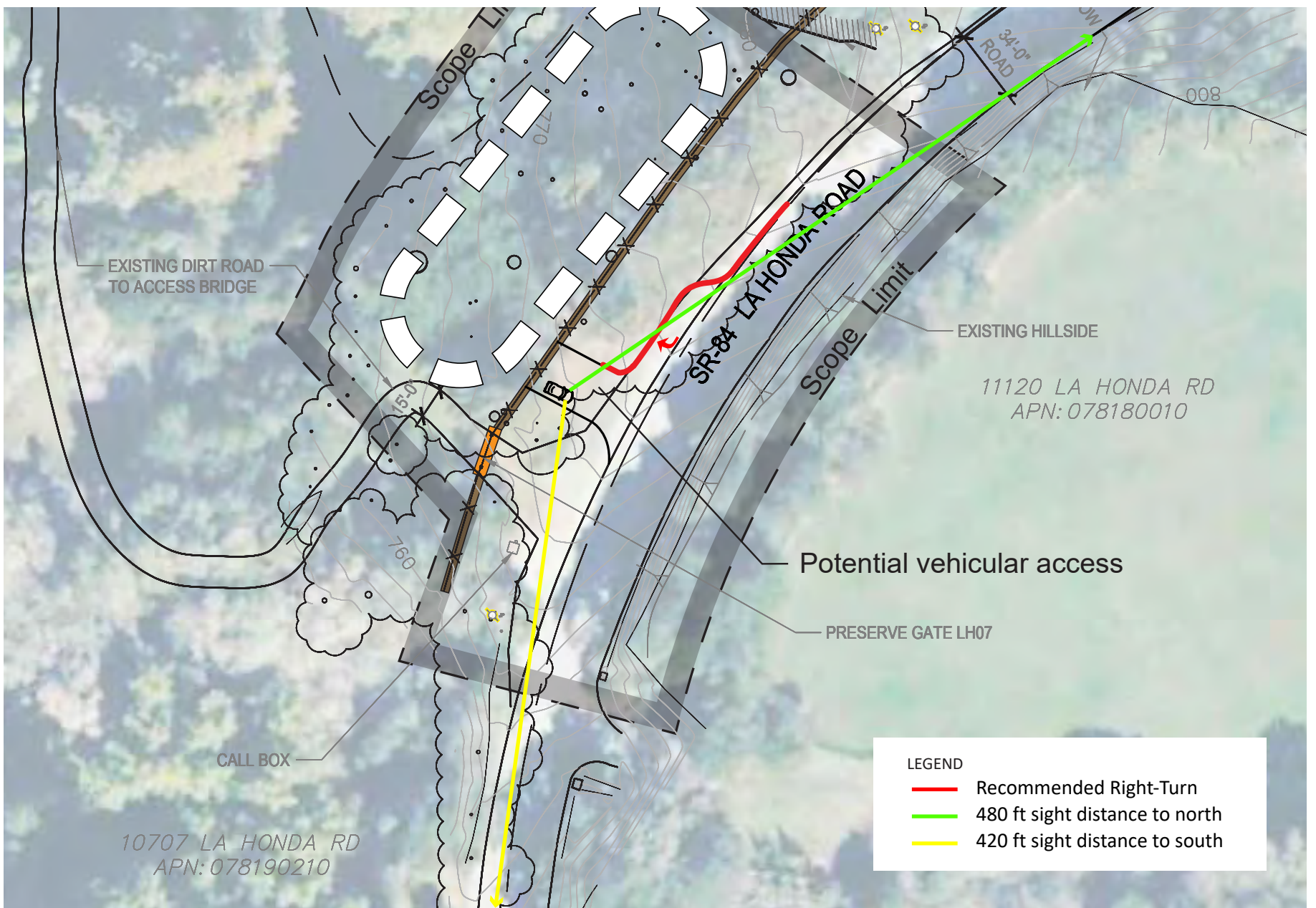
SR-84 = State Route 84

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.

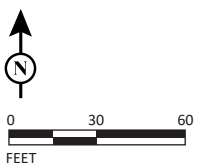
The increased sight distance resulting from moving the stop bar would provide adequate stopping sight distance for vehicles traveling 50 mph. Similarly, a vehicle exiting Site D and turning right would have sufficient sight distance to select a gap in traffic that would not interfere with southbound 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



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.

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## APPENDIX A

### TRAFFIC VOLUME DATA

Counts Unlimited, Inc.

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

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

CST002  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>47</b>	<b>2</b>	<b>4</b>	<b>16</b>	<b>39</b>	<b>132</b>	<b>312</b>	<b>279</b>	<b>110</b>	<b>39</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>987</b>

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.

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

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

CST002  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>30</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>57</b>	<b>151</b>	<b>270</b>	<b>181</b>	<b>135</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>950</b>

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.

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 State Route 84  
 Near 37.345396, -122.272018  
 72 Hour Directional Speed Survey

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 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

CST002  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>63</b>	<b>241</b>	<b>362</b>	<b>205</b>	<b>69</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>997</b>

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%

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 State Route 84  
 Near 37.345396, -122.272018  
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CST002  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>36</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>140</b>	<b>337</b>	<b>357</b>	<b>159</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1161</b>

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.

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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	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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CST002  
 Site Code: 003-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>130</b>	<b>298</b>	<b>225</b>	<b>90</b>	<b>68</b>	<b>54</b>	<b>23</b>	<b>2</b>	<b>7</b>	<b>956</b>

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.

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CST002  
 Site Code: 003-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>30</b>	<b>216</b>	<b>450</b>	<b>262</b>	<b>76</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1076</b>

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%

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 Site Code: 003-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>82</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>95</b>	<b>282</b>	<b>512</b>	<b>263</b>	<b>83</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1370</b>

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.

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

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

CST002  
 Site Code: 003-21642

Northbound, Southbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
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
<b>Total</b>	<b>102</b>	<b>2</b>	<b>8</b>	<b>35</b>	<b>85</b>	<b>276</b>	<b>687</b>	<b>587</b>	<b>190</b>	<b>52</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2041</b>

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.

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

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

CST002  
 Site Code: 003-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>55</b>	<b>12</b>	<b>6</b>	<b>17</b>	<b>84</b>	<b>281</b>	<b>568</b>	<b>406</b>	<b>225</b>	<b>134</b>	<b>76</b>	<b>32</b>	<b>3</b>	<b>7</b>	<b>1906</b>

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.

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

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

CST002  
 Site Code: 003-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>34</b>	<b>2</b>	<b>5</b>	<b>24</b>	<b>93</b>	<b>457</b>	<b>812</b>	<b>467</b>	<b>145</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2073</b>

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.

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

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

CST002  
 Site Code: 003-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>118</b>	<b>1</b>	<b>7</b>	<b>44</b>	<b>235</b>	<b>619</b>	<b>869</b>	<b>422</b>	<b>150</b>	<b>40</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2531</b>

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	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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

CST003  
 Site Code: 03-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>119</b>	<b>344</b>	<b>307</b>	<b>92</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>939</b>

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.

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

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

CST003  
 Site Code: 03-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>87</b>	<b>334</b>	<b>347</b>	<b>136</b>	<b>42</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1008</b>

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.

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

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

CST003  
 Site Code: 03-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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

CST003  
 Site Code: 03-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>22</b>	<b>12</b>	<b>26</b>	<b>29</b>	<b>70</b>	<b>289</b>	<b>407</b>	<b>159</b>	<b>42</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1080</b>

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.

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

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

CST003  
 Site Code: 03-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>74</b>	<b>270</b>	<b>382</b>	<b>136</b>	<b>33</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>959</b>

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.

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

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

CST003  
 Site Code: 03-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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

CST003  
 Site Code: 03-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>28</b>	<b>8</b>	<b>50</b>	<b>99</b>	<b>127</b>	<b>404</b>	<b>426</b>	<b>164</b>	<b>45</b>	<b>26</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1411</b>

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.

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

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

CST003  
 Site Code: 03-21642

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
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
<b>Total</b>	<b>38</b>	<b>20</b>	<b>30</b>	<b>52</b>	<b>175</b>	<b>666</b>	<b>707</b>	<b>261</b>	<b>80</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2065</b>

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.

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

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

CST003  
 Site Code: 03-21642

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>28</b>	<b>5</b>	<b>6</b>	<b>46</b>	<b>193</b>	<b>614</b>	<b>689</b>	<b>228</b>	<b>48</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1898</b>

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.

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

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

CST003  
 Site Code: 03-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>45</b>	<b>152</b>	<b>681</b>	<b>762</b>	<b>283</b>	<b>90</b>	<b>27</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2102</b>

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.

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

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

CST003  
 Site Code: 03-21642

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>53</b>	<b>11</b>	<b>57</b>	<b>138</b>	<b>290</b>	<b>809</b>	<b>750</b>	<b>271</b>	<b>73</b>	<b>49</b>	<b>29</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>2565</b>

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.

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

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

CST002  
 Site Code: 003-23678

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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CST002  
 Site Code: 003-23678

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>20</b>	<b>1</b>	<b>10</b>	<b>39</b>	<b>202</b>	<b>352</b>	<b>178</b>	<b>45</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>863</b>

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.

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 email: counts@countsunlimited.com

CST002  
 Site Code: 003-23678

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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	1	0	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
<b>Total</b>	<b>31</b>	<b>1</b>	<b>5</b>	<b>89</b>	<b>481</b>	<b>504</b>	<b>170</b>	<b>59</b>	<b>34</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1390</b>

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.

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 State Route 84  
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PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

CST002  
 Site Code: 003-23678

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>87</b>	<b>152</b>	<b>260</b>	<b>227</b>	<b>145</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>945</b>

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.

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

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

CST002  
 Site Code: 003-23678

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>19</b>	<b>76</b>	<b>294</b>	<b>330</b>	<b>157</b>	<b>38</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>948</b>

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.

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

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

CST002  
 Site Code: 003-23678

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>30</b>	<b>0</b>	<b>3</b>	<b>27</b>	<b>123</b>	<b>286</b>	<b>577</b>	<b>475</b>	<b>156</b>	<b>51</b>	<b>28</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1775</b>

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.

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

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

CST002  
 Site Code: 003-23678

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>39</b>	<b>3</b>	<b>15</b>	<b>94</b>	<b>353</b>	<b>492</b>	<b>394</b>	<b>263</b>	<b>153</b>	<b>24</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1840</b>

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.

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

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

CST002  
 Site Code: 003-23678

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>28</b>	<b>2</b>	<b>10</b>	<b>50</b>	<b>221</b>	<b>428</b>	<b>472</b>	<b>375</b>	<b>168</b>	<b>41</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1811</b>

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.

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

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

CST002  
 Site Code: 003-23678

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>61</b>	<b>1</b>	<b>8</b>	<b>116</b>	<b>604</b>	<b>790</b>	<b>747</b>	<b>534</b>	<b>190</b>	<b>64</b>	<b>29</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>3165</b>

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%

Counts Unlimited, Inc.

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

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

CST001  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>8</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>

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.

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

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

CST001  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>

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%

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 email: counts@countsunlimited.com

CST001  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>

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%

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CST001  
 Site Code: 003-21642

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>8</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>

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%

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 Sears Ranch Road  
 N/ La Honda Elementary School  
 24 Hour Directional Speed Survey

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 email: counts@countsunlimited.com

CST001  
 Site Code: 003-21642

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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%

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Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>

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%

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Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>

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%

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Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>

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.

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

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

CST001  
 Site Code: 003-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>23</b>	<b>27</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>

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.

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

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

CST001  
Site Code: 003-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>24</b>	<b>20</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>

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	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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

CST001  
Site Code: 003-21642

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>27</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>

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

Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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  
Page No : 3

### Groups Printed- Total Volume

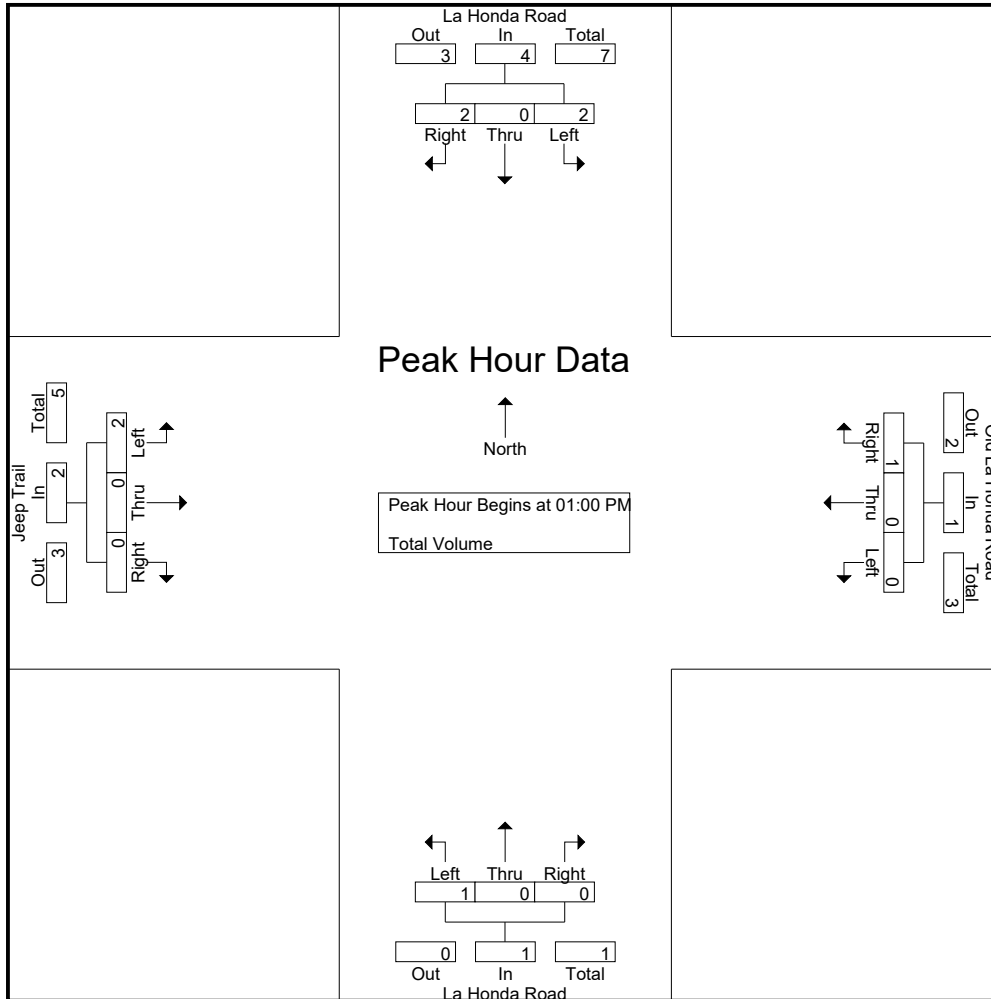
Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	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	

Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

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 : 2

Groups Printed- Total Volume

Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

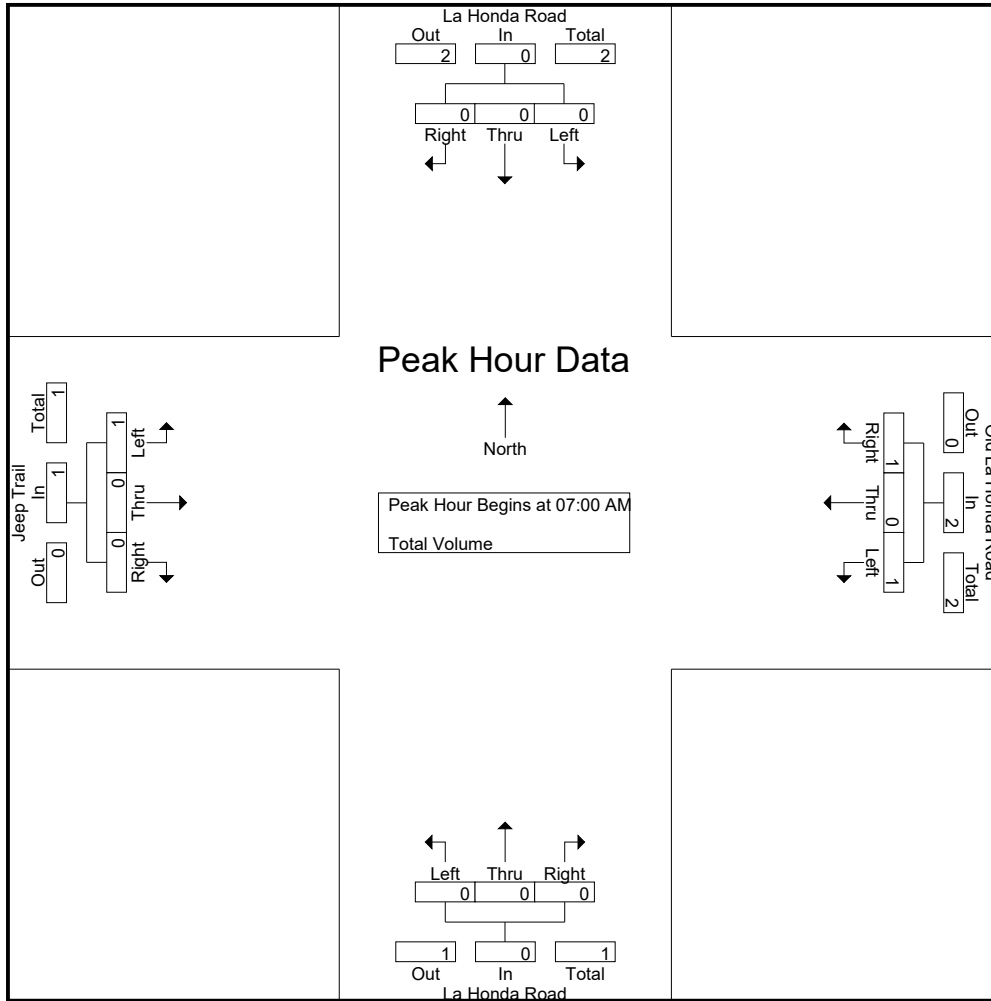
Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>17</b>
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	

Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

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	0	50	0	50	0	0	0	100	0	100	0	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 : 2

Groups Printed- Total Volume

Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

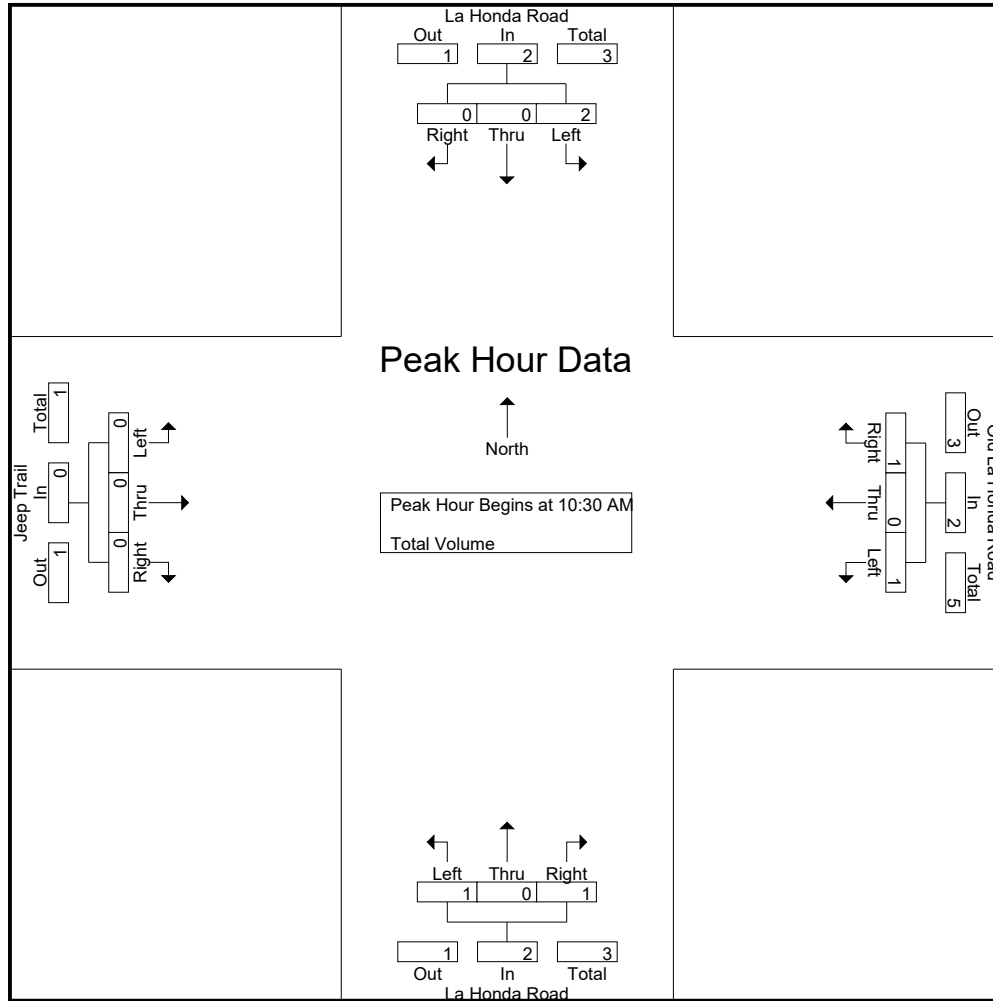
Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>29</b>
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	

Start Time	La Honda Road Southbound				Old La Honda Road Westbound				La Honda Road Northbound				Jeep Trail Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
% 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

Counts Unlimited, Inc.  
 PO Box 1178  
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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	100	0	0	100	100	0	0	100	100	100	0	0	100
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

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	0
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

# 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

# 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

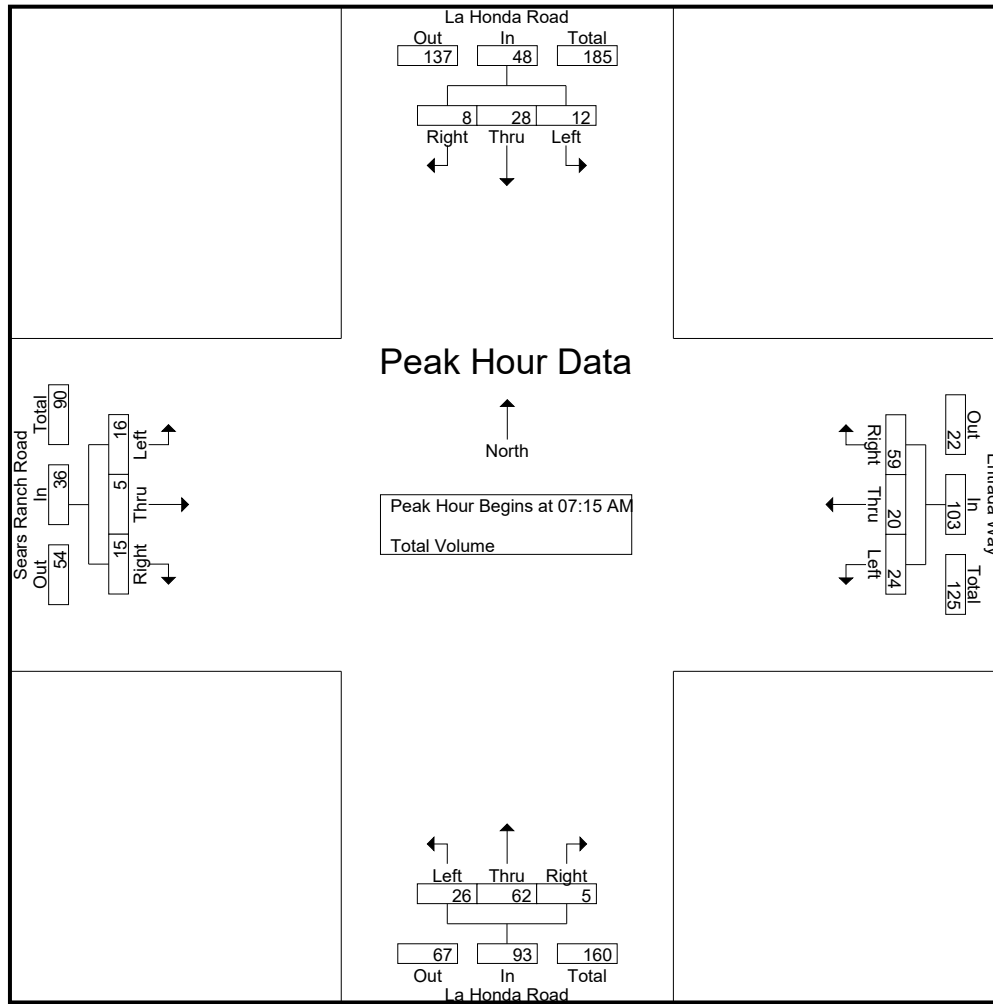
Start Time	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	1	3	1	0	11	12	0	18	2	20	1	0	0	1	36
07:15 AM	2	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
<b>Total</b>	<b>8</b>	<b>16</b>	<b>5</b>	<b>29</b>	<b>18</b>	<b>8</b>	<b>60</b>	<b>86</b>	<b>13</b>	<b>71</b>	<b>7</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>211</b>
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
<b>Total</b>	<b>25</b>	<b>35</b>	<b>6</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>36</b>	<b>68</b>	<b>16</b>	<b>40</b>	<b>9</b>	<b>65</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>55</b>	<b>254</b>
<b>Grand Total</b>	<b>33</b>	<b>51</b>	<b>11</b>	<b>95</b>	<b>34</b>	<b>24</b>	<b>96</b>	<b>154</b>	<b>29</b>	<b>111</b>	<b>16</b>	<b>156</b>	<b>23</b>	<b>15</b>	<b>22</b>	<b>60</b>	<b>465</b>
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	

Start Time	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

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 : 2



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

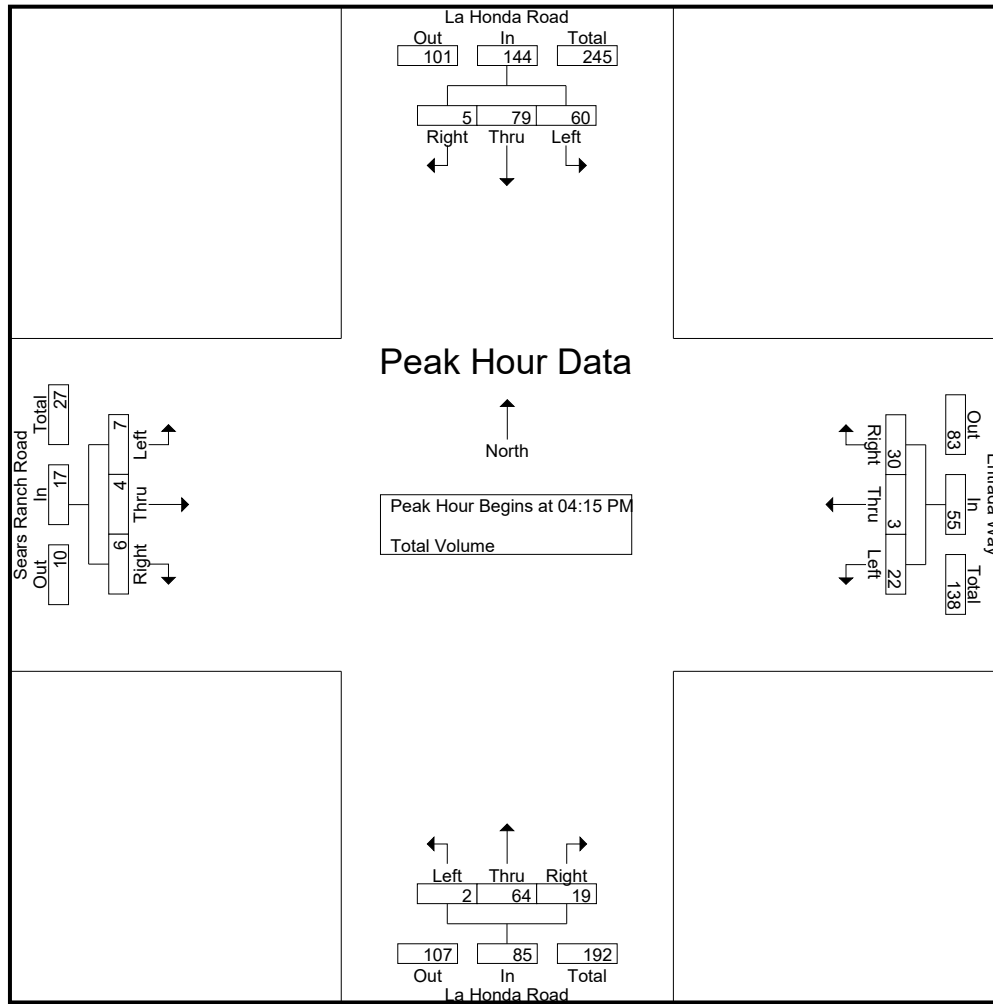
Start Time	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	21	1	36	10	1	6	17	2	14	4	20	1	0	1	2	75
04:15 PM	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
<b>Total</b>	<b>63</b>	<b>89</b>	<b>4</b>	<b>156</b>	<b>19</b>	<b>3</b>	<b>26</b>	<b>48</b>	<b>3</b>	<b>59</b>	<b>20</b>	<b>82</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>298</b>
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
<b>Total</b>	<b>54</b>	<b>59</b>	<b>4</b>	<b>117</b>	<b>21</b>	<b>2</b>	<b>26</b>	<b>49</b>	<b>4</b>	<b>59</b>	<b>14</b>	<b>77</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>20</b>	<b>263</b>
<b>Grand Total</b>	<b>117</b>	<b>148</b>	<b>8</b>	<b>273</b>	<b>40</b>	<b>5</b>	<b>52</b>	<b>97</b>	<b>7</b>	<b>118</b>	<b>34</b>	<b>159</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>32</b>	<b>561</b>
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	

Start Time	La Honda Road Southbound				Entrada Way Westbound				La Honda Road Northbound				Sears Ranch Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>24</b>	2	<b>26</b>	1	0	1	2	76
04:30 PM	15	<b>25</b>	1	41	0	<b>1</b>	8	9	0	8	<b>9</b>	17	<b>4</b>	0	0	4	71
04:45 PM	<b>18</b>	24	1	<b>43</b>	4	1	5	10	<b>1</b>	13	5	19	1	1	2	4	76
05:00 PM	11	11	<b>2</b>	24	<b>13</b>	1	<b>10</b>	<b>24</b>	1	19	3	23	1	<b>3</b>	<b>3</b>	<b>7</b>	<b>78</b>
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

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	<b>24</b>	2	<b>26</b>	<b>4</b>	0	0	4
+15 mins.	16	19	1	36	0	<b>1</b>	8	9	0	8	<b>9</b>	17	1	1	2	4
+30 mins.	15	<b>25</b>	1	41	4	1	5	10	<b>1</b>	13	5	19	1	<b>3</b>	<b>3</b>	7
+45 mins.	<b>18</b>	24	1	<b>43</b>	<b>13</b>	1	<b>10</b>	<b>24</b>	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
<b>TOTAL VOLUMES:</b>	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
<b>TOTAL VOLUMES:</b>	15	0	0	5	20

# 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
<b>TOTAL VOLUMES:</b>	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
<b>TOTAL VOLUMES:</b>	3	0	0	1	0	1	0	0	0	0	0	0	5

Counts Unlimited, Inc.

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

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

CST002  
 Site Code: 003-231148

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>35</b>	<b>180</b>	<b>307</b>	<b>207</b>	<b>77</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>849</b>

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.

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

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CST002  
 Site Code: 003-231148

Northbound

Start 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	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
<b>Total</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>50</b>	<b>214</b>	<b>319</b>	<b>215</b>	<b>68</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>927</b>

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.

County of San Mateo  
 State Route 84  
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CST002  
 Site Code: 003-231148

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>50</b>	<b>187</b>	<b>331</b>	<b>211</b>	<b>95</b>	<b>32</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>978</b>

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%

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County of San Mateo  
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CST002  
 Site Code: 003-231148

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>25</b>	<b>179</b>	<b>441</b>	<b>179</b>	<b>37</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>875</b>

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.

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

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

CST002  
 Site Code: 003-231148

Southbound

Start 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	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.

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

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

CST002  
 Site Code: 003-231148

Southbound

Start 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.

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

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

CST002  
 Site Code: 003-231148

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>60</b>	<b>359</b>	<b>748</b>	<b>386</b>	<b>114</b>	<b>21</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1724</b>

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.

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

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

CST002  
 Site Code: 003-231148

Start 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	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
<b>Total</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>21</b>	<b>83</b>	<b>373</b>	<b>715</b>	<b>504</b>	<b>137</b>	<b>45</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1916</b>

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.

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

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

CST002  
 Site Code: 003-231148

Start 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	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
<b>Total</b>	<b>17</b>	<b>7</b>	<b>10</b>	<b>48</b>	<b>95</b>	<b>313</b>	<b>699</b>	<b>495</b>	<b>205</b>	<b>80</b>	<b>45</b>	<b>26</b>	<b>26</b>	<b>19</b>	<b>2085</b>

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%

Counts Unlimited, Inc.

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

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

CST001  
 Site Code: 003-231148

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>49</b>	<b>183</b>	<b>306</b>	<b>185</b>	<b>61</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>821</b>

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.

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

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

CST001  
 Site Code: 003-231148

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>73</b>	<b>213</b>	<b>313</b>	<b>189</b>	<b>65</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>900</b>

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.

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

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

CST001  
 Site Code: 003-231148

Northbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>16</b>	<b>58</b>	<b>201</b>	<b>343</b>	<b>193</b>	<b>84</b>	<b>29</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>964</b>

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.

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 72 Hour Directional Speed Survey

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 email: counts@countsunlimited.com

CST001  
 Site Code: 003-231148

Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>43</b>	<b>200</b>	<b>393</b>	<b>177</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>845</b>

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%

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CST001  
 Site Code: 003-231148

Southbound

Start 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%

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Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>19</b>	<b>83</b>	<b>221</b>	<b>394</b>	<b>254</b>	<b>77</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1099</b>

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%

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CST001  
 Site Code: 003-231148

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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.

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

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CST001  
 Site Code: 003-231148

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>34</b>	<b>132</b>	<b>453</b>	<b>706</b>	<b>408</b>	<b>90</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1868</b>

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.

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

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

CST001  
 Site Code: 003-231148

Northbound, Southbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	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
<b>Total</b>	<b>21</b>	<b>4</b>	<b>7</b>	<b>35</b>	<b>141</b>	<b>422</b>	<b>737</b>	<b>447</b>	<b>161</b>	<b>61</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>2063</b>

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%

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## APPENDIX B

### EXISTING LEVEL OF SERVICE WORKSHEETS

HCM 6th TWSC  
1: La Honda Rd & Existing Road/Site E Entrance

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
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	-	-

## HCM 6th TWSC

## 4: La Honda Rd &amp; Sears Ranch Rd/Entrada Way

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	-	-			

HCM 6th TWSC

4: La Honda Rd & Sears Ranch Rd/Entrada Way

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	-	-

HCM 6th TWSC  
4: La Honda Rd & Sears Ranch Rd/Entrada Way

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	-	-

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## APPENDIX C

### EXISTING PLUS PROJECT LEVEL OF SERVICE WORKSHEETS

HCM 6th TWSC  
 1: La Honda Rd & Existing Road/Site E Entrance

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
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	-	-

HCM 6th TWSC  
3: La Honda Rd & Site D Driveway

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
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	-	-

HCM 6th TWSC  
4: La Honda Rd & Sears Ranch Rd/Entrada Way

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	-	-

HCM 6th TWSC  
 1: La Honda Rd & Existing Road/Site E Entrance

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
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	-

HCM 6th TWSC  
3: La Honda Rd & Site D Driveway

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
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	-	-

HCM 6th TWSC  
4: La Honda Rd & Sears Ranch Rd/Entrada Way

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	-	-

HCM 6th TWSC

1: La Honda Rd & Existing Road/Site E Entrance

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			←	→	
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	-	-

HCM 6th TWSC  
2: La Honda Rd & Site E Exit

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	-

HCM 6th TWSC  
3: La Honda Rd & Site D Driveway

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			←	→	
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	-	-

HCM 6th TWSC

4: La Honda Rd & Sears Ranch Rd/Entrada Way

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	-	-

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## APPENDIX D

### COLLISION DATA

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
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	-	-	-	-	-	-			

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 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	18	M	O	HNBD		LFT TURN	N	A	0100	VOLKS	2014	-	3	N	-	M	G			

Primary Rd SR-84 (LA HONDA) Distance (ft) 2640 Direction W Secondary Rd PESCADERO CREEK NCIC 9330 State Hwy? Y Route Postmile Prefix - Postmile 17.610 Side of Hwy S  
 City UNINCORP. County SAN MATEO Population 9 Rpt Dist 1F Beat 021 Type 1 CalTrans Dist 4 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	29	M	H	HNBD		OPPOS LN	E	C	0200	DUCA	2018	-	3	N	-	-	W	DRVR	SERIOUS	29	M	1	P	W	1
2	DRVR	30	M	W	HNBD		PROC ST	W	F	2700	PTRB	2017	-	3	N	-	M	G								

Primary Rd LA HONDA RD Distance (ft) 1 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	74	M	W	HNBD		RAN OFF RD	E	C	0200	HARLE	2006	-	3	N	-	P	-	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 17.610 Side of Hwy S  
 City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 021 Type 1 CalTrans Dist 4 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	26	M	A	HNBD		PROC ST	W	C	0200	YAMA	2012	-	3	N	-	-	W	DRVR	KILLED	26	M	1	P	W	1

Primary Rd SR-35 Distance (ft) 1 Direction Secondary Rd OLD LA HONDA RD. NCIC 9330 State Hwy? Y Route Postmile Prefix - Postmile 17.610 Side of Hwy S  
 City UNINCORP. County SAN MATEO Population 9 Rpt Dist Beat 052 Type 1 CalTrans Dist 4 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	26	F	W	HNBD		PROC ST	S	C	0200	KTMX	2016	-	3	N	-	-	W	DRVR	MINOR	26	F	1	P	W	1
2	BICY	27	F	W	HNBD		LFT TURN	S	L	0400	SPCLZ		-	3	N	-	-	W	BICY	MINOR	27	F	1	-	W	1

ATTACHMENT 5

Primary Rd	SR-35 (SKYLINE BL)	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	BICY	66	M	W	HNBD		OTHER	S	L	0400	SEVEN	2015	-	3	N	-	-	W	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	22	M	A	HNBD		PROC ST	W	C	0200	BMW	2016	-	3	N	-	-	W	DRVR	MINOR	22	M	1	P	W	1
2	DRVR	62	M	O	HNBD		PROC ST	E	I	0900	FORD	2012	-	3	N	-	M	G								

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	Spec Cond	0		
Weather1	RAINING	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	24	M	H	HNBD		PROC ST	W	D	2200	FORD	2003	-	2	N	-	M	G	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1	DRVR	64	M	W	HNBD		PROC ST	N	C	0200	HARL	1999	-	3	N	-	-	W	DRVR	MINOR	64	M	1	P	W	1
2F	DRVR	40	F	W	HNBD		LFT TURN	S	B	0735	TOYO	2005	-	3	N	-	M	G								

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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	38	M	W	HNBD		OTHER	E	D	2200	CHEV	2010	-	3	N	-	M	H	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	69	M	W	HBD-UI	DRUG	PROC ST	E	C	0200	INDIA	2016	-	3	A	22350	-	-	W	DRVR	MINOR	69	M	1	P	W	2

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
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	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	16	F	W	HNBD		SLOWING	W	A	0700	JEEP	2008	-	3	N	-	M	G						

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
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	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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						

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	20	F	H	HNBD		RAN OFF RD	N	A	0100	KIA	2015	-	3	N	-	L	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	42	M	W	HNBD		PROC ST	N	C	0200	HONDA	1998	-	3	N	-	-	W	DRVR MINOR	42	M	1	P	W	1

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
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	DRVR	KILLED	35	M	1		P	W	1

Primary Rd SR-35 Distance (ft) 2640 Direction S Secondary Rd OLD LA HONDA 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 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	30	F	W	HNBD		SLOWING		N	A	0100	MAZD	2016	-	3	N					M	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	49	F	W	HNBD		PROC	ST	W	C	0200	HARL	2019	-	3	N					-	W	DRVR	SERIOUS	49	F	1		P	W	1

Primary Rd 12049 LA HONDA R 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	20	F	O	HNBD		UNS	TURN	W	A	0100	NISS	2010	-	3	J					-	M	G								

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected	
1F	DRVR	23	M	O			PROC	ST	E	C	0200	KAWAS	2018	-	3	N					-	L	A	DRVR	MINOR	23	M	1		L	A	1
2	DRVR	32	M	W			PROC	ST	W	A	0100	HONDA	2008	-	3	N					-	M	G									

Primary Rd SR-84 (LA HONDA 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected	
1F	DRVR	52	M	W	HNBD		STOPPED		W	C	0200	YAMAHA	2004	-	3	N					-	-	W	DRVR	MINOR	52	M	1		P	W	1

ATTACHMENT 5

Primary Rd	SR-84 (LA HONDA RD)	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int				
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DARK - NO ST LTS	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	20	M	H	HNBD		PROC ST	E	A	0100	CHEV	2018	-	3	N	-	L	G	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int				
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	50	M	W	HBD-NUI		OPPOS LN	E	C	0200	HARL	2007	-	3	N	-	-	W	DRVR	MINOR	50	M	1	P	W	1
2	DRVR	43	F	W	HNBD		PROC ST	W	A	0100	TOYO	2017	-	3	N	-	L	G	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int				
Hit and Run		Motor Veh Involved With	OTHER OBJ	Lighting	DARK - NO ST LTS	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	998			IMP UNK	IMP UNK	UNS TURN	E	A	0700	TOYOT	2009	-	3	N	-	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	Spec Cond	0		
Weather1	CLOUDY	Weather2		Rdwy Surface	WET	Rdwy Cond1	HOLES	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int				
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	33	M	W	HNBD		LFT TURN	W	A	0100	TOYO	2002	-	3	N	-	M	G						
2	DRVR	64	F	W	HNBD		PROC ST	E	A	0100	TOYO	2017	-	3	N	-	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int				
Hit and Run		Motor Veh Involved With	OTHER OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	65	M	H	HNBD		PROC ST	N	C	0200	HARL	2011	-	3	N	-	P	W	DRVR	SERIOUS	65	M	1	P	W	1

Primary Rd	OLD LA HONDA RD	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int				
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	29	M	H	HNBD		PROC ST	N	A	0100	FORD	2016	-	3	N	-	M	B						
2	DRVR	35	M	H	HNBD		PROC ST	S	A	0100	FORD	2017	-	3	N	-	M	B						

ATTACHMENT 5

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	Spec Cond	0				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DARK - NO ST LTS	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	40	M	O	HBD-NUI	PROC ST	S	C	0200	KAWA	2016	-	3	N	-	W	DRVR	MINOR	40	M	1	P	W	1

Primary Rd	LA HONDA RD	Distance (ft)	0	Direction		Secondary Rd	LA HONDA R	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	Spec Cond	0				
Weather1	CLOUDY	Weather2		Rdwy Surface	SLIPPERY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	OTHER OBJ	Lighting	DARK - NO ST LTS	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	24	M	H	HNBD	RAN OFF RD	W	A	0100	MAZDA	2014	-	3	A	22350	-	L	C	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	Spec Cond	0				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	28	M	W	HNBD	PROC ST	W	C	0200	HARL	2016	-	3	N	-	W	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	Spec Cond	0				
Weather1	CLEAR	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DARK - NO ST LTS	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	44	M	W	HNBD	FATG	PROC ST	E	C	0200	HARL	2016	-	3	N	-	W	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	Spec Cond	0				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	27	M	W	HNBD	UNS TURN	W	C	0200	YAMA	2006	-	3	N	-	W								

Primary Rd	SR-84 (LA HONDA	Distance (ft)	1056	Direction	E	Secondary Rd	SR-1 (CABRILLO HIC	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	Spec Cond	0				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	70	M	W	HNBD	U-TURN	E	A	0700	FORD	2002	-	3	N	-	M	G	DRVR	MINOR	70	M	1	M	G	0
2	DRVR	35	M	W	HNBD	PROC ST	E	D	2200	DODG	2014	-	3	N	-	L	G								

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	Spec Cond	0				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int								
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action															

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	65	M	W	HBD-NUI	UNS TURN	E	C	0200	HARL	2004	-	3	N	-	W	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	70	M	O	IMP UNK	IMP UNK	RAN OFF RD	E	A	0700	HOND	2001	-	3	N	-	L	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	26	M	O	HNBD	RAN OFF RD	W	A		0100	VOLK	2015	-	3	N	-	L	G								

Primary Rd SR-84 (LA HONDA Distance (ft) 1 Direction Secondary Rd PESCADERO CREEK 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	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							

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	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	DRVR	POSSIBLE	51	F	1	M	G	0

Primary Rd STATE ROUTE 84 ( Distance (ft) 1 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	17	M	W	HNBD	ENT TRAF	S	A		0100	JEEP	2018	-	3	N	-	L	G	DRVR	MINOR	17	M	1	L	G	0
2	DRVR	59	F	W	HNBD	PROC ST	W	A		0100	SUBA	1998	-	3	N	-	L	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
1F	DRVR	28	M	A	HNBD	OTHER	W	C		0200	HOND	2015	-	3	N	-	-	W	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 Rdwly Surface WET Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	21	M	W	HNBD		RAN	OFF	RD	E	A	0100	BMW	2012	-	3	N	-	-	M	G	DRVR	OTH	21	M	1	M	G	0		
																							PASS	OTH	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 Rdwly Surface WET Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	25	M	B	HNBD		UNS	TURN	W	A	0100	FORD	2010	-	3	N	-	-	M	G	DRVR	OTH	25	M	1	M	G	0			

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 Rdwly Surface WET Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	16	F	W	HNBD		LFT	TURN	E	A	0100	BMW	2001	-	3	N	-	-	M	G	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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	19	M	W	HBD-NUI		STOPPED	E	A	0100	MERB	1982	-	3	N	-	-	-	P	G	DRVR	MINOR	19	M	1	M	G	0			

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 1 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 Rdwly Surface SLIPPERY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	BICY	45	M	W					E	L	0400	-	-	-	-	3	A	22350	-	-	-	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 Rdwly Surface WET Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	51	M	A	HNBD		PROC	ST	E	C	0200	KTM	2018	-	3	N	-	-	-	W	DRVR	KILLED	51	M	1	P	W	1			
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	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 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	998			IMP	UNK	IMP	UNK	OTHER	W	A	0100	NISSA	2018	-	3	N	-	-	B	B										

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	24	F	A	HNBD		RAN	OFF	RD	W	A	0100	MAZD	2016	-	3	N	-	-	L	G		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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	47	M	O	HNBD		PROC	ST	W	C	0200	KTMX	2020	-	3	N	-	-	-	-	W		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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	25	M	H	HBD-UI		OTHER		E	A	0100	SUBA	2018	-	3	A	22107	-	-	L	G		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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	34	M	W	HNBD		RAN	OFF	RD	W	A	0100	CHEV	2013	-	3	N	-	-	L	G										

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	33	M	H	HBD-UI		PROC	ST	E	A	0100	CHEV	2015	-	3	A	22107	-	-	L	G		DRVR	MINOR	33	M	1	L	G	0	
																							PASS	MINOR	52	F	3	L	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

VICTIM INFO

Table with columns: Party Type, Age, Sex, Race, Sobriety1, Sobriety2, Move Pre Coll, Dir, SW Veh, CHP Veh, Make, Year, Sp Info, OAF1 Viol, OAF2 Safety Equip, Role, Ext of Inj, Age, Sex, Seat Pos, Safety Equip, Ejected. Rows 1F and 2.

Primary Rd SR-84 (LA HONDA Distance (ft) 1 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

VICTIM INFO

Table with columns: Party Type, Age, Sex, Race, Sobriety1, Sobriety2, Move Pre Coll, Dir, SW Veh, CHP Veh, Make, Year, Sp Info, OAF1 Viol, OAF2 Safety Equip, Role, Ext of Inj, Age, Sex, Seat Pos, Safety Equip, Ejected. Rows 1F and 2.

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

VICTIM INFO

Table with columns: Party Type, Age, Sex, Race, Sobriety1, Sobriety2, Move Pre Coll, Dir, SW Veh, CHP Veh, Make, Year, Sp Info, OAF1 Viol, OAF2 Safety Equip, Role, Ext of Inj, Age, Sex, Seat Pos, Safety Equip, Ejected. Rows 1F and 2.

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

VICTIM INFO

Table with columns: Party Type, Age, Sex, Race, Sobriety1, Sobriety2, Move Pre Coll, Dir, SW Veh, CHP Veh, Make, Year, Sp Info, OAF1 Viol, OAF2 Safety Equip, Role, Ext of Inj, Age, Sex, Seat Pos, Safety Equip, Ejected. Rows 1F and 2.

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

VICTIM INFO

Table with columns: Party Type, Age, Sex, Race, Sobriety1, Sobriety2, Move Pre Coll, Dir, SW Veh, CHP Veh, Make, Year, Sp Info, OAF1 Viol, OAF2 Safety Equip, Role, Ext of Inj, Age, Sex, Seat Pos, Safety Equip, Ejected. Rows 1F and 2.

Primary Rd RT 84 Distance (ft) 1 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

VICTIM INFO

Table with columns: Party Type, Age, Sex, Race, Sobriety1, Sobriety2, Move Pre Coll, Dir, SW Veh, CHP Veh, Make, Year, Sp Info, OAF1 Viol, OAF2 Safety Equip, Role, Ext of Inj, Age, Sex, Seat Pos, Safety Equip, Ejected. Rows 1F and 2.

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	21	M	W	HNBD		PROC ST	E	C		0200	YAMA	2017	-	3	N	-	W	DRVR	SERIOUS	21	M	1	P	W	1
2	DRVR	38	F	W	HNBD		PROC ST	W	A		0700	MERB	2019	-	3	N	-	L	G							

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	19	M	W	HNBD		PROC ST	E	A		0100	SUBA	2002	-	3	N	-	M	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	43	M	H	HNBD		PROC ST	E	A		0100	CHEV	2018	-	3	N	-	M	G	DRVR	MINOR	19	M	3	M	G	0

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	25	M	A	HNBD		OTHER	S	A		0100	BMW	2020	-	3	N	-	L	G	PASS	POSSIBLE	27	M	3	L	G	0

Primary Rd STATE ROUTE 1 Distance (ft) 1 Direction S 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 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	26	M	H	HNBD		SLOWING	W	C		0200	YAMA	2007	-	3	N	-	W	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
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								

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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	26	M	A	HNBD	PROC ST	W	A	0100	TOYO	2013	-	3	N	-	M	G					

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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	20	M	O	HNBD	PROC ST	N	A	0100	FORD	2001	-	3	N	-	M	G					

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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	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	-	-	-	-				

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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	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					

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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	29	M	W	HNBD	SLOWING	W	C	0200	HONDA	2003	-	3	N	-	W	G	DRVR POSSIBLE	29	M	1	P	W	1
2	DRVR	42	M	W	HNBD	STOPPED	W	D	2200	FORD	2020	-	3	N	-	M	G	PASS POSSIBLE	36	F	3	M	G	0

Primary Rd	SR-84	Distance (ft)	1	Direction	W	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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	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					

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 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	30	M	W	HBD-UI	UNSTURN	W	A	0700	TOYO	2013	-	3	A	22107	-	M	G					

Primary Rd SR-84 E/B Distance (ft) 1584 Direction W Secondary Rd PESCADERO CREEK 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 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	25	M	H	HNBD	PROC ST	E	A	0700	JEEP	2004	-	3	N	-	M	G					

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 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	49	M	H	IMP UNK	IMP UNK	OTHER	N	A	0800	NISS	2000	-	3	N	-	M	G					

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 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1	DRVR	26	M	H	HNBD	PROC ST	N	A	0100	CHEV	2020	-	3	N	-	M	G					

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 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	24	M	H	HNBD	PROC ST	W	C	0200	TRIU	2007	-	3	N	-	W	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 Rwdy Surface DRY Rwdy Cond1 NO UNUSL CND Rwdy 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	15	F	O	HNBD	PROC ST	S	A	0100	FORD	2015	-	3	N	-	L	G	DRVR	MINOR	15	F	1	L	G	0
																		PASS	MINOR	21	M	3	L	G	0



**ATTACHMENT 5**

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	40	M	W	HNBD		PROC ST	W	A		0100	BMW	2003	-	3	N	-	L	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
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								

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	998			IMP UNK	IMP UNK	RAN OFF RD	S	D		2200	GMC	1997	-	3	N	-	M	B							

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 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	44	M	W	HNBD		RAN OFF RD	E	A		0100	SUBU	2002	-	3	N	-	M	G							

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 20201017 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 20201018  
 Weather1 CLEAR Weather2 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	21	M	H	HNBD		PROC ST	E	A		0100	LEXUS	2002	-	3	J	-	M	G							

Primary Rd SR-84 Distance (ft) 2640 Direction W Secondary Rd PESCADERO CREEK 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 202010110 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 20201018  
 Weather1 CLOUDY Weather2 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	52	M	A	HNBD		RAN OFF RD	E	A		0100	FORD	2015	-	3	N	-	L	G							

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 202010110 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 20201018  
 Weather1 CLOUDY Weather2 Rdw Surface WET Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	43	M	H	HNBD		PROC ST	E	C		0200	BMW	2019	-	3	N	-	-	W							

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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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				

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	Spec Cond	0		
Weather1	FOG	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DUSK/DAWN	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	18	M	A	HNBD		PROC ST	N	A		0100	NISS	2014	-	3	N	-	M	G				

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 002	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	31	M	O	HNBD		PROC ST	W	A		0100	BMW	2000	-	3	N	-	L	G	DRVR POSSIBLE	31	M	1	L	G	0

Primary Rd	SR-84	Distance (ft)	5280	Direction	W	Secondary Rd	PESCADERO CREEK	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	18	M	W	HNBD		OTHER	W	A		0100	BMW	2018	-	3	N	-	L	G				

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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	61	M	W	HNBD		PROC ST	W	C		0200	HONDA	2010	-	3	N	-	-	W	DRVR SERIOUS	61	M	1	P	W	1

Primary Rd	SR-84 (LA HONDA	Distance (ft)	4752	Direction	W	Secondary Rd	PESCADERO CREEK	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DARK - NO ST LTS	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	19	M	H	HNBD		OTHER	W	A		0100	HOND	2006	-	3	N	-	L	G	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	80	M	A	HNBD		PROC ST	E	A		0100	PORSC	2020	-	3	N	-	L	G	DRVR POSSIBLE	80	M	1	L	G	0

**ATTACHMENT 5**

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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	35	M	W	IMP UNK	IMP UNK	PASSING	E	C		0200	HD	2004	-	3	N	-	W	DRVR	SERIOUS	35	M	1	P	W	1
2	DRVR	66	M	W	HNBD		PROC ST	W	A		0100	JEEP	2019	-	3	N	-	M	G							

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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	18	M	W	HNBD		OTHER	E	A		0100	SUBA	2002	-	3	N	-	M	G							

Primary Rd SR-84 Distance (ft) 1 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 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
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	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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	20	M	H	HNBD		UNS TURN	W	A		0100	HONDA	2006	-	3	N	-	L	G							

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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	56	M	W	HNBD		PASSING	S	D		2200	GMC	2007	-	3	N	-	M	G	DRVR	MINOR	56	M	1	M	G	0
2	DRVR	51	M	W	HNBD		PROC ST	N	A		0700	FORD	2008	-	3	N	-	L	G	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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	17	M	W	HNBD		PROC ST	E	A		0100	-	2005	-	3	N	-	L	G	DRVR	POSSIBLE	17	M	1	L	G	0

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	33	M	A	HNBD	UNS TURN	W	A	0100	PORS	2014	-	3	N	-	M	G				

Primary Rd SR-84 (LA HONDA) 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	23	M	H	HNBD	PROC ST	E	A	0100	LEXU	2001	-	3	N	-	L	G				

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	26	M	A	HNBD	PROC ST	W	A	0100	MINI	2011	-	3	N	-	M	G				

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
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	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	22	M	W	HNBD	UNS TURN	N	A	0100	AUDI	2003	-	3	N	-	M	G				

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 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	26	F	H	HNBD	UNS TURN	W	C	0200	YAMA	1980	-	3	N	-	-	W	DRVR MINOR	26	F	1	P	W	2

Primary Rd SR-35 (SKYLINE BL) 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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

VICTIM INFO

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	17	M	W	HNBD	RAN OFF RD	S	A	0100	MERB	2014	-	3	N	-	M	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
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	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	48	F	H	HNBD		UNS TURN	E	A	0800	DODGE	2002	-	3	N	-	M	G						

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	20	M	W	HNBD		PROC ST	W	A	0100	FORD	2007	-	3	N	-	M	G						

Primary Rd SR-35 (SKYLINE BL) 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 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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	23	M	W	IMP UNK	IMP UNK	UNS TURN	N	A	0100	PORS	2000	-	3	N	-	L	G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	BICY	63	F	W	HNBD		PROC ST	E	L	0400	TREK	2010	-	3	N	-	-	W	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1	DRVR	35	M	W	HNBD		PROC ST	E	A	0800	FRHT	2015	-	3	N	-	M	G						

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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	75	M	W	HNBD		OPPOS LN	E	C	0200	KAWK	2019	-	3	N	-	W	DRVR	POSSIBLE	76	M	1	P	W	1
2	DRVR	71	M	W	HNBD		PROC ST	W	A	0700	HOND	2018	-	3	N	-	M	G							

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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	30	M	H	HNBD		PROC ST	N	C	0200	HD	2006	-	3	N	-	W	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	LOOSE MATRL	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	BICY	46	F	W	HNBD		UNS TURN	W	L	0400	TREK	2020	-	3	N	-	W	BICY	MINOR	46	F	1	P	W	1

Primary Rd	SR-35 (SKYLINE BI)	Distance (ft)	1	Direction		Secondary Rd	OLD LA HONDA ROJ	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	FUNCTNG	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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						

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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected		
1F	DRVR	31	M	W	HNBD		PROC ST	W	C	0200	APRIL	2016	-	3	N	-	W	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	Spec Cond	0		
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2				Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			
Hit and Run		Motor Veh Involved With	FIXED OBJ+ADDL	Lighting	DARK - NO ST LTS	Ped Action													

PARTY INFO

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	21	M	W	HBD-UNK		OTHER	W	A	0100	HOND	1991	-	3	N	-	M	E						

**ATTACHMENT 5**

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM INFO**

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	69	M	W	HBD-UNK	UNS TURN	W F	5500	GMC	1996	- 4	N	- M G								

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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM INFO**

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	17	F	A	HNBD	PASSING	W A	0100	TOYT	2011	- 3	N	- L G	DRVR MINOR		17	F	1	L G	0
														PASS MINOR		17	F	3	L G	0
2	DRVR	25	M	W	HNBD	PROC ST	E A	0100	BMW	2003	- 3	N	- L G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM INFO**

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	27	F	O	HNBD	OTHER	S A	0100	KIA	2015	- 3	N	- L G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM INFO**

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	59	M	W	HNBD	UNS TURN	S A	0100	PORS	2013	- 3	N	- L G	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM INFO**

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	52	M	W	IMP UNK	IMP UNK	RAN OFF RD	S D	2200	FORD	2015	- 4	N	- L H	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 Rdw Surface DRY Rdw Cond1 NO UNUSL CND Rdw 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**

**VICTIM INFO**

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	24	F	H	HNBD	UNS TURN	E A	0100	SCIO	2016	- 3	N	- L G							

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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	37	M	A	HNBD		PROC ST	N	C		0200	DUCAT	2012	-	3	L	-	-	W	DRVR	MINOR	37	M	1	P	W	1

Primary Rd SR-35 Distance (ft) 1584 Direction S Secondary Rd OLD LA HONDA 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 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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
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								

Primary Rd SR-84 (LA HONDA 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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
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	BICY	MINOR	46	M	0	P	W	1

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 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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	26	M	H	HNBD		OPPOS LN	E	C		0200	YAMA	2015	-	3	N	-	-	W	DRVR	MINOR	26	M	1	P	W	1
2	DRVR	31	M	O	HNBD		PROC ST	W	A		0100	MERZ	2014	-	3	N	-	M	G								

Primary Rd SR-84 (LA HONDA 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 1 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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	BICY	52	M	A	HBD-NUI		RGT TURN	N	L		0400	-	2015	-	-	A	-	-	W	BICY	SERIOUS	52	M	9	P	W	1

Primary Rd SR-84 (LA HONDA 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 Rdwly Surface DRY Rdwly Cond1 NO UNUSL CND Rdwly 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

VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	40	M	W	HNBD		UNS TURN	E	C		0200	YAMA	2005	-	3	N	-	-	W	DRVR	SERIOUS	40	M	1	P	W	0

**ATTACHMENT 5**

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		Cntrl Dev	NT PRS/FCTR	Loc Type		Spec Cond	0				
Hit and Run		Motor Veh Involved With	NON-CLSN	Lighting	DARK - NO ST LTS	Ped Action													

**PARTY INFO**

**VICTIM 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	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	17	M	W	HNBD	FATG	UNSTURN	E D	2200	GMC	2001	-	3	N	-	L G	DRVR	SERIOUS	17	M	1	L G	0

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>200</b> Direction <b>W</b> Secondary Rd <b>SYLVAN WAY</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																						
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022452</b> Crash Date <b>20210918</b> Time <b>1720</b> Day <b>SAT</b>																						
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20210930</b>																						
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																						
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																						
Latitude <b>37.31485</b> Longitude <b>122.29436</b> Local Rpt # <b>9330-2021-11006</b> Case ID <b>91583360</b>																						
PARTY INFO					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	40	M	W	HNBD	UNS TURN	E	C	0200	YAMA	2005	- 3	N	-	- W	DRVR	SERIOUS	40	M	1	P W	0

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>94</b> Direction <b>N</b> Secondary Rd <b>SR-35 (SKYLINE)</b> NCIC <b>4100</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																						
City <b>WOODSIDE</b> County <b>SAN MATEO</b> Population <b>2</b> Rpt Dist <b>WDS</b> Beat <b>030</b> Type <b>1</b> CalTrans Dist Badge <b>25242</b> Crash Date <b>20210918</b> Time <b>2500</b> Day <b>SAT</b>																						
Primary Crash Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20210928</b>																						
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																						
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																						
Latitude Longitude Local Rpt # <b>21-07734</b> Case ID <b>81581488</b>																						
PARTY INFO					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	BICY	52	M	A	HBD-NUI	RGT TURN	N	L	0400	-	2015	- -	A 0	-	- W	BICY	SERIOUS	52	M	9	P W	1

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>1584</b> Direction <b>E</b> Secondary Rd <b>MADERA LANE</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																						
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022394</b> Crash Date <b>20210926</b> Time <b>0115</b> Day <b>SUN</b>																						
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20211007</b>																						
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																						
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DARK - NO ST LTS</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																						
Latitude <b>37.31656</b> Longitude <b>122.33163</b> Local Rpt # <b>9330-2021-11058</b> Case ID <b>91590434</b>																						
PARTY INFO					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	17	M	W	HNBD	FATG	UNS TURN	E	D	2200	GMC	2001	- 3	N	- L G	DRVR	SERIOUS	17	M	1	L G	0

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>7920</b> Direction <b>E</b> Secondary Rd <b>SYLVAN WAY</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																						
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022515</b> Crash Date <b>20211015</b> Time <b>1250</b> Day <b>FRI</b>																						
Primary Crash Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20211026</b>																						
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																						
Hit and Run Motor Veh Involved With <b>OTHER OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																						
Latitude <b>37.31252</b> Longitude <b>122.28962</b> Local Rpt # <b>9330-2021-11227</b> Case ID <b>91606400</b>																						
PARTY INFO					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	30	M	W		PROC ST	E	C	0200	DUCAT	2015	- 4	N	-	- P	DRVR	MINOR	30	M	1	P P	1

<b>Primary Rd</b> SR-84	<b>Distance(ft)</b> 40	<b>Direction</b> E	<b>Secondary Rd</b> SEQUIA	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>											
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type</b> 1	<b>CalTrans Dist</b>	<b>Badge</b> 022098	<b>Crash Date</b> 20211026	<b>Time</b> 0325	<b>Day</b> TUE										
<b>Primary Crash Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Crash Type</b> HIT OBJECT	<b>Severity</b> PDO	<b># Killed</b> 0	<b># Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20211105													
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0															
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> FIXED OBJ	<b>Lighting</b> DARK - NO ST LTS	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>														
<b>Latitude</b> 37.36081	<b>Longitude</b> 122.26042	<b>Local Rpt #</b> 9330-2021-11345	<b>Case ID</b> 91617033																	
<b>PARTY INFO</b>						<b>VICTIM INFO</b>														
<b>Party Type</b> 1F	<b>Age</b> DRVR	<b>Sex</b> 52	<b>Race</b> M	<b>Sobriety1</b> H	<b>Sobriety2</b> H	<b>Move Pre</b> HNBD	<b>Dir</b> PROC ST	<b>SW Veh</b> E	<b>Chp Veh</b> A	<b>Veh Make</b> 0100 TOYT	<b>Year</b> 2014	<b>Sp Info</b> -	<b>OAF1 Viol</b> 3	<b>OAF2</b> N	<b>Safety Equip</b> -	<b>Role</b> L	<b>Ext Of Inj</b> G			

<b>Primary Rd</b> SR-84 (LA HONDA	<b>Distance(ft)</b> 1584	<b>Direction</b> W	<b>Secondary Rd</b> OLD STAGE ROAD	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>													
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type</b> 1	<b>CalTrans Dist</b>	<b>Badge</b> 020215	<b>Crash Date</b> 20211027	<b>Time</b> 1755	<b>Day</b> WED												
<b>Primary Crash Factor</b> WRONG SIDE	<b>Violation</b> 21460A	<b>Crash Type</b> HEAD-ON	<b>Severity</b> INJURY	<b># Killed</b> 0	<b># Injured</b> 3	<b>Tow Away?</b> Y	<b>Process Date</b> 20211108															
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0																	
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> OTHER MV	<b>Lighting</b> DARK - NO ST LTS	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>																
<b>Latitude</b> 37.31105	<b>Longitude</b> 122.28198	<b>Local Rpt #</b> 9330-2021-11351	<b>Case ID</b> 91618362																			
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																
<b>Party Type</b> 1F	<b>Age</b> DRVR	<b>Sex</b> 26	<b>Race</b> M	<b>Sobriety1</b> W	<b>Sobriety2</b> W	<b>Move Pre</b> HNBD	<b>Dir</b> RAN OFF RD	<b>SW Veh</b> W	<b>Chp Veh</b> A	<b>Veh Make</b> 0100 MERZ	<b>Year</b> 2012	<b>Sp Info</b> -	<b>OAF1 Viol</b> 3	<b>OAF2</b> A 22350	<b>Safety Equip</b> N	<b>Role</b> L	<b>Ext Of Inj</b> G	<b>Age</b> PASS	<b>Sex</b> POSSIBLE	<b>Seat Pos</b> 36	<b>Safety Equip</b> F	<b>Ejected</b> 3
<b>Party Type</b> 2	<b>Age</b> DRVR	<b>Sex</b> 44	<b>Race</b> F	<b>Sobriety1</b> W	<b>Sobriety2</b> W	<b>Move Pre</b> HNBD	<b>Dir</b> PROC ST	<b>SW Veh</b> E	<b>Chp Veh</b> A	<b>Veh Make</b> 0100 LEXS	<b>Year</b> 2012	<b>Sp Info</b> -	<b>OAF1 Viol</b> 3	<b>OAF2</b> N	<b>Safety Equip</b> -	<b>Role</b> L	<b>Ext Of Inj</b> G	<b>Age</b> DRVR	<b>Sex</b> POSSIBLE	<b>Seat Pos</b> 44	<b>Safety Equip</b> F	<b>Ejected</b> 1
																		<b>Age</b> PASS	<b>Sex</b> MINOR	<b>Seat Pos</b> 57	<b>Safety Equip</b> -	<b>Ejected</b> 3

<b>Primary Rd</b> SR-84 (LA HONDA	<b>Distance(ft)</b> 12	<b>Direction</b> S	<b>Secondary Rd</b> PGE POWER POLE	<b>NCIC</b> 4100	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>											
<b>City</b> WOODSIDE	<b>County</b> SAN MATEO	<b>Population</b> 2	<b>Rpt Dist</b> WDS	<b>Beat</b> 030	<b>Type</b> CalTrans Dist	<b>Badge</b> 25289	<b>Crash Date</b> 20211101	<b>Time</b> 1227	<b>Day</b> MON											
<b>Primary Crash Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Crash Type</b> HIT OBJECT	<b>Severity</b> PDO	<b># Killed</b> 0	<b># Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20211117													
<b>Weather1</b> RAINING	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0															
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>														
<b>Latitude</b>	<b>Longitude</b>	<b>Local Rpt #</b> 21-09041	<b>Case ID</b> 81627311																	
<b>PARTY INFO</b>						<b>VICTIM INFO</b>														
<b>Party Type</b> 1F	<b>Age</b> DRVR	<b>Sex</b> 17	<b>Race</b> M	<b>Sobriety1</b> W	<b>Sobriety2</b> W	<b>Move Pre</b> HNBD	<b>Dir</b> RAN OFF RD	<b>SW Veh</b> N	<b>Chp Veh</b> A	<b>Veh Make</b> 0100 MERZ	<b>Year</b> 1997	<b>Sp Info</b> -	<b>OAF1 Viol</b> 3	<b>OAF2</b> N	<b>Safety Equip</b> -	<b>Role</b> M	<b>Ext Of Inj</b> G			

<b>Primary Rd</b> SR-84 (LA HONDA	<b>Distance(ft)</b> 800	<b>Direction</b> E	<b>Secondary Rd</b> SYLVAN WAY	<b>NCIC</b> 9330	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>											
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type</b> 1	<b>CalTrans Dist</b>	<b>Badge</b> 022589	<b>Crash Date</b> 20211111	<b>Time</b> 1401	<b>Day</b> THU										
<b>Primary Crash Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Crash Type</b> HIT OBJECT	<b>Severity</b> PDO	<b># Killed</b> 0	<b># Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20211124													
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0															
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>														
<b>Latitude</b> 37.31588	<b>Longitude</b> 122.29120	<b>Local Rpt #</b> 9330-2021-11469	<b>Case ID</b> 91634392																	
<b>PARTY INFO</b>						<b>VICTIM INFO</b>														
<b>Party Type</b> 1F	<b>Age</b> DRVR	<b>Sex</b> 24	<b>Race</b> F	<b>Sobriety1</b> A	<b>Sobriety2</b> A	<b>Move Pre</b> HNBD	<b>Dir</b> OTHER	<b>SW Veh</b> E	<b>Chp Veh</b> A	<b>Veh Make</b> 0100 TOYT	<b>Year</b> 2007	<b>Sp Info</b> -	<b>OAF1 Viol</b> 3	<b>OAF2</b> N	<b>Safety Equip</b> -	<b>Role</b> M	<b>Ext Of Inj</b> G			

Total Count: 201

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												VICTIM INFO											
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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								

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												VICTIM INFO										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	27	M	O	HNBD	PASSING	E	C	0200	YAMA	2021	- 3	N	-	P W	DRVR	SERIOUS	27	M	1	P W	1
2	DRVR	66	M	W	HNBD	PROC ST	W	C	0200	HD	2021	- 3	N	-	P W	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												VICTIM INFO											
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	54	M	H	HNBD	CHANG LN	S	A	0700	CHEV	2005	- 3	N	-	M G	DRVR	POSSIBLE	54	M	1	M G	0	
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								

Total Count: 201

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										VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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	-	-											

Primary Rd SR-84 (LA HONDA 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										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
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	PASS	MINOR		33	F	0	P	P	1

Primary Rd SR-84 (LA HONDA Distance(ft) 528 Direction E Secondary Rd WILLIAMS RANCH 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										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	25	M	H	HNBD	UNS TURN	E	A	0100	HOND	2003	-	3	N	-	L	G	PASS	POSSIBLE		22	F	3	L	G	0
2	DRVR	34	F	W	HNBD	PROC ST	W	A	0700	SUBA	2020	-	3	N	-	M	G									

Primary Rd SR-84 (LA HONDA Distance(ft)528 Direction E Secondary Rd PESCADERO CREEK 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										VICTIM INFO												
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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					

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										VICTIM INFO												
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	52	F	W	IMP UNK	IMP UNK	UNS TURN	E	C	0200	HARLE	2021	-	3	N	-	P	P				

Primary Rd SR-84 (LA HONDA 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										VICTIM INFO															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	29	M	H	HNBD	UNS TURN	E	A	0700	TOYT	2002	-	3	N	-	M	G	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										VICTIM INFO														
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
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							

Total Count: 201

Primary Rd		SR-84 (OLD LA		Distance(ft)	2640	Direction	W	Secondary Rd		OLD LA HONDA		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												VICTIM INFO																			
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
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			DRVR	POSSIBLE			55	M	1		P	P	1

Primary Rd		STATE ROUTE 84		Distance(ft)	1	Direction		Secondary Rd		PESCADERO CREEK		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												VICTIM INFO																			
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	BICY	54	M	W	HNBD	LFT	TURN	W	L	0400	SCOTT		-	3	N	-	-	-	W		BICY	SERIOUS			54	M	0		P	W	1

Primary Rd		SR-84 (LA HONDA		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												VICTIM INFO																			
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	32	F	W	HNBD	UNS	TURN	W	D	2200	GMC	2005	-	3	N	-	-	L	G		DRVR	POSSIBLE			32	F	1		L	G	0

Primary Rd		SR-84 (WOODSIDE		Distance(ft)	1	Direction		Secondary Rd		OLD LA HONDA		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												VICTIM INFO																			
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
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												

Primary Rd SR-84 (LA HONDA Distance(ft)1056 Direction E Secondary Rd SEARS RANCH 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													VICTIM INFO			
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh Chp Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip													Role Ext Of Inj Age Sex Seat Pos Safety Equip Ejected			
1F DRVR 21 M H HNBD PROC ST W C 0200 YAMA 2016 - 3 N - P W													DRVR POSSIBLE 21 M 1 P W 1			
2 DRVR 24 M H HNBD PROC ST W C 0200 YAMA 2015 - 3 N - P W													DRVR MINOR 24 M 1 P W 1			

Primary Rd STATE ROUTE 84 Distance(ft)6336 Direction W Secondary Rd STATE ROUTE 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 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													VICTIM INFO			
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh Chp Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip													Role Ext Of Inj Age Sex Seat Pos Safety Equip Ejected			
1F DRVR 61 M A DRUG RAN OFF RD W C 0200 DUCA 2015 - 3 A 22107 - P W													DRVR KILLED 61 M 0 P W 1			

Primary Rd SR-84 (LA HONDA 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													VICTIM INFO			
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh Chp Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip													Role Ext Of Inj Age Sex Seat Pos Safety Equip Ejected			
1F DRVR 37 M H HNBD PROC ST W A 0100 PORS 2022 - 3 N - L G													DRVR SERIOUS 37 M 1 L G 0			

<b>Primary Rd</b> SR-84 (LA HONDA <b>Distance(ft)</b> 4752 <b>Direction</b> E <b>Secondary Rd</b> HILDEBRAND ROAD <b>NCIC</b> 9330 <b>State Hwy?</b> Y <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> UNINCORPORATED <b>County</b> SAN MATEO <b>Population</b> 9 <b>Rpt Dist</b> <b>Beat</b> 021 <b>Type 1</b> CalTrans Dist <b>Badge</b> 022244 <b>Crash Date</b> 20220523 <b>Time</b> 1635 <b>Day</b> MON <b>Primary Crash Factor</b> WRONG SIDE <b>Violation</b> 21460A <b>Crash Type</b> SIDESWIPE <b>Severity</b> INJURY <b># Killed</b> 0 <b># Injured</b> 2 <b>Tow Away?</b> N <b>Process Date</b> 20220603 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Veh Involved With</b> OTHER MV <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b> <b>Latitude</b> 37.33542 <b>Longitude</b> 122.26955 <b>Local Rpt #</b> 9330-2022-01201 <b>Case ID</b> 91787711																							
<b>PARTY INFO</b>											<b>VICTIM INFO</b>												
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>	
1F	DRVR	40	M	W	HNBD	OPPOS LN	E	C	0200	KTM	2022	-	3	N	-	P W	DRVR	SERIOUS	40	M	1	P W	0
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	DRVR	POSSIBLE	64	M	1	P W	1

<b>Primary Rd</b> SR-84 (LA HONDA <b>Distance(ft)</b> 2640 <b>Direction</b> E <b>Secondary Rd</b> HILDEBRAND ROAD <b>NCIC</b> 9330 <b>State Hwy?</b> Y <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> UNINCORPORATED <b>County</b> SAN MATEO <b>Population</b> 9 <b>Rpt Dist</b> <b>Beat</b> 021 <b>Type 1</b> CalTrans Dist <b>Badge</b> 022793 <b>Crash Date</b> 20220530 <b>Time</b> 1640 <b>Day</b> MON <b>Primary Crash Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Crash Type</b> HIT OBJECT <b>Severity</b> PDO <b># Killed</b> 0 <b># Injured</b> 0 <b>Tow Away?</b> Y <b>Process Date</b> 20221026 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> MISDEMEANOR <b>Motor Veh Involved With</b> FIXED OBJ <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b> <b>Latitude</b> 37.33052 <b>Longitude</b> 122.26988 <b>Local Rpt #</b> 9330-2022-01256 <b>Case ID</b> 91899713																							
<b>PARTY INFO</b>											<b>VICTIM INFO</b>												
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>	
1F	DRVR	998	-	IMP UNK	IMP UNK	OTHER	-	A	0100	HOND	2006	-	4	N	-	- -							

<b>Primary Rd</b> SR-84 (LA HONDA <b>Distance(ft)</b> 3800 <b>Direction</b> W <b>Secondary Rd</b> OLD LA HONDA <b>NCIC</b> 9330 <b>State Hwy?</b> Y <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> UNINCORPORATED <b>County</b> SAN MATEO <b>Population</b> 9 <b>Rpt Dist</b> <b>Beat</b> 021 <b>Type 1</b> CalTrans Dist <b>Badge</b> 022575 <b>Crash Date</b> 20220611 <b>Time</b> 0250 <b>Day</b> SAT <b>Primary Crash Factor</b> UNSAFE SPEED <b>Violation</b> 22350 <b>Crash Type</b> HIT OBJECT <b>Severity</b> PDO <b># Killed</b> 0 <b># Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20220622 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Veh Involved With</b> FIXED OBJ <b>Lighting</b> DARK - NO ST LTS <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b> <b>Latitude</b> 37.34626 <b>Longitude</b> 122.26780 <b>Local Rpt #</b> 9330-2022-01374 <b>Case ID</b> 91800676																							
<b>PARTY INFO</b>											<b>VICTIM INFO</b>												
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>	
1F	DRVR	18	M	H	HNBD	PROC ST	W	A	0100	VOLK	2018	-	3	N	-	M G							

<b>Primary Rd</b> SR-84 (LA HONDA <b>Distance(ft)</b> 1848 <b>Direction</b> W <b>Secondary Rd</b> OLD LA HONDA <b>NCIC</b> 9330 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> UNINCORPORATED <b>County</b> SAN MATEO <b>Population</b> 9 <b>Rpt Dist</b> <b>Beat</b> 021 <b>Type 1</b> CalTrans Dist <b>Badge</b> 022849 <b>Crash Date</b> 20220618 <b>Time</b> 0200 <b>Day</b> SAT <b>Primary Crash Factor</b> NOT DRIVER <b>Violation</b> <b>Crash Type</b> HIT OBJECT <b>Severity</b> PDO <b># Killed</b> 0 <b># Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20220803 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Veh Involved With</b> ANIMAL <b>Lighting</b> DARK - NO ST LTS <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b> <b>Latitude</b> 37.34652 <b>Longitude</b> 122.26942 <b>Local Rpt #</b> 9330-2022-01435 <b>Case ID</b> 91832367																							
<b>PARTY INFO</b>											<b>VICTIM INFO</b>												
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>	
1	DRVR	26	M	O		PROC ST	W	A	0100	CHEV	2020	-	3	N	-	M G							

Primary Rd <b>SR-84 (WOODSIDE ROAD)</b> Distance(ft) <b>5280</b> Direction <b>E</b> Secondary Rd <b>SR-35 (SKYLINE ROAD)</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																									
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022768</b> Crash Date <b>20220622</b> Time <b>1100</b> Day <b>WED</b>																									
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20220705</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Latitude <b>37.37219</b> Longitude <b>122.26334</b> Local Rpt # <b>9330-2022-01465</b> Case ID <b>91809930</b>																									
PARTY INFO					VICTIM INFO																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected					
<b>1</b>	<b>DRVR</b>	<b>19</b>	<b>M</b>	<b>O</b>	<b>HNBD</b>	<b>UNS TURN</b>	<b>E</b>	<b>A</b>	<b>0700</b>	<b>AUDI</b>	<b>2020</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L</b>	<b>G</b>	<b>PASS</b>	<b>POSSIBLE</b>	<b>19</b>	<b>F</b>	<b>3</b>	<b>L</b>	<b>G</b>	<b>0</b>

Primary Rd <b>WOODSIDE ROAD</b> Distance(ft) <b>1000</b> Direction <b>W</b> Secondary Rd <b>WILLIAMS RANCH ROAD</b> NCIC <b>9330</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022837</b> Crash Date <b>20220626</b> Time <b>1150</b> Day <b>SUN</b>																										
Primary Crash Factor <b>NOT DRIVER</b> Violation Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>2</b> Tow Away? <b>N</b> Process Date <b>20220808</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>ANIMAL</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.35943</b> Longitude <b>122.26159</b> Local Rpt # <b>9330-2022-01501</b> Case ID <b>91835233</b>																										
PARTY INFO					VICTIM INFO																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected						
<b>1</b>	<b>DRVR</b>	<b>55</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>	<b>PROC ST</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>ALFA</b>	<b>2017</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L</b>	<b>G</b>	<b>DRVR</b>	<b>MINOR</b>	<b>55</b>	<b>M</b>	<b>1</b>	<b>L</b>	<b>G</b>	<b>0</b>	
																			<b>PASS</b>	<b>MINOR</b>	<b>15</b>	<b>M</b>	<b>3</b>	<b>L</b>	<b>G</b>	<b>0</b>

Primary Rd <b>SR-84 E/B</b> Distance(ft) <b>1372</b> Direction <b>W</b> Secondary Rd <b>PESCADERO CREEK ROAD</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022824</b> Crash Date <b>20220709</b> Time <b>1850</b> Day <b>SAT</b>																										
Primary Crash Factor <b>DRVR ALC DRG</b> Violation <b>23152A</b> Crash Type <b>SIDESWIPE</b> Severity <b>PDO</b> # Killed <b>0</b> # Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20220725</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.31090</b> Longitude <b>122.28080</b> Local Rpt # <b>9330-2022-01602</b> Case ID <b>91824431</b>																										
PARTY INFO					VICTIM INFO																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected						
<b>1F</b>	<b>DRVR</b>	<b>60</b>	<b>M</b>	<b>W</b>	<b>HBD-UI</b>	<b>UNS TURN</b>	<b>E</b>	<b>D</b>	<b>2200</b>	<b>FORD</b>	<b>2009</b>	<b>-</b>	<b>3</b>	<b>A</b>	<b>22107</b>	<b>-</b>	<b>M</b>	<b>G</b>								
<b>2</b>	<b>DRVR</b>	<b>26</b>	<b>F</b>	<b>O</b>	<b>HNBD</b>	<b>PASSING</b>	<b>E</b>	<b>A</b>	<b>0700</b>	<b>TOYT</b>	<b>2005</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>M</b>	<b>G</b>									

Primary Rd <b>LA HONDA ROAD</b> Distance(ft) <b>739</b> Direction <b>W</b> Secondary Rd <b>SEQUOIA DRIVE</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022793</b> Crash Date <b>20220710</b> Time <b>1900</b> Day <b>SUN</b>																										
Primary Crash Factor <b>DRVR ALC DRG</b> Violation <b>23152F</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20221108</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run <b>MISDEMEANOR</b> Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.36466</b> Longitude <b>122.26286</b> Local Rpt # <b>9330-2022-01630</b> Case ID <b>91912534</b>																										
PARTY INFO					VICTIM INFO																					
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected						
<b>1F</b>	<b>DRVR</b>	<b>25</b>	<b>M</b>	<b>O</b>	<b>DRUG</b>	<b>UNS TURN</b>	<b>E</b>	<b>A</b>	<b>0700</b>	<b>JEEP</b>	<b>2018</b>	<b>-</b>	<b>3</b>	<b>A</b>	<b>22107</b>	<b>-</b>	<b>M</b>	<b>G</b>	<b>DRVR</b>	<b>MINOR</b>	<b>25</b>	<b>M</b>	<b>1</b>	<b>M</b>	<b>G</b>	<b>0</b>

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>2640</b> Direction <b>W</b> Secondary Rd <b>KEBET RIDGE ROAD</b> NCIC <b>9330</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022849</b> Crash Date <b>20220715</b> Time <b>1930</b> Day <b>FRI</b>																										
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20221028</b>																										
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.37439</b> Longitude <b>122.26506</b> Local Rpt # <b>9330-2022-01665</b> Case ID <b>91904024</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	45	M	W	HNBD	UNS TURN	W	C	0200	AGUST	2015	-	3	N	-	P	W	DRVR	SERIOUS	45	M	1	P	W	1	

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>2640</b> Direction <b>E</b> Secondary Rd <b>HILDEBRAND ROAD</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022929</b> Crash Date <b>20220726</b> Time <b>1720</b> Day <b>TUE</b>																										
Primary Crash Factor <b>DRVR ALC DRG</b> Violation <b>23152A</b> Crash Type <b>HEAD-ON</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20220831</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.33302</b> Longitude <b>122.27135</b> Local Rpt # <b>9330-2022-01772</b> Case ID <b>91854058</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	45	M	W	HBD-UI	OPPOS LN	E	A	0100	TOYT	1997	-	3	A	21460A	-	L	G	DRVR	SERIOUS	46	M	1	L	G	0
2	DRVR	55	M	W	HNBD	PROC ST	W	A	0700	JEEP	2012	-	3	N	-	M	G									

Primary Rd <b>SR-84 W/B</b> Distance(ft) <b>1584</b> Direction <b>E</b> Secondary Rd <b>HILDEBRAND ROAD</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022735</b> Crash Date <b>20220807</b> Time <b>1525</b> Day <b>SUN</b>																										
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20220818</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.32778</b> Longitude <b>122.27123</b> Local Rpt # <b>9330-2022-01896</b> Case ID <b>91843885</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	21	M	H	HNBD	OTHER	W	C	0200	DUCAT	2020	-	3	N	-	P	W	DRVR	SERIOUS	21	M	1	P	W	1	

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>1056</b> Direction <b>E</b> Secondary Rd <b>HILDEBRAND ROAD</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022768</b> Crash Date <b>20220910</b> Time <b>1130</b> Day <b>SAT</b>																										
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20220922</b>																										
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>OTHER OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.32726</b> Longitude <b>122.27094</b> Local Rpt # <b>9330-2022-02196</b> Case ID <b>91870836</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	24	M	O	HNBD	RAN OFF RD	W	C	0200	KAWK	2021	-	3	N	-	P	W	DRVR	SERIOUS	24	M	1	P	W	1	

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>2640</b> Direction <b>E</b> Secondary Rd <b>SEQUOIA DRIVE</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																							
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022933</b> Crash Date <b>20221011</b> Time <b>1844</b> Day <b>TUE</b>																							
Primary Crash Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20221021</b>																							
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Veh Involved With <b>OTHER OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																							
Latitude <b>37.37186</b> Longitude <b>122.26289</b> Local Rpt # <b>9330-2022-02489</b> Case ID <b>91896040</b>																							
PARTY INFO											VICTIM INFO												
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	29	F	A	HNBD	PROC ST	E	A	0100	LEXS	2021	-	3	N	-	L G	DRVR	POSSIBLE	29	F	1	L G	0

Primary Rd <b>SR-84 (WOODSIDE)</b> Distance(ft) <b>240</b> Direction <b>E</b> Secondary Rd <b>KEBET ROAD</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																							
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022929</b> Crash Date <b>20221017</b> Time <b>1830</b> Day <b>MON</b>																							
Primary Crash Factor <b>NOT DRIVER</b> Violation Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20221028</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DARK - NO ST LTS</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																							
Latitude <b>37.38262</b> Longitude <b>122.26424</b> Local Rpt # <b>9330-2022-02540</b> Case ID <b>91904234</b>																							
PARTY INFO											VICTIM INFO												
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1	DRVR	41	M	H	HNBD	UNS TURN	E	O	0500	YAMA	2009	-	3	N	-	P W	DRVR	MINOR	41	M	1	P W	0

Primary Rd <b>SR-84</b> Distance(ft) <b>1584</b> Direction <b>E</b> Secondary Rd <b>OLD LA HONDA</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																							
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022785</b> Crash Date <b>20221023</b> Time <b>1115</b> Day <b>SUN</b>																							
Primary Crash Factor <b>IMPROP PASS</b> Violation <b>21755A</b> Crash Type <b>SIDESWIPE</b> Severity <b>PDO</b> # Killed <b>0</b> # Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20221114</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Veh Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																							
Latitude <b>37.35965</b> Longitude <b>122.26348</b> Local Rpt # <b>9330-2022-02622</b> Case ID <b>91916780</b>																							
PARTY INFO											VICTIM INFO												
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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							

Primary Rd <b>SR-84</b> Distance(ft) <b>528</b> Direction <b>W</b> Secondary Rd <b>PEEK A BOO LANE</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																							
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022960</b> Crash Date <b>20221104</b> Time <b>1555</b> Day <b>FRI</b>																							
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>2</b> Tow Away? <b>Y</b> Process Date <b>20221121</b>																							
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																							
Hit and Run Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																							
Latitude <b>37.31629</b> Longitude <b>122.30516</b> Local Rpt # <b>9330-2022-02743</b> Case ID <b>91922834</b>																							
PARTY INFO											VICTIM INFO												
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	19	M	W	HNBD	UNS TURN	E	A	0100	SUBA	2020	-	3	N	-	L G	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					VICTIM INFO																		
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	18	M	H	HNBD	PROC ST	W	A	0100	HOND	2003	- 3	N	-	M G								

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					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	28	M	A	HNBD	RAN OFF RD	W	A	0100	PORS	2000	- 3	N	-	L G	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					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	56	M	W	HNBD	UNS TURN	W	C	0200	HD	2022	- 3	N	-	P W	DRVR	SERIOUS	56	M	1	P W	1

Primary Rd SR-84 Distance(ft) 2270 Direction W Secondary Rd PESCADERO CREEK 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					VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	25	F	W	HNBD	UNS TURN	W	A	0700	TOYT	2007	- 3	N	-	M G							

Total Count: 201

Primary Rd	SR-84 (LA HONDA)	Distance(ft)	100	Direction	E	Secondary Rd	PESCADERO CREEK	NCIC	9330	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy								
City	UNINCORPORATED	County	SAN MATEO	Population	9	Rpt Dist	BEAT	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										VICTIM INFO													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	65	M	W	HNBD	PROC ST	W	A	0100	MAZD	2019	-	3	N	-	L G	DRVR	MINOR	65	M	1	L G	0
2	DRVR	56	F	W	HNBD	STOPPED	W	A	0100	MAZD	2019	-	3	N	-	M G	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	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										VICTIM INFO													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	24	F	B	HNBD	UNS TURN	W	A	0700	TOYT	2021	-	3	N	-	L G	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	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										VICTIM INFO													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	29	M	W	HNBD	PROC ST	W	A	0100	BMW	1988	-	3	N	-	M G	PASS	MINOR	18	M	3	M G	0

Primary Rd	WOODSIDE ROAD	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	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										VICTIM INFO													
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	72	M	B	HNBD	PASSING	E	C	0200	DUCAT	2021	-	3	N	-	M P	DRVR	SERIOUS	72	M	1	M P	1
2	DRVR	43	F	W	HNBD	LFT TURN	E	A	0700	TOYT	2020	-	3	N	-	M G	PASS	POSSIBLE	5	F	4	M Q	0

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>5280</b> Direction <b>E</b> Secondary Rd <b>HILDEBRAND ROAD</b> NCIC <b>9330</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>023256</b> Crash Date <b>20230429</b> Time <b>2050</b> Day <b>SAT</b>																										
Primary Crash Factor <b>DRVR ALC DRG</b> Violation <b>23152A</b> Crash Type <b>HIT OBJECT</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>Y</b> Process Date <b>20230509</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DARK - NO ST LTS</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.33783</b> Longitude <b>122.26926</b> Local Rpt # <b>9330-2023-01197</b> Case ID <b>92064734</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	27	M	H	HBD-UI	UNS TURN	E	A	0100	TOYT	2001	-	3	A	22107	-	M	G	PASS	MINOR	33	M	3	M	G	0

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>3696</b> Direction <b>E</b> Secondary Rd <b>HILDEBRAND ROAD</b> NCIC <b>9330</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022200</b> Crash Date <b>20230525</b> Time <b>1540</b> Day <b>THU</b>																										
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>OVERTURNED</b> Severity <b>PDO</b> # Killed <b>0</b> # Injured <b>0</b> Tow Away? <b>Y</b> Process Date <b>20230531</b>																										
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.33753</b> Longitude <b>122.26927</b> Local Rpt # <b>9330-2023-01453</b> Case ID <b>92082098</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	18	M	W	HNBD	OTHER	E	D	2200	TOYT	2003	-	3	N	-	M	G									

Primary Rd <b>SR-84 WB</b> Distance(ft) <b>7920</b> Direction <b>W</b> Secondary Rd <b>SKYLINE BLVD</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy																									
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>023158</b> Crash Date <b>20230603</b> Time <b>1615</b> Day <b>SAT</b>																									
Primary Crash Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Crash Type <b>OVERTURNED</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20230608</b>																									
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																									
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																									
Latitude <b>37.37071</b> Longitude <b>122.26389</b> Local Rpt # <b>9330-2023-01551</b> Case ID <b>92089647</b>																									
PARTY INFO										VICTIM INFO															
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected			
1F	DRVR	23	M	W	HNBD	RGT TURN	W	C	0200	KTM	2021	-	3	N	-	P	W	DRVR	MINOR	23	M	1	P	W	1

Primary Rd <b>SR-84 (WOODSIDE)</b> Distance(ft) <b>7920</b> Direction <b>W</b> Secondary Rd <b>KEBET RIDGE ROAD</b> NCIC <b>9330</b> State Hwy? <b>N</b> Route Postmile Prefix Postmile Side of Hwy																										
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>023060</b> Crash Date <b>20230604</b> Time <b>0105</b> Day <b>SUN</b>																										
Primary Crash Factor <b>IMPROP TURN</b> Violation <b>22107</b> Crash Type <b>HIT OBJECT</b> Severity <b>PDO</b> # Killed <b>0</b> # Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20230605</b>																										
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>																										
Hit and Run Motor Veh Involved With <b>FIXED OBJ</b> Lighting <b>DARK - NO ST LTS</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int																										
Latitude <b>37.35950</b> Longitude <b>122.26404</b> Local Rpt # <b>9330-2023-01556</b> Case ID <b>92085599</b>																										
PARTY INFO										VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected				
1F	DRVR	26	M	W	HNBD	UNS TURN	W	A	0100	VOLK	2002	-	3	N	-	M	G									

<b>Primary Rd</b> SR-84 WB	<b>Distance(ft)</b> 740	<b>Direction</b> E	<b>Secondary Rd</b> SYLVAN WAY	<b>NCIC</b> 9330	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>																						
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type 1</b>	<b>CalTrans Dist</b>	<b>Badge</b> 023158	<b>Crash Date</b> 20230618	<b>Time</b> 1706	<b>Day</b> SUN																					
<b>Primary Crash Factor</b>	IMPROP TURN	<b>Violation</b> 22107	<b>Crash Type</b>	HIT OBJECT	<b>Severity</b> PDO	<b># Killed</b> 0	<b># Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b>	20230622																					
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b>	NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b>	0																								
<b>Hit and Run</b>	<b>Motor Veh Involved With</b>	FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	Ramp/Int																								
<b>Latitude</b> 37.31520	<b>Longitude</b> 122.29104	<b>Local Rpt #</b> 9330-2023-01705	<b>Case ID</b> 92100000																												
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																									
<b>Party Type</b>	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	74	M	W	HNBD	UNS	TURN	W	A	0700	TOYT	1997	-	3	N	-	L	G													

<b>Primary Rd</b> SR-84	<b>Distance(ft)</b> 3605	<b>Direction</b> E	<b>Secondary Rd</b> STAGE ROAD	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>																						
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type 1</b>	<b>CalTrans Dist</b>	<b>Badge</b> 022824	<b>Crash Date</b> 20230629	<b>Time</b> 1305	<b>Day</b> THU																					
<b>Primary Crash Factor</b>	IMPROP TURN	<b>Violation</b> 22107	<b>Crash Type</b>	OVERTURNED	<b>Severity</b> PDO	<b># Killed</b> 0	<b># Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b>	20230710																					
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b>	NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b>	0																								
<b>Hit and Run</b>	<b>Motor Veh Involved With</b>	FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	Ramp/Int																								
<b>Latitude</b> 37.33033	<b>Longitude</b> 122.37482	<b>Local Rpt #</b> 9330-2023-01813	<b>Case ID</b> 92112612																												
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																									
<b>Party Type</b>	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	35	F	W	HNBD	UNS	TURN	W	A	0800	FORD	2017	-	3	N	-	L	G													

<b>Primary Rd</b> SR-84 EASTBOUND	<b>Distance(ft)</b> 2640	<b>Direction</b> W	<b>Secondary Rd</b> HILDEBRAND ROAD	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>																						
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type 1</b>	<b>CalTrans Dist</b>	<b>Badge</b> 023253	<b>Crash Date</b> 20230704	<b>Time</b> 1645	<b>Day</b> TUE																					
<b>Primary Crash Factor</b>	IMPROP TURN	<b>Violation</b> 22107	<b>Crash Type</b>	HIT OBJECT	<b>Severity</b> PDO	<b># Killed</b> 0	<b># Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b>	20230718																					
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b>	NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b>	0																								
<b>Hit and Run</b>	<b>Motor Veh Involved With</b>	FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	Ramp/Int																								
<b>Latitude</b> 37.32689	<b>Longitude</b> 122.27175	<b>Local Rpt #</b> 9330-2023-01861	<b>Case ID</b> 92120070																												
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																									
<b>Party Type</b>	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	38	M	A	HNBD	PROC	ST	E	A	0100	PORS	2018	-	3	N	-	M	G													

<b>Primary Rd</b> SR-84	<b>Distance(ft)</b> 800	<b>Direction</b> W	<b>Secondary Rd</b> SR-35	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>																						
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type 1</b>	<b>CalTrans Dist</b>	<b>Badge</b> 022898	<b>Crash Date</b> 20230722	<b>Time</b> 0345	<b>Day</b> SAT																					
<b>Primary Crash Factor</b>	DRVR ALC DRG	<b>Violation</b> 23152G	<b>Crash Type</b>	HIT OBJECT	<b>Severity</b> INJURY	<b># Killed</b> 0	<b># Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b>	20231009																					
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b>	NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b>	0																								
<b>Hit and Run</b>	<b>Motor Veh Involved With</b>	FIXED OBJ	<b>Lighting</b> DARK - NO ST LTS	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	Ramp/Int																								
<b>Latitude</b> 37.38610	<b>Longitude</b> 122.26721	<b>Local Rpt #</b> 9330-2023-02055	<b>Case ID</b> 92194729																												
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																									
<b>Party Type</b>	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
1F	DRVR	23	M	W	HBD-UI	DRUG	RAN	OFF	RD	E	A	0100	HOND	1998	-	3	A	22107	-	L	G	DRVR	MINOR	23	M	1	L	G	0		

Primary Rd <b>SR-84 W/B</b>	Distance(ft) <b>1003</b>	Direction <b>E</b>	Secondary Rd <b>SEARS RANCH</b>	NCIC <b>9330</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																							
City <b>UNINCORPORATED</b>	County <b>SAN MATEO</b>	Population <b>9</b>	Rpt Dist	Beat <b>021</b>	Type <b>1</b>	CalTrans Dist	Badge <b>023191</b>	Crash Date <b>20230820</b>	Time <b>1130</b>	Day <b>SUN</b>																						
Primary Crash Factor <b>IMPROP TURN</b>	Violation <b>22107</b>	Crash Type <b>OVERTURNED</b>	Severity <b>INJURY</b>	# Killed <b>0</b>	# Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20230821</b>																									
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																											
Hit and Run	Motor Veh Involved With <b>NON-CLSN</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																										
Latitude <b>37.34250</b>	Longitude <b>122.27195</b>	Local Rpt # <b>9330-2023-02368</b>	Case ID <b>92148430</b>																													
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>44</b>	<b>M</b>	<b>O</b>	<b>HNBD</b>	<b>UNS TURN</b>	<b>W</b>	<b>C</b>	<b>0200</b>	<b>APRIL</b>	<b>2022</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>P</b>	<b>W</b>	<b>DRVR</b>	<b>POSSIBLE</b>	<b>44</b>	<b>M</b>	<b>1</b>	<b>P</b>	<b>W</b>	<b>1</b>							

Primary Rd <b>SR-84</b>	Distance(ft) <b>3696</b>	Direction <b>E</b>	Secondary Rd <b>HILDEBRAND ROAD</b>	NCIC <b>9330</b>	State Hwy? <b>Y</b>	Route	Postmile Prefix	Postmile	Side of Hwy																							
City <b>UNINCORPORATED</b>	County <b>SAN MATEO</b>	Population <b>9</b>	Rpt Dist	Beat <b>021</b>	Type <b>1</b>	CalTrans Dist	Badge <b>023062</b>	Crash Date <b>20230826</b>	Time <b>1235</b>	Day <b>SAT</b>																						
Primary Crash Factor <b>UNSAFE SPEED</b>	Violation <b>22350</b>	Crash Type <b>OVERTURNED</b>	Severity <b>INJURY</b>	# Killed <b>0</b>	# Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20230906</b>																									
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																											
Hit and Run	Motor Veh Involved With <b>NON-CLSN</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																										
Latitude <b>37.33833</b>	Longitude <b>122.26984</b>	Local Rpt # <b>9330-2023-02436</b>	Case ID <b>92163425</b>																													
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>19</b>	<b>M</b>	<b>O</b>	<b>HNBD</b>	<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>VOLK</b>	<b>2018</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L</b>	<b>G</b>	<b>DRVR</b>	<b>POSSIBLE</b>	<b>19</b>	<b>M</b>	<b>1</b>	<b>L</b>	<b>G</b>	<b>0</b>							
																		<b>PASS</b>	<b>POSSIBLE</b>	<b>19</b>	<b>M</b>	<b>3</b>	<b>L</b>	<b>G</b>	<b>0</b>							

Primary Rd <b>SR-84</b>	Distance(ft) <b>6336</b>	Direction <b>E</b>	Secondary Rd <b>PEEK-A-BOO LANE</b>	NCIC <b>9330</b>	State Hwy? <b>Y</b>	Route	Postmile Prefix	Postmile	Side of Hwy																							
City <b>UNINCORPORATED</b>	County <b>SAN MATEO</b>	Population <b>9</b>	Rpt Dist	Beat <b>021</b>	Type <b>1</b>	CalTrans Dist	Badge <b>023060</b>	Crash Date <b>20230901</b>	Time <b>1710</b>	Day <b>FRI</b>																						
Primary Crash Factor <b>WRONG SIDE</b>	Violation <b>21651B</b>	Crash Type <b>HEAD-ON</b>	Severity <b>FATAL</b>	# Killed <b>2</b>	# Injured <b>3</b>	Tow Away? <b>Y</b>	Process Date <b>20240430</b>																									
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																											
Hit and Run	Motor Veh Involved With <b>OTHER MV</b>	Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																										
Latitude <b>37.31244</b>	Longitude <b>122.28864</b>	Local Rpt # <b>9330-2023-02516</b>	Case ID <b>92378883</b>																													
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																										
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh	Chp	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	Of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected	
<b>1F</b>	<b>DRVR</b>	<b>31</b>	<b>M</b>	<b>O</b>	<b>HNBD</b>	<b>WRONG WY</b>	<b>E</b>	<b>A</b>	<b>0100</b>	<b>BMW</b>	<b>2023</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L</b>	<b>G</b>	<b>DRVR</b>	<b>MINOR</b>	<b>31</b>	<b>M</b>	<b>1</b>	<b>L</b>	<b>G</b>	<b>0</b>							
<b>2</b>	<b>DRVR</b>	<b>71</b>	<b>M</b>	<b>W</b>	<b>HNBD</b>	<b>PROC ST</b>	<b>W</b>	<b>A</b>	<b>0100</b>	<b>FORD</b>	<b>2016</b>	<b>-</b>	<b>3</b>	<b>N</b>	<b>-</b>	<b>L</b>	<b>G</b>	<b>DRVR</b>	<b>MINOR</b>	<b>71</b>	<b>M</b>	<b>1</b>	<b>L</b>	<b>G</b>	<b>0</b>							
																		<b>PASS</b>	<b>MINOR</b>	<b>65</b>	<b>F</b>	<b>3</b>	<b>L</b>	<b>G</b>	<b>0</b>							
																		<b>PASS</b>	<b>KILLED</b>	<b>80</b>	<b>M</b>	<b>6</b>	<b>L</b>	<b>G</b>	<b>0</b>							
																		<b>PASS</b>	<b>KILLED</b>	<b>80</b>	<b>F</b>	<b>4</b>	<b>L</b>	<b>G</b>	<b>0</b>							

Total Count: 201

Primary Rd <b>SR-84</b> Distance(ft) <b>1320</b> Direction <b>W</b> Secondary Rd <b>SR-35</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy													
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>023062</b> Crash Date <b>20230909</b> Time <b>1315</b> Day <b>SAT</b>													
Primary Crash Factor <b>WRONG SIDE</b> Violation <b>21460A</b> Crash Type <b>SIDESWIPE</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20230919</b>													
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>													
Hit and Run Motor Veh Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int													
Latitude <b>37.36443</b> Longitude <b>122.26259</b> Local Rpt # <b>9330-2023-02587</b> Case ID <b>92173703</b>													
<b>PARTY INFO</b> <span style="float: right;"><b>VICTIM INFO</b></span>													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh Chp Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext Of Inj Age Sex Seat Pos Safety Equip Ejected													
1F DRVR 63 M O HNBD WRONG WY E C 0200 HD 2006 - 3 N - P W DRVR MINOR 63 M 1 P W 1													
2 DRVR 67 M A HNBD PROC ST W A 0700 TESL 2021 - 3 N - M G													

Primary Rd <b>SR-84 (LA HONDA)</b> Distance(ft) <b>1</b> Direction Secondary Rd <b>SKYLINE RD</b> NCIC <b>4100</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy													
City <b>WOODSIDE</b> County <b>SAN MATEO</b> Population <b>2</b> Rpt Dist <b>WDS</b> Beat <b>030</b> Type CalTrans Dist Badge <b>25236</b> Crash Date <b>20230910</b> Time <b>1018</b> Day <b>SUN</b>													
Primary Crash Factor <b>UNSAFE SPEED</b> Violation <b>22350</b> Crash Type <b>OTHER</b> Severity <b>INJURY</b> # Killed <b>0</b> # Injured <b>1</b> Tow Away? <b>N</b> Process Date <b>20230920</b>													
Weather1 <b>CLEAR</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>													
Hit and Run Motor Veh Involved With <b>NON-CLSN</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>NT PRS/FCTR</b> Loc Type Ramp/Int													
Latitude Longitude Local Rpt # <b>23-07355</b> Case ID <b>82174131</b>													
<b>PARTY INFO</b> <span style="float: right;"><b>VICTIM INFO</b></span>													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh Chp Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext Of Inj Age Sex Seat Pos Safety Equip Ejected													
1F DRVR 29 M A HNBD PROC ST N C 0200 TRUM 2023 - 3 N - P W DRVR MINOR 29 M 1 P W 1													

Primary Rd <b>SR-92 WB</b> Distance(ft) <b>33</b> Direction <b>E</b> Secondary Rd <b>SR-35</b> NCIC <b>9330</b> State Hwy? <b>Y</b> Route Postmile Prefix Postmile Side of Hwy													
City <b>UNINCORPORATED</b> County <b>SAN MATEO</b> Population <b>9</b> Rpt Dist Beat <b>021</b> Type <b>1</b> CalTrans Dist Badge <b>022914</b> Crash Date <b>20230929</b> Time <b>1130</b> Day <b>FRI</b>													
Primary Crash Factor <b>STRNG BCKNG</b> Violation <b>22106</b> Crash Type <b>REAR END</b> Severity <b>PDO</b> # Killed <b>0</b> # Injured <b>0</b> Tow Away? <b>N</b> Process Date <b>20231016</b>													
Weather1 <b>CLOUDY</b> Weather2 Rdwy Surface <b>DRY</b> Rdwy Cond1 <b>NO UNUSL CND</b> Rdwy Cond2 Spec Cond <b>0</b>													
Hit and Run Motor Veh Involved With <b>OTHER MV</b> Lighting <b>DAYLIGHT</b> Ped Action Cntrl Dev <b>FNCTNG</b> Loc Type Ramp/Int													
Latitude <b>37.51192</b> Longitude <b>122.34960</b> Local Rpt # <b>9330-2023-02801</b> Case ID <b>92199543</b>													
<b>PARTY INFO</b> <span style="float: right;"><b>VICTIM INFO</b></span>													
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh Chp Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext Of Inj Age Sex Seat Pos Safety Equip Ejected													
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													

Total Count: 201

<b>Primary Rd</b> SR-84	<b>Distance(ft)</b> 154	<b>Direction</b> W	<b>Secondary Rd</b> SR-35	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> WOODSIDE	<b>County</b> SAN MATEO	<b>Population</b> 2	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type</b> 1	<b>CalTrans Dist</b>	<b>Badge</b> 023133	<b>Crash Date</b> 20231015	<b>Time</b> 1828	<b>Day</b> SUN													
<b>Primary Crash Factor</b>	R-O-W AUTO	<b>Violation</b> 21801A	<b>Crash Type</b> SIDESWIPE	<b>Severity</b> INJURY	<b># Killed</b> 0	<b># Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b>	20240205														
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0																		
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> OTHER MV	<b>Lighting</b> DUSK/DAWN	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>																	
<b>Latitude</b> 37.38635	<b>Longitude</b> 122.26494	<b>Local Rpt #</b> 9330-2023-02965	<b>Case ID</b> 92304661																				
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																	
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>	
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	DRVR	MINOR	32	F	1	P W	0

<b>Primary Rd</b> SR-84	<b>Distance(ft)</b> 3696	<b>Direction</b> E	<b>Secondary Rd</b> HILDEBRAND RD	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type</b> 1	<b>CalTrans Dist</b>	<b>Badge</b> 022785	<b>Crash Date</b> 20231022	<b>Time</b> 1150	<b>Day</b> SUN													
<b>Primary Crash Factor</b>	WRONG SIDE	<b>Violation</b> 21460A	<b>Crash Type</b> HEAD-ON	<b>Severity</b> INJURY	<b># Killed</b> 0	<b># Injured</b> 7	<b>Tow Away?</b> Y	<b>Process Date</b>	20231102														
<b>Weather1</b> RAINING	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0																		
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> OTHER MV	<b>Lighting</b> DUSK/DAWN	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>																	
<b>Latitude</b> 37.33337	<b>Longitude</b> 122.27092	<b>Local Rpt #</b> 9330-2023-03039	<b>Case ID</b> 92226856																				
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																	
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>	
1F	DRVR	30	M	O	HNBD	OPPOS LN	E	A	0100	VOLK	2017	-	3	N	-	L G	DRVR	MINOR	34	M	1	L G	0
2	DRVR	34	M	H	HNBD	PROC ST	W	A	0800	TOYT	2021	-	3	N	-	L G	PASS	MINOR	8	F	A	L G	0

<b>Primary Rd</b> SR-35	<b>Distance(ft)</b> 1	<b>Direction</b>	<b>Secondary Rd</b> LA HONDA ROAD	<b>NCIC</b> 9330	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>													
<b>City</b> UNINCORPORATED	<b>County</b> SAN MATEO	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 021	<b>Type</b> 1	<b>CalTrans Dist</b>	<b>Badge</b> 022792	<b>Crash Date</b> 20231104	<b>Time</b> 0900	<b>Day</b> SAT												
<b>Primary Crash Factor</b>	IMPROP TURN	<b>Violation</b> 22107	<b>Crash Type</b> OTHER	<b>Severity</b> INJURY	<b># Killed</b> 0	<b># Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b>	20231221													
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0																	
<b>Hit and Run</b>	<b>Motor Veh Involved With</b> FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>																
<b>Latitude</b> 37.38620	<b>Longitude</b> 122.26387	<b>Local Rpt #</b> 9330-2023-03182	<b>Case ID</b> 92268708																			
<b>PARTY INFO</b>						<b>VICTIM INFO</b>																
<b>Party Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW</b>	<b>Veh Chp</b>	<b>Veh Make</b>	<b>Year</b>	<b>Sp Info</b>	<b>OAF1 Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>Role</b>	<b>Ext Of Inj</b>	<b>Age</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety Equip</b>	<b>Ejected</b>
1F	BICY	46	M	O	HNBD	RGT TURN	N	L	0400	S-WOR	-	3	N	-	- W	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						VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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								

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						VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	25	M	A	HNBD	UNS TURN	W	A	0100	MAZD	1990	- 3	N	-	L G	DRVR	POSSIBLE	25	M	1	L G	0	
2	PRKD	998	-	-	-	PARKED	W	A	0100	NISS	2018	- 3	N	-	-								

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						VICTIM INFO																
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	BICY	53	M	W	HNBD	PROC ST	E	L	0400	PINAR	- 3	N	-	-	W	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						VICTIM INFO																	
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	18	M	H	HNBD	OTHER	W	A	0100	INFI	2005	- 3	N	-	M G								

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												VICTIM INFO											
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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						

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	1	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												VICTIM INFO											
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
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						

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												VICTIM INFO											
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	22	M	H	HBD-UI	PROC ST	W	A	0100	MIT	2003	-	3	A	22350	-	M	G					

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	FUNCTNG	Loc Type		Ramp/Int										
Latitude		37.34371	Longitude	122.27218	Local Rpt #	9330-2024-01017	Case ID	92381357															
PARTY INFO												VICTIM INFO											
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW	Veh Chp	Veh Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip	Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	
1F	DRVR	43	F	H	HNBD	PROC ST	E	A	0700	HOND	2006	-	3	N	-	M	G						