APPENDIX

A

EXISTING CONDITIONS ANALYSIS

Land Use and Urban Design

This chapter of the existing conditions report describes baseline conditions for land use and urban design in North Fair Oaks. It determines key issues relevant to the Community Plan Update and provides context for examining development opportunities and constraints over the next 20 years. The information presented in this section will be used to develop goals, policies and implementing actions that relate to the land use chapter of the Community Plan.

This chapter was prepared by MIG, Inc.

This chapter contains the following sections:

The following maps are attached to this report:

Figure 4: Regional Context

Figure 5: North Fair Oaks

Figure 6: Planned and Approved Development Projects (2004–2009)

Figure 7: Existing General Plan Land Use (1986)

Figure 8: Existing Zoning (1999)

Figure 9: Vacant and Underutilized Parcels

Figure 10: Block Pattern

Figure 11: Barriers to Connectivity

Figure 12: Key Corridors, Intersections and Gateways

1. Key Findings

This section describes key issues and opportunities related to land use and urban design in North Fair Oaks. The findings were based on the technical analysis of existing conditions in the project area.

Finding 1: North Fair Oaks is an affordable and diverse neighborhood with a distinct character that should be enhanced and strengthened through improved community facilities and infrastructure, amenities and services, and community design.

More than 60 percent of the land area (excluding streets and railroad rights-of-way) in North Fair Oaks is in residential use, of which the vast majority is single-family homes. While residential neighborhoods define the character of the community, they also lack basic community amenities and services such as parks, sidewalks and street lights. Also, more than fifteen percent of all residential parcels (in terms of acres) are either vacant or underutilized, which may have a significant impact on public safety. Overall, home prices are lower than surrounding communities which is a major draw for working-class and low-income families.

Finding 2: There is a significant amount of underutilized and vacant industrial land in North Fair Oaks that can be redeveloped and revitalized to serve local and regional needs, and support community and economic development.

Existing industrial areas in North Fair Oaks are largely underutilized and therefore have the capacity to revitalize the local economy through reuse and redevelopment (about 57 percent are vacant or underutilized). Many of these underutilized parcels are located between residential neighborhoods and the Southern Pacific Railroad (SPR) tracks. These parcels can be developed into parks, community facilities and transit-oriented development around a future potential Dumbarton Rail Station (on the SPR tracks).

Finding 3: Current policies promote single-use development in the community that on the one hand minimize conflicts between uses but on the other hand reduce the potential for creating synergies between uses, and a vibrant urban environment.

A mix of appropriate type and intensity of uses in appropriate locations can catalyze redevelopment and revitalization in the community. Promoting mixed-use in commercial and industrial areas can support a vibrant, urban community that can provide a range of amenities close to residential neighborhoods, while also promoting walking, bicycling and public transit.

Finding 4: North Fair Oaks has a diverse range of land uses that serve a range of community needs but some land use designations are inconsistent with existing zoning.

Conflicts and inconsistencies between land use and zoning designations should be addressed, in alignment with community's vision, to maximize productive use of available land. In addition, land use categories should reflect neighborhood and community character as well as development prototypes that are appropriate for this community.

Finding 5: Block and street patterns in North Fair Oaks limit connectivity and access for residents.

Existing pattern and size of blocks and orientation of streets are inconsistent throughout NFO and are further hindered by railroad tracks and major streets such as El Camino Real and Woodside Road.

2. Planning Context

This section describes the overall planning context for the North Fair Oaks Community Plan Update including the regional location, history of land development and key assets and amenities. See also the following maps as reference: Figure 4: Regional Context; and Figure 5: North Fair Oaks.

Regional Location

North Fair Oaks (NFO) is an unincorporated part of San Mateo County in the nine-county San Francisco Bay Area (Bay Area). The neighborhood comprises 798 acres and is bounded by the cities of Redwood City to the north, west and southwest, Atherton to the east and Menlo Park to the northeast. The City of San Francisco is about 30 miles to the north and the City of San Jose is about 20 miles to the south. NFO is located 4 miles north of Stanford University. Though close to the San Francisco Bay, access to the shoreline is blocked by Highway 101 to the northeast.

Highway access to NFO is provided by Highway 82 (El Camino Real) to the southwest, Highway 84 (Woodside Road) to the west and Highway 101 (Bayshore Freeway) to the northeast. Southern Pacific Railroad (SPR) and Caltrain tracks divide the community into three separate neighborhoods (north, central and south neighborhoods). Caltrain provides commuter rail service from San Francisco to San Jose. The closest rail station is in Redwood City which is connected to NFO through the San Mateo County Transit Authority (SamTrans) bus lines. A proposed commuter rail service on the SPR alignment from Redwood City Caltrain Station to Union City BART Station (in the East Bay) is currently being considered by regional agencies.

History of Land Development

NFO is one of the oldest communities in San Mateo County with settlement dating back to the 1850s. Much of NFO was subdivided by 1920, with major housing booms occurring after the 1906 earthquake to accommodate households leaving the City of San Francisco, and just before and after World War II. Many of the street improvements in NFO were installed during the early housing boom of the 1930s and 1940s.

In 1933, San Mateo County published its first Zoning Ordinance (No. 400) which continued in force, being amended from time to time, until a completely revised Zoning Ordinance was adopted in 1957 (No. 1206). This ordinance was amended from 1957 through July 1999 and adopted and republished in 1999. Until recently, low land costs and taxes attracted a considerable amount of commercial and industrial development, and low housing costs drew many low to moderate income households to NFO. Many of the existing residents in NFO are migrants from the Mexican state of Michoacan.

Key Assets and Amenities

NFO's is an affordable, working-class and diverse residential neighborhood with a unique history and a vibrant culture. In addition to residential areas, it has commercial areas, community-based schools, and services located throughout the neighborhood that serves the needs of its residents. Regionally, it is located within the Bay Area with transit service that connects it to major employment and shopping centers in neighboring cities.

The Fair Oaks Community Center, which opened in 1974, provides a one-stop bilingual social service center and houses an array of non-profit and public social service agencies. It is used by many NFO residents and almost 40 community-based organizations. Police protection in NFO is provided by the County Sherriff's Office, and fire protection is provided by the City of Redwood City to the north of the Southern Pacific Railroad tracks and the Menlo Park Fire Protection District for the remaining territory.

3. Recent and Current Land Use Planning Efforts

This section describes existing planning and design efforts at the local, County, regional and state level that may be relevant to the North Fair Oaks Community Plan Update process. The following planning efforts are described in this section:

- NFO Community Plan (1979)
- North Fair Oaks Community Vision (2007)
- San Mateo County General Plan (1986)
- San Mateo County Zoning (1999)
- San Mateo County Housing Element Update (2010)
- Transportation 2035 Plan for the San Francisco Bay Area
- FOCUS Program

NFO Community Plan (1979)

The NFO Community Plan, prepared by the cooperative efforts of the Planning Commission, North Fair Oaks Advisory Council, and Planning staff in 1979, addresses key goals for land use, housing, circulation, parks and recreation, economic development, and government organization. The 1979 Plan also identifies specific policies to support implementation of its key goals. Prepared in response to issues identified in the North Fair Oaks Community Profile and Options Report (1976 and 1977, respectively), the 1979 Plan when adopted in February of that year, amended the San Mateo County General Plan. Key goals in the 1979 Plan include:

- Create a land use pattern which is compatible with the predominantly low-density, single-family residential character of the community while maintaining a strong commercial and industrial base.
- Provide a sufficient supply of safe, sanitary housing of adequate size for all North Fair Oaks residents, at an affordable cost.
- Alleviate traffic conflicts and promote the use of public transit.
- Provide park and recreation services that are convenient and fulfill the needs of a majority of North Fair Oaks residents.
- Maintain a commercial/industrial base which contributes to the economic well being of the community while controlling the external effects upon residential developments.
- Provide a governmental structure which best serves a majority of North Fair Oaks residents.

North Fair Oaks Community Visioning (2007)

The North Fair Oaks Community Visioning project from 2007 defines a vision and desired outcomes for the community and identifies priority issues and opportunities as well as strategies for achieving the outcomes. The 2007 Visioning was developed with extensive community input, including the non-English speaking households and youth. Key issues and opportunities in the 2007 Visioning process were categorized into the following topic areas:

- Neighborhood environmental quality
- Housing
- Community services and facilities
- Local economy
- Transportation
- Public health and safety

The North Fair Oaks Community Plan Update will build on the findings and recommendations of the 2007 Visioning process.

San Mateo County General Plan (1986)

The San Mateo County General Plan includes the seven State-mandated elements (land use, circulation, housing, conservation, open space, noise and safety) in addition to several optional elements. The Land Use Element defines the type, location, intensity and density of development allowed in all unincorporated parts of the County, including North Fair Oaks. These designations are described below. Land use designations are categorized into four groups: Residential Neighborhoods, Commercial, Industrial, and Public. Many of these designations describe development character throughout the entire County and may not be specific to North Fair Oaks.

Residential Neighborhoods

Low Density Residential

This designation is intended for low density residential uses that are located in hillside areas with steep slopes, adjacent to sensitive habitats, hazardous areas, and areas that do not have high perceived noise levels. The allowable density is 0.3 to 2.3 dwelling units per acre.

Medium Low Density Residential

This designation is intended for medium low density residential that are located in hillside areas with steep slopes, adjacent to sensitive habitats, hazardous areas, and areas that do not have high perceived noise levels. The allowable density is 2.4 to 6.0 dwelling units per acre.

Medium Density Residential

This designation is intended for low density residential uses that are close to adequate public services and facilities, along or near major transportation corridors, and areas that do not have high perceived noise levels. The allowable density is 6.1 to 8.7 dwelling units per acre.

Medium High Density Residential

This designation is intended for medium high density residential uses that are along transportation corridors, adjacent to or in conjunction with commercial land uses, near employment centers, next to public services and facilities, on large vacant parcels on the edge or outside of single-family neighborhoods, and areas that do not have high perceived noise levels. The allowable density is 8.8 to 17.4 dwelling units per acre.

High Density Residential

This designation is intended for high density residential uses that are along transportation corridors, adjacent to or in conjunction with commercial land uses, near employment centers, next to public services and facilities, on large vacant parcels on the edge or outside of single-family neighborhoods, and areas that do not have high perceived noise levels. The allowable density is 17.5 to 87.0 dwelling units per acre.

Commercial Districts

Neighborhood Commercial

This designation is intended for neighborhood commercial uses where there is a demand for neighborhood commercial services, a variety of compatible commercial uses can be concentrated, convenient automobile access, parking facilities and other improvements can be provided, and next or close to major transportation routes but not in long, continuous strips or isolated spots.

General Commercial

This designation is intended for general commercial uses where there is a demand for general commercial services, a variety of compatible commercial uses that can be concentrated, convenient automobile access, parking facilities and other improvements can be provided, and next or close to major transportation routes but not in long, continuous strips or isolated spots.

Industrial

General Industrial

This designation is intended for general industrial uses that have access housing opportunities, sufficient and available existing or potential urban services, and proximate and convenient major transportation facilities (road, transit and/or rail).

Public

Open Space

The open space designation is intended for areas suitable for natural resource protection and managed production of resources, where it is necessary to protect the pubic, health, and safety, and where outdoor recreation is or could be suitably provided.

Institutional

The institutional designation is intended for uses suitable for educational facilities, government facilities, other public facilities, and on parcels owned by public agencies and suitable for development of community and public uses.

San Mateo County Zoning (1999)

The Zoning Regulations (Regulations) for San Mateo County, published in 1999, implement the land use policies of the General Plan of the County of San Mateo. The General Plan and Zoning Regulations are intended to promote and protect the public health, safety, peace, morals, comfort, convenience and general welfare of the County by guiding, controlling, and regulating the future growth and development in the County. The Regulations include zoning districts, which define the type and character of development that is allowed on each parcel in the County, including NFO. Districts defined within the NFO area are listed in Table 1 below.

Table 1: Base Zoning Districts in North Fair Oaks

R-1 One-Family Residential District	The R-1 zoning district is intended for single-family dwellings. The R-1 zoning district is consistent with the Medium Density Residential land use designation of the General Plan. It is combined with the S-10, S-73, and S-93 districts in NFO.
R-2 Two-Family Residential District	The R-2 zoning district is intended for two-family dwellings. The R-2 zoning district is consistent with the Medium High Density Residential and High Density Residential land use designations of the General Plan. It is combined with the S-5 and S-50 districts in NFO.
R-3 Multiple-Family Residential District	The R-3 zoning district is intended for multiple-family dwellings. The R-3 zoning district is consistent with the Medium High Density Residential land use designation of the General Plan. It is combined with the S-1, S-3, and S-5 districts in NFO.

PUD Planned Unit Development District	The PUD zoning district is intended to allow a mix of uses based on a plan for future development of the PUD area, as approved by the Planning Commission, and consistent with the character of the surrounding community.
P Parking District	The P zoning district is intended for the temporary parking of self-propelled private passenger vehicles.
H-1 Limited Highway Frontage District	The H-1 zoning district is intended to regulate the land uses adjacent to highways.
I/NFO Institutional (North Fair Oaks)	The I/NFO zoning district is intended for institutional areas specifically for the location of public and private facilities which serve educational, cultural, and public service needs of the community and region. The I/NFO zoning district is consistent with the Institutional land use designation of the General Plan.
C-1 Neighborhood Business District	The C-1 zoning district is intended for commercial uses including retail stores, shops, and businesses. The C-1 zoning district is consistent with the Neighborhood Commercial land use designation of the General Plan. It is combined with the S-1 district in NFO.
C-1/NFO Neighborhood Business District/North Fair Oaks	The C-1/NFO zoning district is intended for commercial areas with a limited number of trades and services that serve the needs of surround residential areas of NFO. The C-1/NFO zoning district is consistent with the Neighborhood Commercial land use designation of the General Plan. It is combined with the S-1 district in NFO.
C-2 General Commercial District	The C-2 zoning district is consistent with the General Commercial land use designation of the General Plan. It is combined with the S-1 and S-7 districts in NFO.
C-2/NFO General Commercial District/North Fair Oaks	The C-1/NFO zoning district is intended for commercial areas with a limited range of trades and services to serve the needs of surrounding community and region. The C-1/NFO zoning district is consistent with the General Commercial land use designation of the General Plan. It is combined with the S-1 district in NFO.
M-1 Light Industrial District	The M-1 zoning district is intended for industrial uses that meet the Planning Commission's approval for odor, dust, smoke, gas, noise or vibration impacts. The M-1 zoning district is consistent with the General Industrial land use designation of the General Plan.
M-1/EDISON/NFO Light Industrial District/Edison Way/North Fair Oaks	The M-1/EDISON/NFO zoning district is intended for the location of light manufacturing land uses that minimize the impact on and are adequately scaled and set back from the surrounding residential land uses. The M-1/EDISON/NFO zoning district is consistent with the General Industrial land use designation of the General Plan.
M-1/NFO Light Industrial District/North Fair Oaks	The M-1/NFO zoning district is intended primarily for the location of manufacturing land uses that do not create more than a

	moderate impact on the surrounding area and are adequately scaled and setback from adjacent residential land uses. The M-1/NFO zoning district is consistent with the General Industrial land use designation of the General Plan.
DR Design Review District	The DR district designated areas that have specific design guidelines for new buildings, as specified in the zoning regulations. Projects in DR districts must be reviewed and approved by the Design Review Committee.

The base zoning districts shown above are typically combined with overlay (or "Combining") zoning designations, which further define the types of development allowed in each area. The combining districts in NFO include: S-1; S-3; S-5; S-7; S-10; S-50 (North Fair Oaks); S-73 (North Fair Oaks); and S-93 (North Fair Oaks). Development standards for these districts are listed in Table 2 below.

Table 2: Development Standards for Combining Districts

District	Minimum Building Site		Minimum Lot Area Per Dwelling Unit (Sq. Ft.)	Minimum Yards Required			Maximum Height Permitted		Maximum Coverage Permitted (%)	Maximum Development Density (Dwelling Units/Net Acre)
	Average Width (Ft.)	Minimum Area (Ft.)		Front (Ft.)	Side (Ft.)	Rear (Ft.)	Stories	Ft.		
S-1	50	5,000	500	20	5	20	3	36	50	
S-3	50	5,000	1,250	20	5	20	3	36	50	
S-5	50	5,000	2,500	20	5	20	3	36	50	
S-7	50	5,000	5,000	20	5	20	3	36	50	
S-10	75	20,000	20,000	20	10	20	3	36	25	
S-50*	50	5,000		20	5	20	2	28	50	17.4
S-73*	50	5,000		20	5	20	2	28	50	8.7
S-93*	50	10,000		20	10	20	2	30	30	6.0

*S-50 The total floor area of all stories of all buildings on a parcel shall not exceed 45% of the total parcel area. When the side property line fronts a public or private street, the minimum setback shall be 10 feet. The daylight plane shall be established by measuring along all setback lines a vertical distance of 20 feet from the existing grade and then inward at an angle of 45 degrees until a maximum height of 28 feet is reached.

*S-73 The total floor area of all stories of all buildings on a parcel shall not exceed 2,600 sq. ft. if the building site area is less or equal to 5,000 sq. ft and should be {.26(building site area - 5000) + 2,600 sq. ft} if greater than 5,000 sq. ft. When the side property line fronts a public or private street, the minimum setback shall be 10 feet. The daylight planes shall be established by measuring along the side setback lines a vertical distance of 16 feet from the existing grade and then inward at an angle of 45 degrees until a maximum height of 28 feet is reached.

*S-93 The total floor area of all stories of all buildings on a parcel should be {.26(building site area - 5000) + 2,600 sq. ft} if greater than 5,000 sq. ft. The daylight planes shall be established by measuring along the side setback lines a vertical distance of 20 feet from the existing grade and then inward at an angle of 45 degrees until a maximum height of 30 feet is reached.

San Mateo County Housing Element Update (2010)

San Mateo County is currently updating its Housing Element, which establishes the County's housing policies. It is intended to ensure that decent, safe, affordable shelter is provided for all residents in the unincorporated County. The Housing Element is anticipated to be adopted in Summer 2010. While on a different timeline, it will be closely coordinated with the Community Plan Update project to address critical needs and priorities in North Fair Oaks.

Transportation 2035 Plan for the San Francisco Bay Area

On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how $218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area over the next 25 years. Transportation 2035 was developed in collaboration with the California Department of Transportation (Caltrans), county congestion management agencies, Association of Bay Area Governments, Bay Area Air Quality Management District and Bay Conservation and Development Commission.

The vision for Transportation 2035 is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and promote equitable mobility opportunities for all residents. Among the cornerstones of the new plan are a joint regional planning initiative known as FOCUS, which provides incentives for cities and counties to promote future growth near transit in already urbanized portions of the Bay Area. The plan also launches a Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions.

Major transit projects included in Transportation 2035 that may be relevant to North Fair Oaks include the electrification of the Caltrain system. Of the total $218 billion in transportation revenues that MTC anticipates coming to the Bay Area during the next quarter century, public transit operations, maintenance and expansion will receive $142 billion. The remainder includes 30 percent ($66 billion) for street, road and highway maintenance, and 5 percent ($11 billion) for roadway expansion. (see website for more details: www.mtc.ca.gov/planning/2035_plan/)

FOCUS Program

"Focusing Our Vision" (FOCUS) is a Bay Area-wide effort, headed by the Metropolitan Transportation Commission and the Association of Bay Area Governments, to promote compact and equitable development that protects and enhances quality of life, and preserves open space and agricultural resources. FOCUS seeks to strengthen existing city centers, locate more housing near existing and future rail stations and quality bus lines, encourage more compact and walkable suburbs, and protect regional open space. The FOCUS Program seeks to work with local governments and others in the Bay Area to collaboratively address issues such as high housing costs, traffic congestion, and protection of natural resources. The primary goal of FOCUS is to encourage future growth near transit and in the existing communities that surround the San Francisco Bay, enhancing existing neighborhoods and providing housing and transportation choices for all residents.

Through FOCUS, regional agencies support local governments' commitment to these goals by working to direct existing and future incentives to Priority Development Areas and Priority Conservation Areas. Priority Development Areas are locally-identified, infill development opportunity areas near transit. Priority Conservation Areas are regionally significant open spaces for which there exists a broad consensus for long-term protection. These areas have been identified based on criteria that are consistent with the Bay Area's regional goals. The compact growth envisioned through these PDAs is based in large part on local aspirations and community context. The PDAs reflect the diversity of the communities in the Bay Area. PDAs may be designated either "Potential" or "Planned," based on the progress of community planning for the area. North Fair Oaks has been designated a 'Potential' FOCUS PDA, making it eligible for grant funding from MTC. The Community Plan update is funded primarily from these grant funds, in combination with funds from the County Housing Department's Housing Trust Fund. (see website for more details: www.bayareavision.org)

4. Major Planned and Proposed Projects

This section describes major proposed planning efforts at the local, regional and state level that may be relevant to the North Fair Oaks Community Plan Update process. See also the following map as reference: Gifure 6: Planned and Approved Development Projects (2004–2009). The following planning efforts are described in this section:

- Middlefield Pedestrian Safety Project
- Approved and Planned Development Project
- Dumbarton Rail Corridor Project
- California High Speed Rail Project

Middlefield Pedestrian Safety Project

A pedestrian safety assessment of Middlefield Avenue, led by San Mateo County Public Works, is underway, and initial data collection, analysis and recommendations will be completed in 2010. These recommendations will be incorporated into the Community Plan Update.

Approved and Planned Development Projects

According to the San Mateo County Planning and Building Department, between 2004 and 2009, there were a total of 12 projects that were approved or were pending approval in North Fair Oaks. Six of these projects were for residential infill development ranging from a duplex to a six-unit townhouse development. In addition, there were three projects for warehouse, two for commercial and one for non-profit use development. See also Economic and Market Analysis report (prepared by BAE, February 2010).

California High Speed Rail Project

The California High-Speed Rail (HSR) project is an expected future high-speed rail system that is headed by California High-Speed Rail Authority (CHSRA). The project was approved by California voters on November 4, 2008 with the passage of Proposition 1A authorizing $9.95 billion in general obligation bonds for the project. The CHSRA is currently tasked with completing final planning, design, and environmental efforts. When built, high-speed trains that are capable of traveling at speeds of up to 220 mph (350 km/h) will link San Francisco and Los Angeles in as little as two and a half hours. The planned system would also serve other major California cities, such as Sacramento, San Jose, Fresno, Bakersfield, and San Diego.

Construction efforts are anticipated to begin by 2011. An implementation plan approved in August 2005 estimates that it would take eight to eleven years to "develop and begin operation of an initial segment of the California high-speed train". The currently proposed HSR alignment will pass through North Fair Oaks along the Caltrain railroad right-of-way. The HSR alignment will potentially have significant impacts on the community. The Community Plan update, as well as other community efforts, will need to work to ensure that the community's input is considered in the HSR planning and design, that any impacts to the community are mitigated, and that potential community benefits are maximized. (see website for more information: www.cahighspeedrail.ca.gov/)

Dumbarton Rail Corridor Project

The proposed Dumbarton Rail Corridor Project would extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay by connecting the Redwood City Caltrain Station with the Union City BART station. Should the service be completed, the rail corridor, as currently proposed, would link Caltrain, the Altamont Express, Amtrak's Capitol Corridor and BART, as well as East Bay bus systems, at a multi-modal transit center in Union City.

The current proposal for reconstruction of the rail corridor would include track improvements, a new moveable rail bridge, four stations and a centralized traffic control system. Six round-trip trains would travel from Union City during peak commute hours. Three of these trains would travel to San Francisco and three to San Jose. The Dumbarton Rail alignment would pass through North Fair Oaks along the existing Southern Pacific Railroad right-of-way. The Community Plan project will explore the potential impacts and benefits of the Dumbarton Rail project, and the feasibility and potential for locating a station along this alignment in North Fair Oaks. (see website for more information: (www.smcta.com/Dumbarton_Rail/information.asp)

5. Land Use and Zoning Pattern

This section describes the pattern of land uses and development intensities in North Fair Oaks. It also describes the proportion and distribution of vacant and underutilized parcels. See also the following maps as reference: Figure 7: Existing General Plan Land Use (1986); Figure 8: Existing Zoning (1999); and Figure 9: Vacant and Underutilized Parcels.

Existing Land Use

Land uses in North Fair Oaks can be classified into four general categories: residential (366.2 acres), commercial (40.8 acres), industrial (117.2 acres) and public (33.2 acres). See Table 3 below. The remaining land, about 240 acres, is dedicated to road and railroad rights-of-way. About two-thirds of all parcels are in residential use. Six percent of the land area is in public use, which includes schools, parks as well as the Hetch Hetchy right-of-way. A fifth of the land area is in industrial use and 7.3 percent in commercial use.

Table 3: Existing General Plan Land Uses in North Fair Oaks

Land Use Category	*Acres*	*Percentage (%) of Total*
Residential	**366.2**	**65.7%**
Medium Low Density Residential	30.5	5.5%
Medium Density Residential	235.0	42.2%
Medium High Density Residential	88.1	15.8%
High Density Residential	12.6	2.3%
Commercial	**40.8**	**7.3%**
Neighborhood Commercial	16.4	2.9%
General Commercial	24.4	4.4%
Industrial	**117.2**	**21.0%**
General Industrial	117.2	21.0%
Public	**33.2**	**6.0%**
Institutional	33.2	6.0%
Total	**557.5**	**100.0%**

Source: San Mateo County

Chart 1: Generalized Land Uses in North Fair Oaks

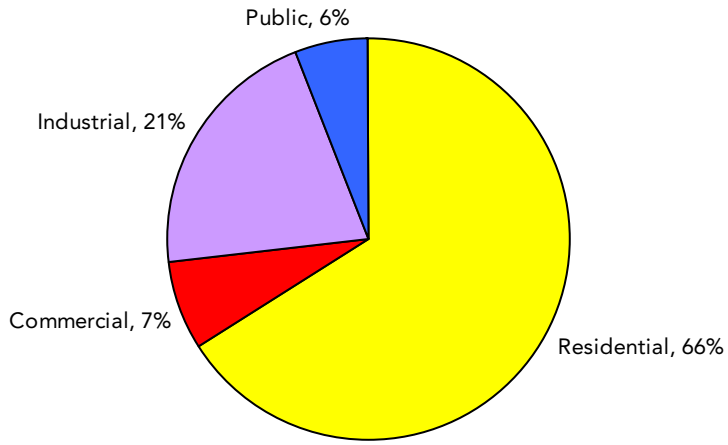
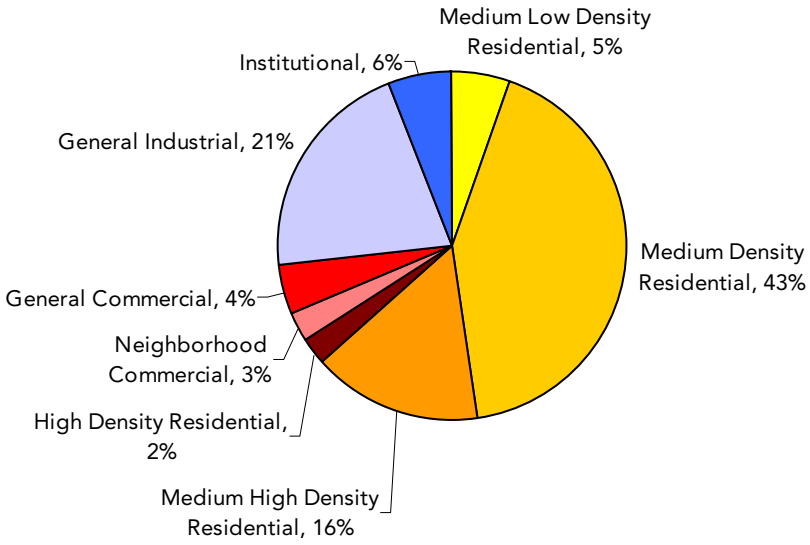


Chart 2: Land Use Distribution in North Fair Oaks



Residential uses range from low density residential (0.3 to 6 dwelling units per acre or du/ac) to high density residential (17.5 to 87 du/ac). Low density residential parcels are located in the central neighborhood, between the Caltrain and Southern Pacific Railroad tracks, next to the City of Atherton. High density residential uses are clustered in three locations in North Fair Oaks: east of 5th Avenue, between Middlefield Road and Semicircular; on either side of 9th Avenue just north of the Southern Pacific Railroad tracks; and on parcels adjacent to the Fair Oaks Elementary School.

The remaining residential parcels are medium density residential uses with densities ranging from 6.1 to 17.4 du/ac. Single-family homes are generally single story units with a range of architectural styles. Multi-family units are generally two storey structures, except the new housing development along Dumbarton Road in the south neighborhood, south of the Caltrain railroad tracks, which is three stories high.

Commercial uses are categorized either as neighborhood or general commercial. Neighborhood commercial uses are located along a commercial corridor such as Middlefield Road, east of 1st Avenue; and 5th Avenue, south of Caltrain railroad tracks and north of Spring Street. General Commercial uses are located along El Camino Real and on Middlefield Road, west of 1st Street. In terms of form and character, existing development in these two commercial categories are very similar.

Industrial uses are concentrated in two areas: along the Southern Pacific Railroad tracks (up to 12th Avenue to the east); and to the north of Fair Oaks and west of 2nd Avenue. While both areas are largely underutilized as industrial space, the parcels along the railroad tracks divide the neighborhoods (as do the railroad tracks themselves).

Public uses are either schools, parks or the Hetch Hetchy right-of-way. There are two elementary schools within the North Fair Oaks project area (Fair Oaks and Garfield Charter elementary schools) and two just across the neighborhood boundary (Taft and Hoover elementary schools). The Hetch Hetchy right-of-way cuts through the entire community in an east-west alignment.

All land use designations are single-use land uses - they allow one type of use per parcel. For example, none of the existing land use designations allow a mix of commercial and housing, or commercial and industrial uses. Single-use land uses minimize conflicts between different uses but also detract from positive synergies that can be created through mixed-use.

Existing Zoning

Zoning in North Fair Oaks can be classified into four general categories: residential, commercial/industrial, public and "other". As with land use, the remaining land is dedicated to road and railroad rights-of-way. Almost 50 percent of the land area is in single-family and almost 20 percent in multi-family home use. Less than 5 percent of the land area is in public use, which includes schools and parks but not the Hetch Hetchy right-of-way, which assumes the designation of adjacent parcels. Almost 30 percent of the land area is in commercial or industrial use, and about one percent is designated as parking or Planned Unit Development.

Table 4: Zoning Districts in North Fair Oaks

Zoning Category	*Acres*	*Percentage (%) of Total*
Residential	**371.9**	**66.7%**
One Family Residential	271.7	48.7%
Two Family Residential	23.4	4.2%
Multiple Family Residential	76.8	13.8%
Commercial / Industrial	**157.2**	**28.2%**
Neighborhood Business	17.1	3.1%
General Commercial	22.8	4.1%
Industrial	117.2	21.0%
Public	**23.8**	**4.3%**
Institutional	23.8	4.3%
Other	**4.7**	**0.8%**
Parking	1.9	0.3%
Planned Unit Development	2.7	0.5%
Total	**557.5**	**100.0%**

Source: San Mateo County

Chart 3: Generalized Zoning Categories in North Fair Oaks

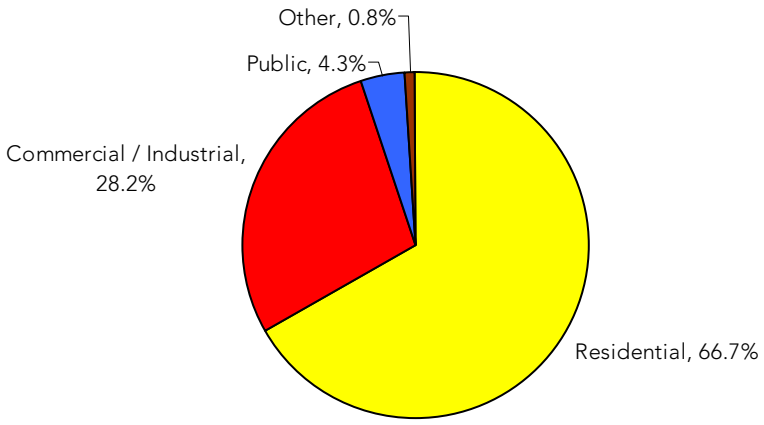
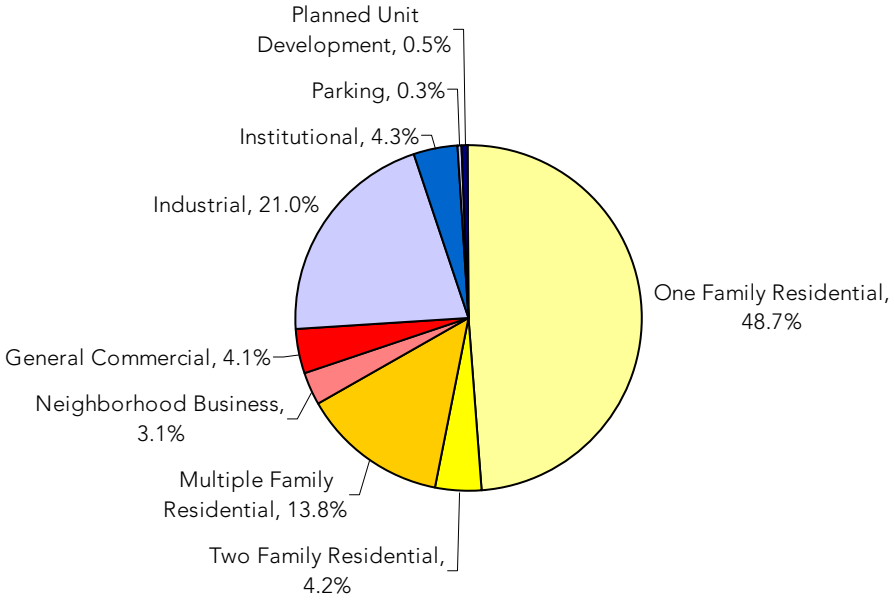


Chart 4: Zoning Districts in North Fair Oaks



Residential areas are classified into three zoning districts: single-family; two-family and multi-family (allowing one, two and multiple residential units per parcel, respectively). Almost half the land area in North Fair Oaks is designated as single-family residential. A little more than 4 percent of the land area is designated as a two-family district and another 14 percent as a multi-family district. See also map: Existing Zoning (1999) for geographic distribution of these districts.

Commercial areas are classified into neighborhood and general commercial, similar to the land use designations. Industrial, institutional and park areas also correspond to respective land use designations. In addition to these districts, there are two additional designations that correspond to specific uses: parking and planned unit development (PUD). All parking districts are located along El Camino Real to serve retail and commercial businesses along that street. PUD represents higher density development on small to mid-sized parcels that were subdivided for multi-family units.

Vacant and Underutilized Parcels

According to the 2009 San Mateo County Assessor's Office Parcel Database, about 2.5% of all parcels in North Fair Oaks were vacant and about 18.5% were underutilized[1]. Table 5, below, breaks down the number of parcels and acreage of vacant and underutilized parcels by three land use categories: residential, commercial and industrial. See also map: Vacant and Underutilized Parcels for geographic distribution of these parcels. These vacant or underutilized parcels represent a significant redevelopment opportunity in North Fair Oaks.

About 16 percent of all residential parcels in North Fair Oaks are either vacant or underutilized. A more detailed assessment of these parcels is needed to evaluate which parcels are subject to blight, vandalism and/or illegal dumping. The condition of these properties may have a significant impact on public safety in the entire neighborhood. These parcels can potentially be developed as single-, two- and multi-family residential development, as permitted by existing land use and zoning regulations, or as a high-needed community amenity such as a park, play lot, parking lot or community garden, to serve the neighborhood.

1 Underutilized parcels were determined by comparing land value with the value of improvements on the parcel. If the improvement value was less than 0.9 times the land value, the parcel was considered underutilized.

Table 5: Vacant and Underutilized Parcels in North Fair Oaks

Vacant Parcels				Underutilized Parcels		
Category	*# of Parcels*	*Acres*	*% of Acres*	*# of Parcels*	*Acres*	*% of Acres*
Residential	66	6.3	1.7%	355	52.7	14.2%
Commercial	23	2.8	6.9%	86	20.4	50.0%
Industrial	21	4.7	4.0%	108	30.0	25.6%
Total	**44**	**13.8**	**2.5%***	**194**	**103.1**	**18.5%***

Source: San Mateo County Assessors Parcel Database

Notes: * percentage of total parcel acreage in North Fair Oaks.

Vacant or underutilized residential parcels in North Fair Oaks are evenly distributed throughout the community. There are no large parcels that provide an opportunity for a major redevelopment. Most of the opportunity lies in infill development for single-family uses, duplexes or small-scale townhome units.

Constraints to new infill single-family or multi-family development in NFO may include: lack of adequate parking, parks and playgrounds, and daily goods and services; infrastructure capacity for sewer and stormwater; real and perceived sense of safety for families and youth; the quality of schools and other community facilities; and others.

About 57 percent of all commercial parcels are either vacant of underutilized. These parcels are concentrated along Middlefield Road and El Camino Real. While most vacant or underutilized commercial parcels are small in size, they collectively represent an opportunity for mixed-use, higher density, pedestrian- and transit-oriented development along commercial corridors. Redevelopment of Middlefield and El Camino Real can provide a mix of housing, commercial and office space that can spur other infrastructure improvements.

Constraints to redevelopment of parcels commercial corridors may include: lack of market demand for uses currently allowed; higher on-site parking requirements (which may be even more difficult to accommodate on small lot sizes); poor quality of the public realm (which may discourage private investment); and lack of branding and marketing of the area at the regional level.

About 30 percent of all industrial parcels in North Fair Oaks are either vacant or underutilized. While these parcels are concentrated in the industrial area north of Fair Oaks Avenue and west of 2nd Avenue, there are many such parcels along the Southern Pacific Railroad tracks that can be redeveloped for non-industrial uses. A potential rail station in North Fair Oaks along the future proposed Dumbarton Rail service could serve as a catalyst for redevelopment along Middlefield Road as well as for industrial parcels at the intersection of Middlefield and the Southern Pacific Railroad tracks (into a transit-oriented district).

Constraints for the revitalization of the industrial areas may include: a lack of consistent and clear vision for the area; fragmentation of areas designated for industrial use; a lack of short-term market demand; and a lack of branding and marketing of the area at the regional level.

6. Urban Design Framework

This section describes existing conditions for urban design in North Fair Oaks including: block pattern and connectivity; key corridors, intersections and gateways; and quality of the public realm. See also the following maps as reference: Figure 10: Bock Pattern; Figure 11: Barriers to Connectivity; and Figure 12: Key Corridors, Intersections and Gateways.

Block Pattern and Connectivity

Block sizes and street orientation vary throughout North Fair Oaks. Block sizes vary from 200 feet to 1,600 feet. A typical urban block that promotes walkability and connectivity is 200 feet. Streets follow a rectilinear grid pattern typical of urban areas. Multiple, intersecting grids form the street and block pattern. In addition, the railroad tracks act as barriers that cut off access for many parts of NFO. East-west connectivity in the neighborhood is provided by three streets: Spring, Middlefield and El Camino Real. In addition to improving existing at-grade railroad crossings, there is potential to add new connections across railroad tracks. There is also the opportunity to create additional east-west links along the Hetch Hetchy right-of-way as well as the two railroad tracks. The three east-west enhancements will require inter-agency and inter-jurisdictional coordination and agreements. Mid-block crossings may provide some connectivity where blocks are more than 200 feet long.

In the northern neighborhood, residential blocks are 200 feet wide by 400 feet long and are oriented in the north-south direction. East-west connectivity is limited in this area due to large block sizes. Industrial blocks in this area are about 400 feet by 400 feet, which reduces both east-west and north-south connectivity. Most north-south streets dead-end into the railroad tracks. The northern neighborhood is connected to the central neighborhood along Middlefield Road, 2nd Avenue, 5th Avenue and Marsh Street (moving west to east).

All four streets have an at-grade intersection with Southern Pacific Railroad tracks and may need to be upgraded as part of the Dumbarton Rail improvements. In addition, a non-vehicular and/or vehicular link could be explored to re-connect Fair Oaks Avenue across the railroad tracks.

In the central neighborhood, blocks are 200 feet wide but up to 1,600 feet long, aligned north-south. East-west connectivity is severely limited in this area except where Middlefield Road cuts through. Most north-south and some east-west streets dead-end into the Caltrain and Southern Pacific Railroad tracks. The Caltrain tracks are fenced for safety purposes. The central neighborhood is connected to the southern neighborhood along 5th Avenue.

While 5th Avenue is grade-separated from the Caltrain tracks, pedestrian and bicycle connectivity is limited as 5th Avenue dips below grade at the tracks. A non-vehicular and/or vehicular link should be explored to re-connect Dumbarton Road across the railroad tracks.

In the southern neighborhood, blocks vary in alignment and size. This area is sandwiched between El Camino Real, a State Route, and the Caltrain tracks. While north-south connectivity across both transportation facilities is severely limited, even east-west connectivity is limited to El Camino Real.

Both the block pattern and linkages across major streets and railroad tracks are major barriers to creating a well-connected and integrated neighborhood with convenient access to local-serving amenities and facilities. A future proposed High Speed Rail and/or Dumbarton Rail project must address these concerns as part of their overall infrastructure improvement and mitigation program for this community. Reuse of the Hetch Hetchy right-of-way can also provide opportunities for connecting sections of the neighborhood along linear trail segments or pocket parks.

Key Corridors, Intersections and Gateways

Primary access to North Fair Oaks is provided by US Highway 101 and CA State Routes 82 (El Camino Real) and 84 (Woodside Road). Only SR-82 touches the project area, along the southern boundary. The major intersection along El Camino Real is at 5th Avenue. This intersection can be considered a community node[2] and a major gateway into NFO. The intersection has good vehicular and transit access and can be built up into higher-density mixed-used development including retail, office and housing. Parcels along this intersection are largely underutilized and have the capacity to support this type of development.

Secondary access, within the neighborhood, is provided by Middlefield Road, Marsh Road, 5th Avenue and Spring Street. Key intersections along Middlefield Road are at Northside Street (Southern Pacific Railroad track), 2nd Avenue, 5th Avenue, and 8th Avenue. Intersections with Northside and 8th can be considered as key gateways into NFO. All four intersections can be considered a neighborhood node[3] that can support medium-density mixed-use development including retail, office and housing.

Key intersections along Spring Street are at Charter (corner of Hoover Park), Hurlingame, 2nd Avenue and 5th Avenue. Intersections with Charter and 5th Avenue can be considered as key gateways into NFO. All four intersections can be considered a neighborhood node that can support some mixed-use development including retail, office and light industrial.

Key corridors that can support a range and mix of land uses in NFO while also providing access include El Camino Real (already a commercial corridor), Middlefield Road (also, already a commercial corridor), 5th Avenue (the only street that links all three sections of the neighborhood), and Spring Street (with an industrial character). 5th Avenue is the only north-south connector street.

Quality of the Public Realm

North Fair Oaks is a diverse community both in terms of demographic composition as well as the range land uses. The socio-economic diversity contributes to the unique cultural setting which is reflected in the use of the public realm for festivals and community events, walking and bicycling, and every-day gatherings of families, seniors and day-workers. The quality of the public realm can support and promote the use of these spaces in everyday life, contributing to improved quality of life, safety and social cohesion in the community.

The public realm in North Fair Oaks can be classified as parks and playgrounds, and streets and sidewalks. There are two small County-owned parks and playgrounds in NFO: Friendship Park and a community playground at the intersections of Fair Oaks Street and 10th Avenue. Other parks within the project area include school grounds in Fair Oaks and Garfield Charter elementary schools. There is a severe shortage of parks, playgrounds and play lots in NFO. In addition to providing additional park space, the Community Plan must also address long-term maintenance and programming for any new facilities. There are no defined outdoor public gathering places and plazas in North Fair Oaks.

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2 A *community node* refers to a major intersection that may serve as a gateway to the community and/or a retail destination for multiple neighborhoods. Land uses around this intersection may support a range of local- and community-serving amenities such as restaurants, coffee shops, grocery stores, and professional offices, among others. Depending on the location of the community node, these types of land uses will most likely extend, at a lower level of intensity, along adjacent streets, as corridor development. Urban design features that may be appropriate for this node include a landscaped plaza, gateway feature, signage and enhanced streetscape improvements that promote walking and transit connectivity. Community nodes can be developed as destinations for one or more neighborhoods.

3 A *neighborhood node* refers to a key intersection that may be developed as a gateway to the neighborhood and/or a retail destination for local residents. Land uses around this intersection may support a range of local-serving amenities such as a small restaurant, coffee shop, childcare and food market, among others. Depending on the location of this neighborhood node, these types of land uses may or may not extend to adjacent streets, as corridor development. Urban design features that may be appropriate for this node include a landscaped plaza, gateway feature, signage and enhanced streetscape improvements that promote walking and bicycling connectivity. Neighborhood nodes improve access to daily goods and services close to residential neighborhoods while increasing opportunities for walking and bicycling.

There are a wide range of street types in North Fair Oaks. El Camino Real and Middlefield Road are the primary commercial corridors. Both corridors need streetscape improvements to create a safe and comfortable pedestrian environment, and balance multiple modes of travel, including public transit and bicycles. In addition, there may be opportunities to incorporate public plazas and outdoor community gathering places along Middlefield Road at key intersections such as at Northside (intersection with the Southern Pacific Railroad track), 2nd, 5th and 8th.

5th Avenue is currently the only street that links all three sections of the neighborhood. It is also the only street that connects the three east-west connectors in the project area: El Camino Real, Middlefield and Spring Street. 5th Avenue has the potential to become one of NFO's 'main' streets and needs streetscape improvements to create pedestrian and bicycle linkages, calm traffic, and provide a safe and comfortable pedestrian environment. 5th Street may also be an appropriate alignment for a bicycle lane that connects major destinations within and around NFO. In addition, there may be opportunities to incorporate public plazas and outdoor community gathering places at key intersections such as at Spring Street and El Camino Real.

Neighborhood streets in the central neighborhood that is adjacent to the City of Atherton may need infrastructure improvements to address stormwater drainage and pedestrian access, but without changing the preferred existing rural character of the neighborhood. Other streets in NFO also need traffic calming, pedestrian safety, landscaping, stormwater, signage, lighting and bicycle improvements that can collectively improve the quality of the public realm by making it safer and more comfortable to walk and bicycle.

Figure 4: Regional Context

North Fair Oaks Community Plan

MIG

Updated Mar 2010

Figure 5

North Fair Oaks

NORTH FAIR OAKS COMMUNITY PLAN

Project Area
Parcel
Park
School
Highway
Rail Line

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 6

Planned and Approved Development Projects (2004-2009)

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Approved / Planned Projects

1. Ten-Unit Townhouse
2. Duplex
3. Six-Unit Townhouse
4. Five-Unit Townhouse
5. Four-Unit Townhouse
6. Commercial Building
7. Philanthropic Center
8. Commercial Building
9. Warehouse
10. Six-Unit Condominium
11. Warehouse and Office
12. Warehouse

Data Source: San Mateo County Assessor's Office

0 400 800 1,600 Feet

N

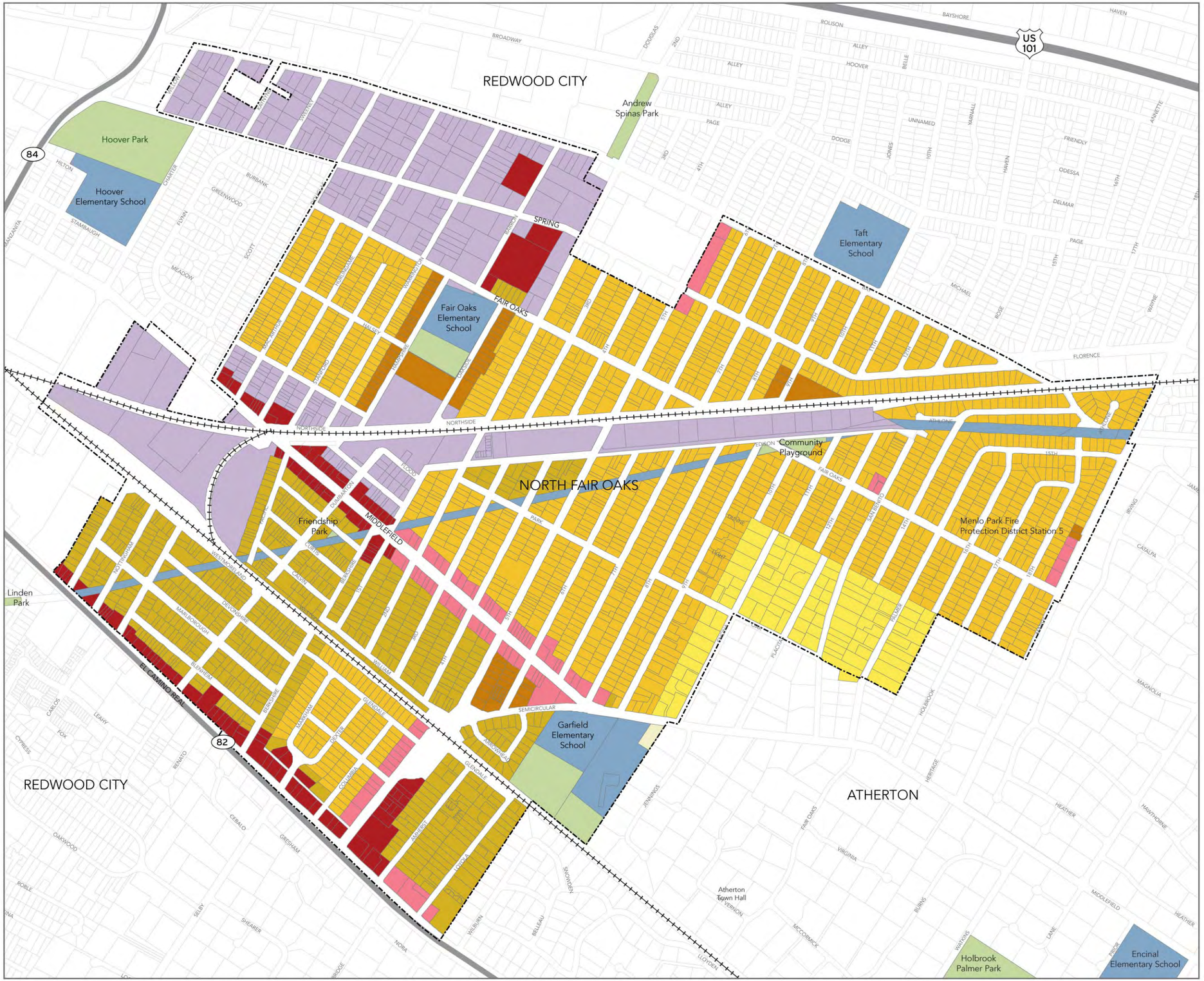
MIG

Updated Mar 2010

Figure 7

Existing General Plan Land Use (1986)

NORTH FAIR OAKS COMMUNITY PLAN



Project Area

Parcel

Highway

Rail Line

Residential Neighborhoods

- Low Density Residential (0.3-2.3 du/ac)
- Medium Low Density Residential (2.4-6.0 du/ac)
- Medium Density Residential (6.1-8.7 du/ac)
- Medium High Density Residential (8.8-17.4 du/ac)
- High Density Residential (17.5-87.0 du/ac)

Commercial

- Neighborhood Commercial
- General Commercial

Industrial

- General Industrial

Public

- Parks
- Institutional

Data Source: San Mateo County

0 400 800 1,600 Feet

N

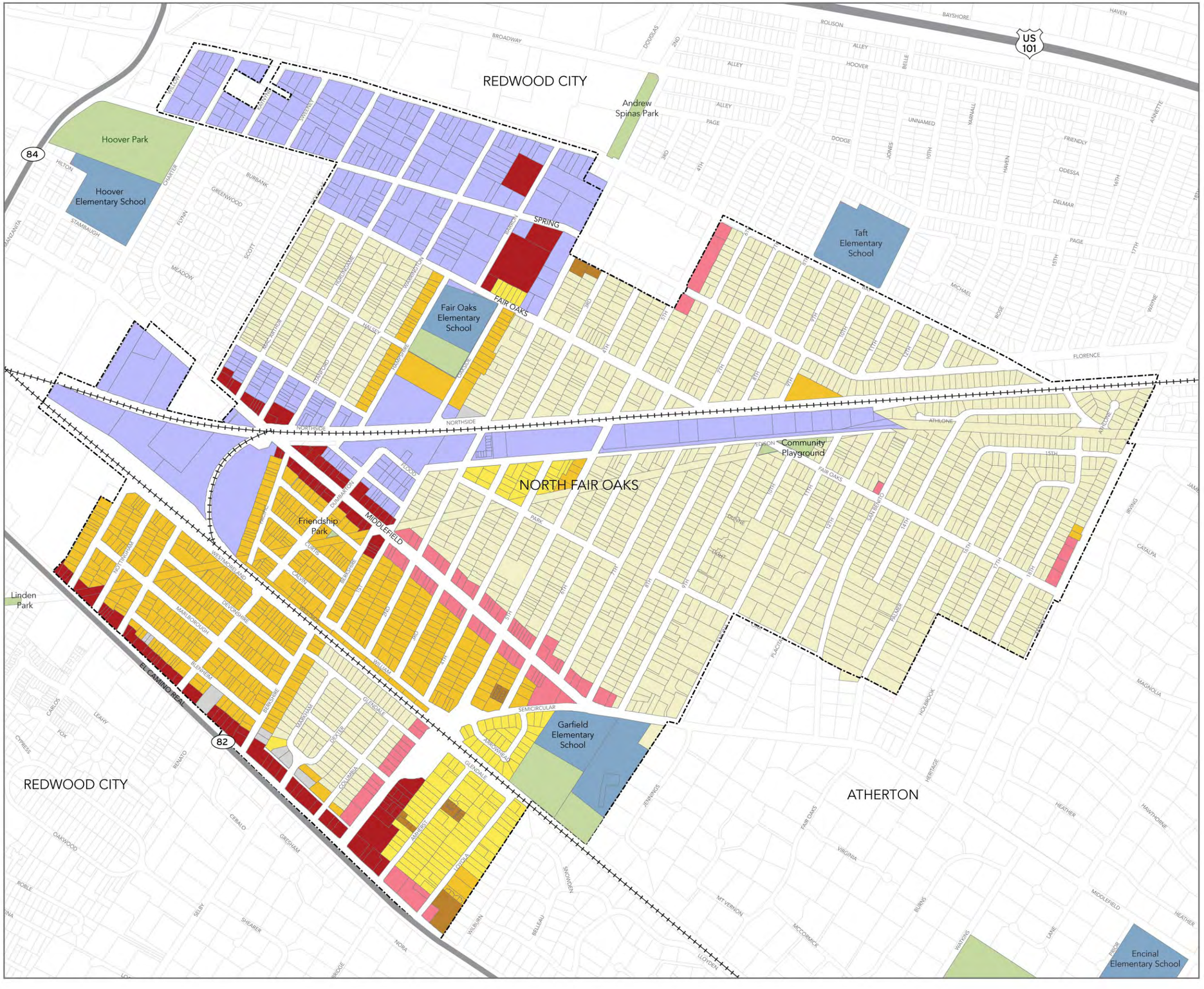
MIG

Updated Mar 2010

Figure 8

Existing Zoning (1999)

NORTH FAIR OAKS COMMUNITY PLAN



- Project Area
- Parcel
- Highway
- Rail Line

Residential

- One-Family Residential Districts (R-1/S-10, R-1/S-73, R-1/S-93)
- Two-Family Residential Districts (R-2/S-5, R-2/S-50)
- Multiple-Family Residential Districts (R-3/S-1, R-3/S-3, R-3/S-5)

Commercial / Industrial

- Neighborhood Business Districts (C-1/S-1, C-1/NFO/S-1/DR)
- General Commercial Districts (C-2/NFO/S-1/DR, C-2/NFO/S-7/DR, C-2/S-1)
- Industrial (M-1, M-1/EDISON/NFO, M-1/NFO)

Public

- Parks
- Institutional (I/NFO)

Other

- Parking (P)
- Planned Unit Development Districts (PUD-123, PUD-125, PUD-128, PUD-130, PUD-131)

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 9

Vacant and Underutilized Parcels

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Parks

Institutional

Highway

Rail Line

No Data

Utilized Parcels*

Underutilized Parcels**

Residential

Commercial

Industrial

Vacant Parcels

Residential

Commercial

Industrial

*Ratio of Improvement Value to Land Value > or = 0.9

**Ratio of Improvement Value to Land Value < 0.9

Data Source: San Mateo County Assessor's Office

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Figure 10

Block Pattern

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcels
- Northern Neighborhood
- Central Neighborhood
- Southern Neighborhood
- Caltrain

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 11

Barriers to Connectivity

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Unsafe Intersection
- Potential Improvements to Existing Connections
- Potential New Connections

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 12

Key Corridors, Intersections and Gateways

NORTH FAIR OAKS COMMUNITY PLAN

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Circulation and Parking

This chapter of the existing conditions report describes baseline conditions for circulation and parking in North Fair Oaks. It determines key issues relevant to the Community Plan Update and provides context for examining development opportunities and constraints over the next 20 years. The information presented in this section will be used to develop goals, policies and implementing actions that relate to the circulation chapter of the Community Plan.

This chapter was prepared by Kimley-Horn and Associates, Inc.

This chapter contains the following sections:

The following maps and appendices are attached to this report:

Figure 1: Existing Roadway System

Figure 2: Existing Transit Service

Figure 3: Existing Non-Motorized Facilities

Existing Conditions Photographs

Existing Street Cross Sections

San Mateo County Roadway Traffic Volumes

SamTrans and AC Transit Bus Schedules

Caltrain Service Schedules

Pedestrian Collisions Map

Bicycle Collisions Map

1. Key Findings

This section describes key issues and opportunities related to circulation and parking in North Fair Oaks. The findings were based on the technical analysis of existing conditions in the project area.

Finding 1: Infrequent crossing locations along the existing railroad lines create a significant barrier to pedestrian, bicycle and transit circulation and neighborhood connectivity.

The existing Caltrain and Southern Pacific Railroad lines create a barrier within North Fair Oaks, resulting in a disconnect between the northern, central and southern areas of the community. There are limited crossing points along the rail lines and Fifth Avenue is the only continuous north-south route through the study area that connects the three areas of the community. Consequently, access to key internal and external destinations by pedestrians, bicyclists, and vehicles are inhibited.

Finding 2: The majority of the streets in North Fair Oaks have adequate pedestrian facilities; however, several streets have narrow or missing sidewalks, lack of adequate curb ramps and some streets experience flooding due to poor stormwater drainage.

Although the character of North Fair Oaks is generally urban, several of the roadways were designed in the past based on rural street standards, providing relatively narrow roadway widths and narrow sidewalks. This is evident at Fair Oaks Avenue east of Edison Way, and at several roads within the area bounded by Seventh Avenue, Fair Oaks Avenue Eighteenth Avenue and Oak Drive. In some cases, neighborhood residents prefer these characteristics and desire to maintain the rural character of these streets. However, this can negatively affect the walkability of the community and can create accessibility and safety issues for pedestrians and disabled persons.

Finding 3: Because of current high household auto ownership in North Fair Oaks, residential uses generate high parking demands, which result in inadequate off-street parking.

North Fair Oaks is one of the most populated areas in the unincorporated county. According to 2000 U.S. Census data, the average number of persons per household in this community is approximately 40 percent higher than the County average. Due to high household population and auto ownership in the plan area, residential uses generate high parking demands, which combined with a lack of available public parking, contributes to an overflow of parking onto streets from some developments. This is particularly evident in areas with higher concentrations of multi-family housing, as well as along streets such as Bay Road, Spring Street and the western segment of North Fair Oaks Avenue, where mixes of industrial and residential uses exist. High utilization of on-street parking reduces available parking for visitors, business customers, delivery services and loading, and can contribute to excessive circulation in search of available parking.

Finding 4: There is significant bicycle usage within North Fair Oaks; however, there is a lack of designated bicycle facilities within the community.

According to the *San Mateo County Bicycle Route Plan* (2000), North Fair Oaks has the second highest proportion of residents that bicycle to work in the County; however, there are currently no County-designated bicycle facilities within the North Fair Oaks community, with the exception of partial bike lanes along a short segment of Fifth Avenue. In addition, the existing railroad corridors divide the community with few crossing points and only one continuous north-south route (Fifth Avenue) though the area.

Finding 5: There are several bus transit routes that currently operate within the North Fair Oaks Community, but these transit routes are difficult to access for some of the community.

North Fair Oaks transit service is provided by SamTrans, operated by the San Mateo County Transit District. SamTrans currently operates eight bus routes through the North Fair Oaks community, primarily along Middlefield Road, El Camino Real and Bay Road. The majority of these routes provide weekday and weekend service, while two of these routes provide overnight service. These routes provide connections to key local and regional destinations, including several Caltrain stations and BART. However, there are limited north-south bus routes within the community, which leaves several areas of North Fair Oaks outside of viable walking distance (typically considered to be ¼ mile) to the major transit corridors. Additionally, many existing bus stops provide limited amenities, such as benches, shelter and waste receptacles. Transit service can also be difficult to access due to circulation issues created by limited railroad crossing locations and few continuous roadways.

Finding 6: There are two rail corridors that travel through North Fair Oaks, but there are no train stations within practical walking distance of the community.

Caltrain currently provides commuter heavy rail services between San Francisco County and Santa Clara County, with the railroad line running through the southwest portion of the North Fair Oaks Community. In addition, there are plans for future commuter rail service within the area. The proposed Dumbarton Rail Corridor project would provide heavy rail services to connect the East Bay and the Peninsula and would operate within North Fair Oaks on the existing Southern Pacific Rail Road line that runs east-west though the central portion of the community. The California High-Speed Rail project includes a future high-speed rail system linking California cities, such as Sacramento, San Jose, Fresno, Bakersfield and San Diego and would potentially operate along a shared-use alignment along the existing Caltrain corridor. Caltrain is unlikely to add any new stations in North Fair Oaks due to operational constrains the proximity of the existing Redwood City and Atherton stations and the California High Speed Rail project has not identified any proposed stations in North Fair Oaks. However, the proposed Dumbarton Rail Corridor could provide an opportunity for a future train station in North Fair Oaks.

2. Planning Context

This chapter summarizes current transportation and parking conditions in the North Fair Oaks Planning Area, located in unincorporated San Mateo County, California, bound by the cities of Menlo Park, Redwood City and Atherton. It includes a summary of existing plans, goals and policies, circulation and parking conditions, and existing vehicular, transit, pedestrian, bike and rail systems. The intent of this document is to provide an overview of the existing issues and opportunities within the Planning Area, and inform future development goals, policies and strategies within the community.

Key Assets

The Community Plan Update will build on existing assets in North Fair Oaks. Key assets for circulation and parking include:

- North Fair Oaks has good access to the regional roadway system (Middlefield Road, El Camino Real (SR-82), US-101);
- There are several major rail stations within the general vicinity of North Fair Oaks (Atherton Caltrain ≈ 0.5 miles / Redwood City Caltrain ≈ 1.0 miles / Menlo Park Caltrain ≈ 1.5 miles);
- North Fair Oaks is positioned along the planned/proposed alignments for the California High Speed Rail Corridor and Dumbarton Rail Corridor, which provides additional opportunities for future rail access;
- There are currently several multi-city bus routes that operate along Middlefield Road and El Camino Real through North Fair Oaks, providing connections to key destinations such as the San Francisco International Airport and nearby BART and Caltrain stations.

San Mateo County General Plan

The San Mateo County General Plan Transportation Element (1986) includes several goals and policies that address a range of transportation issues. The following are most relevant to the North Fair Oaks Community plan area:

Goals and Objectives

Policy 12.1 – Plan for a transportation system that provides for the safe, efficient, and convenient movement of people and goods in and through San Mateo County.

Policy 12.3 – Provide for a balanced and integrated transportation system in the County which allows for travel by various modes and easy transfer between modes.

Policy 12.4 – Plan for increasing the proportion of trips using public transit or ridesharing.

Automobile Travel

Policy 12.15 – In unincorporated communities, plan for providing:

- Maximum freedom of movement and adequate access to various land uses;
- Improved streets, sidewalks, and bikeways in developed areas;
- Minimal through traffic in residential areas;
- Routes for truck traffic which avoid residential areas and are structurally design to accommodate trucks;
- Access for emergency vehicles;
- Bicycle and pedestrian travel;
- Access by physically handicapped persons to public buildings, shopping area, hospitals, offices, and schools;
- Routes and turnouts for public transit;

- Parking area for ridesharing; and
- Coordination of transportation improvement with adjacent jurisdictions.

Policy 12.16 – Allow for modification of road standards for sub-areas of the County, which respond to local needs and conditions as identified in area plans.

Policy 12.18 – Review and update the County's off-street and on-street parking standards in order to reflect current conditions and requirements. Consider the needs of each individual land use, the potential for joint use of parking areas, fees in lieu of parking, spaces for smaller cars, and parking management strategies.

Public Transit and Ridesharing

Policy 12.23 – Encourage SamTrans to continue to work toward improving service levels on both local and mainline routes through reevaluation and expansion of routes, increased service to the Coastside, provision of more satellite parking facilities, and evaluation of smaller buses for local routes.

Policy 12.25 – Support the continued upgrading of the Peninsula Train Service by Caltrain, including relocation of the station in San Francisco to a more central location, more frequent service, acquisition of new rolling stock, refurbishing of stations, and track rehabilitation.

Policy 12.33 – Consider preferential treatment for high occupancy vehicles, including buses, vanpools, carpools through techniques such as exclusive lanes and preference at traffic signals in areas where warranted by recurrent traffic congestion.

Bicycle and Pedestrian Travel

Policy 12.34 – Encourage the cities to develop local bikeway plans, obtain funding, and construct and maintain a system of local bikeways that is consistent with the County Bikeways Plan. Policy 12.39 – Encourage the provision of safe and adequate pedestrian paths in new development connecting to activity centers, schools, transit stops, and shopping centers.

Program Responsibilities

Policy 12.50 – Continue existing policy as set forth in the Creative Road Design Guide and area plans allowing selective modification of County road standards in order to protect the natural environment, conserve natural resources and preserve neighborhood quality. Some of the other chapters in the General Plan include references to the transportation element, which are listed below:

Park and Recreation Resources Chapter

Policy 6.30a – Coordinate with Caltrans and/or SamTrans to increase recreational transit through Park and Ride service or increased weekend service for recreationists in order to lessen traffic and parking problems.

Urban Land Use Chapter

Policy 8.39 – Regulate minimum on-site parking requirements and parking development standards in order to: (1) accommodate the parking needs of the development, (2) provide convenient and safe access, (3) prevent congestion of public streets, and (4) establish orderly development patterns.

Existing North Fair Oaks Community Plan

The existing North Fair Oaks Community Plan was adopted in 1979, and is one of five area plans that form a subset of the County's General Plan. The existing plan includes goals and policies regarding land use, housing, parks/open space, economic development and governmental organization. The following are the most relevant transportation and parking-related goals and policies presented in the existing plan:

Land Use

Policy 1.7 – To alleviate parking problems in existing commercial areas, the creation of parking districts should be encouraged.

Infrastructure Chapter

Goal 2.1 – To alleviate traffic conflicts and promote the use of public transit.

Policy 2.2 – SamTrans should be encouraged to continue a fare policy which considers the ability to pay of its patrons.

Policy 2.3 – The County Board of Supervisors should request Southern Pacific to improve the condition of their right-of-way by the provision of adequate landscaping.

Policy 2.4 – Housing and Community Development Block Grant funds should be used to provide for planning and engineering studies for a storm drainage system in low-income areas of North Fair Oaks.

Policy 2.5 – Modified road standards following principles established in the Creative Road Design Guide should be followed in pertinent areas of North Fair Oaks.

Policy 2.6 – The County will investigate the possibility of establishing parking districts in area of inadequate off-street parking facilities.

Park and Recreation Resources Chapter

Policy 4.2c – A plan for partial development of the Hetch-Hetchy right-of-way as a low maintenance linear open space shall be pursued.

City/County Association of Governments of San Mateo County (C/CAG)

The City/County Association of Governments of San Mateo County (C/CAG) is the designated Congestion Management Agency and Regional Transportation Planning Agency for San Mateo County. C/CAG is responsible for the preparation of the area's Regional Transportation Plan, as well as other regional responsibilities such as preparation of the San Mateo County Comprehensive Bicycle Route Plan. The C/CAG Board is comprised of members of each City within San Mateo County and has ultimate decision making responsibility for C/CAG.

San Mateo County Congestion Management Program

The City/County Association of Governments (C/CAG), as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) every two years. The San Mateo County CMP identifies programs, standards, and planned improvements designed to maintain an acceptable level of service, reduce automobile traffic in order to improve air quality, and reduce traffic congestion. Measures and programs in the CMP include public transit, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives.

San Mateo County Comprehensive Bicycle Route Plan

The San Mateo County Comprehensive Bicycle Route Plan, prepared in 2001 by C/CAG, contains a detailed set of policies, goals and objectives, intended to support the goals of the County and City's General Plans, as well as other relevant regional plans. These policies focus on key issues relating to the County's bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities and programs, funding, implementation and maintenance.

California Department of Transportation (Caltrans)

Caltrans builds, operates, and maintains the State Highway system, including the Interstate Highway system. Caltrans' mission is to improve mobility statewide. The department operates under strategic goals to provide a safe transportation system, optimize throughput and ensure reliable travel times, improve the delivery of state highway projects, provide transportation choices, and improve and enhance the states investments and resources. Caltrans controls the planning of the state highway system and accessibility to the system. Caltrans establishes LOS goals for highways and works with local and regional agencies to assess impacts and develop funding sources for improvements to the State Highway system. Caltrans requires encroachment permits from agencies or new development before any construction work may be undertaken within the state's right-of-way. For projects that would impact traffic flow and levels of services on state highways, Caltrans would recommend measures to mitigate the traffic impacts.

While there are no state highways within the study area, access to the North Fair Oaks study area is provided by State Route 82 (El Camino Real), State Route 84 (Woodside Road) and U.S. Highway 101.

Grand Boulevard Initiative

The Grand Boulevard Initiative is a collaborative effort between 19 cities, counties, local and regional agencies, as well as other stakeholders, such as local businesses and advocates for housing, bicycling, economic development and smart growth, with the goal of improving the performance, safety, and aesthetics of El Camino Real. El Camino Real is a historic route that extends from Daly City in the north to the Diridon Multimodal Station in downtown San Jose. The initiative brings together the many agencies with partial responsibility for the street with the common purpose of producing a coordinated series of policy decisions that will enhance the function and character of El Camino Real, transforming the corridor into a pedestrian and transit-friendly, multimodal arterial where all modes move efficiently and safely.

The San Mateo County Transit District, in partnership with the Santa Clara Valley Transportation Authority (VTA) is currently developing an El Camino Real Multimodal Transportation Corridor Plan from Daly City to the Caltrain Diridon station in San Jose as part of the Grand Boulevard Initiative. The plan will identify future types and levels of transit service and land uses in the corridor and strategies for multimodal access and coordination within the communities along the corridor.

3. Existing Roadway System

Street Classifications

The existing circulation network within the Planning Area vicinity is composed of freeways, arterial roads and local streets. Several of the arterials are classified as state highways, as well. The San Mateo County General Plan (1986) provides the definitions below for street classifications, which govern engineering design standards and the roadway level of service thresholds:

Freeways – A freeway is a divided highway for through traffic with full control of access and grade separation at intersections.

Expressways – An expressway is a highway for through traffic with partial control of access, which may or may not be divided and may or may not have grade separation at intersections.

Arterial – An arterial is a street or highway serving major activity centers, carrying the highest traffic volumes, with running speeds of 25 to 45 miles per hour along sections of uninterrupted flow.

Local Streets – Although not specifically defined in the General Plan, local streets are typically extremely low speed (15-25 mph), low volume (1,000 average daily trips) streets that provide access to neighborhood areas and internal commercial driveways. All local streets provide vehicle, pedestrian, and utility access. On-street parking is often present to provide parking and slow traffic.

North Fair Oaks Planning Area Circulation System

The Planning Area circulation system is comprised of arterials, collectors and local streets. The Planning Area is generally bounded by Bay Road to the north, Marsh Road to the east, El Camino Real (SR-82) to the south and Charter Street/Douglas Avenue/Northumberland Avenue to the west. Middlefield Road and Fifth Avenue serve as primary access points to the study area, while state highways, such as El Camino Real (SR-82) and Woodside Road (SR-84) provide regional connections between North Fair Oaks and the neighboring cities. US-101 also passes along the bayside of the peninsula to the northeast of North Fair Oaks. The Southern Pacific Railroad and Caltrain rail lines run directly through the study area, which creates a barrier effect, dividing the community into three distinct areas – thus limiting connectivity and circulation within North Fair Oaks.

The existing vehicular circulation system within the Planning Area is shown in **Figure 1** and the key access routes are described below:

El Camino Real (SR-82) is a six-lane state highway that provides regional access to South San Francisco and Daly City to the northwest and San Jose to the southeast, as well as local access to Redwood City to the west and Menlo Park and Palo Alto to the southeast. Within the Planning Area, a landscaped raised median exists and on-street parking is permitted along the commercial uses in the westbound direction. The speed limit along the Planning Area is 35 mph and the segment of SR-82 through San Mateo County is included in the STAA national truck route network. Although El Camino Real travels just outside the boundary of the North Fair Oaks area, it serves as a key connection to the Planning Area.

Woodside Road (SR-84) is a four-to-six lane state highway that provides access to I-280 in the south and US-101 to the north. Within the vicinity of the Planning Area, there are two lanes in either direction, with a raised median and a speed limit of 35 mph. On-street parking is not permitted along this segment. SR-84 from I-280 to US-101 is included in the State truck route network. Although Woodside Road travels just outside the boundary of the North Fair Oaks area, it serves as a key connection to the Planning Area.

Middlefield Road is a two-to-four-lane, southeast-northwest, major local street that extends through Menlo Park, Atherton, North Fair Oaks and Redwood City. The roadway is undivided, with one-to-two lanes in either direction. The roadway does not include exclusive left or right turn lanes through most of the Planning Area. Angled and parallel on-street parking is provided on Middlefield Road and the speed limit is 30 mph. Middlefield Road is fronted by primarily low-density commercial and industrial uses, including several automotive repair and service businesses. There are several unsignalized marked pedestrian crossings along Middlefield Road, and an at-grade railroad crossing exists between Pacific Avenue and Northside Avenue.

Marsh Road is a two-to-four lane arterial that runs in the north-south direction along the east border of the North Fair Oaks Planning Area. From Middlefield Road to Fair Oaks Avenue, the roadway is undivided with one lane in each direction and scattered on-street parking. North of Fair Oaks Avenue, there are two lanes in each direction with on-street parking permitted in some areas, and a raised median for some segments. An at-grade railroad crossing exists just north of Bay Road and the speed limit for Marsh Road is 30 to 35 mph.

Fifth Avenue is an undivided, two-to-four lane, north-south major local street that runs from El Camino Real north through the North Fair Oaks Planning Area to its terminus just south of US-101. Two lanes exist in either direction between El Camino Real and Semicircular Road, while the roadway narrows to one lane in either direction just north of the Caltrain overcrossing. On-street parking is provided along most of Fifth Avenue and the speed limit is 25 mph.

Fair Oaks Avenue is an undivided, two-lane local street that runs east-west from Douglas Avenue to Marsh Road. The roadway is split into two unconnected segments at Edison Way, due to the Southern Pacific Railroad tracks. From Douglas Avenue to Marsh Road, the roadway is fronted by a mix of low-density residential and light industrial uses with on-street parking along much of the segment. From Edison Way to Marsh Road, the road travels through a neighborhood of single family homes without curb and gutter. For this segment, on-street parking is permitted along wide gravel shoulders. The speed limit along Fair Oaks Avenue is 25 to 30 mph.

Bay Road is an undivided, local street that runs east-west from Beech Street in Redwood City east to Willow Road in Menlo Park. Through the study area, two lanes exist in either direction from Willow Street to Fifth Avenue. From Fifth Avenue east to Fifteenth Avenue, there is one lane in either direction with a center two-way-left-turn lane. The speed limit along Bay Road is 25 mph and on-street parking exists along most of the street.

Typical existing cross sections for several of the primary roadways within North Fair Oaks are illustrated in the Appendix.

San Mateo County Congestion Management Plan (CMP) Facilities

There are no facilities identified in the current CMP that exist within the North Fair Oaks Planning Area boundary; however, the following CMP roadways and intersections are located within the vicinity of the study area:

- US-101 from Whipple Avenue to Santa Clara County Line;
- State Route 82 (El Camino Real) from State Route 84 (Woodside Road) to Glenwood Avenue;
- State Route 84 (Woodside Road) from Alameda de las Pulgas to US-101; and
- Intersection of State Route 84 (Woodside Road) and Middlefield Road.

San Mateo County Street Design Standards

The San Mateo County Public Works Department is responsible for capital facility planning and maintaining roads, bridges and related facilities within the unincorporated area of the County. The Public Works Department has established road design standards, including road widths, type of surfacing, and required curbs, gutters, and sidewalks for county facilities. The County classifies streets as urban or rural and public or private, and the standards vary according to the type of street (e.g. residential cul-de-sac, major commercial or industrial arterial, etc.) in each classification. The San Mateo County street design standards for public facilities are summarized in **Table 1**.

Table 1: San Mateo County Street Design Standards

Urban Public Streets			
Type of Street	Curb-to-Curb Width	Curbs, Gutter and Sidewalks	Right-of-Way
Residential one way loop	18′	Curbs, gutters – both sides; Sidewalk on one side	40’
Residential cul-de-sac	32′	Curbs, gutters, sidewalks – both sides;	50’
Residential minor street	36′	Curbs, gutters, sidewalks – both sides;	50’
Residential collector or minor commercial street	40′	Curbs, gutters, sidewalks – both sides;	60’
Major commercial, industrial or arterial street	64′	Curbs, gutters, sidewalks – both sides;	80’
Rural Public Streets			
Type of Street	Edge of Pavement Width	Berms, Paths, or Shoulders	Right-of-Way
One-way loop road	15′	Berms and one path	40’
Cul-de-sac or minor road (5-10 parcels each 20 ksf – 40 acres)	20′	Berms and one path	40’
Cul-de-sac or minor road (5-10 parcels each 5 acres – 40 acres)	20′	2′ rocked shoulders	40’
Cul-de-sac or minor road (>10 parcels each 20 ksf – 40 acres)	22′	Berms and one path	50’
Collector Road	28′	Berms and one path	50’
Major Collector Road	34′	Surface width including two 5′ paved shoulders	60’
Source: San Mateo County General Plan, Appendix E			

A continuing issue of concern with the roadway system in North Fair Oaks is poor drainage and the inconsistent application of street design standards. Some of the streets are in poor condition due to inadequate drainage, particularly near the railroad tracks and in the northern portion of the Planning Area. Although the character of North Fair Oaks is generally urban, some of the roadways were designed based on rural street standards, with relatively narrow roadway widths, narrow or no sidewalks, and unorganized on-street parking. The existing North Fair Oaks Community Plan includes policies which identify the need to improve roadway drainage systems and permit the use of modified roadway design standards to improve the safety and function of the roadways for vehicles and pedestrians.

In 2002, the County Department of Public Works developed a set of minimum road standards and priority roadway improvement projects for the unimproved roads in the North Fair Oaks Area. The standards were developed with input from public outreach efforts to determine preferred design features, and to identify priorities for improvement. The recommended North Fair Oaks street design standards developed by the Department of Public Works are summarized in **Table 2** and the list of prioritized projects is included in **Table 7**.

Table 2: Existing Recommended North Fair Oaks Road Standards

Area	Minimum Road Standards				Default Option
Area 1*	Repair & Resurface	18′ with 6″ Bands	18′ with 2′ Valley Gutters	18′ with 3′ Valley Gutters	18′ with 6″ Bands
Area 2**	36′ with Curb & Gutter		40′ with Curb & Gutter		36′ with Curb & Gutter
Edison Way South: Between El Camino real and Glendale Ave	18′-22′ with 2′ & 3′ Valley Gutters		18′-22′ with 3′ Valley Gutters		18′-22′ with 2′ & 3′ Valley Gutters
Amherst/Lovola: Between El Camino Real and Glendale Ave	18′ with 2′ Valley Gutters	13′ with 3′ Valley Gutters	22′ with 2′ Valley Gutters	22′ with 3′ Valley Gutters	22′ with 3′ Valley Gutters

Source: San Mateo County Department of Public Works
*Area 1 – Generally 8th Avenue through 18th Avenue west of Dumbarton Spur and 7th Avenue between Park Road and Spring Street
**Area 2 – Generally 2nd Avenue through 6th Avenue between Middlefield Road and Edison Way and 7th Avenue between Middlefield Road and Park Road

Existing Traffic Conditions

San Mateo County monitors roadway and intersection traffic volumes for various County maintained facilities. Average Daily Traffic (ADT) volumes were available for several County and State roadway facilities within the North Fair Oaks area, and are summarized in **Table 3**.

Table 3: Existing Roadway Volumes

Street	Segment		ADT
	Start	End	
2nd Ave	William Ave	Middlefield Rd	720
	Middlefield Rd	Park Rd	1,903
3rd Ave	Fair Oaks Ave	Spring St	415
4th Ave	William Ave	Middlefield Rd	603
5th Ave	Semicircle Rd	Middlefield Rd	10,519
	Middlefield Rd	Park Rd	6,882
	Fair Oaks Ave	Spring St	9,680
7th Ave	Fair Oaks Ave	Spring St	233
8th Ave	Middlefield Rd	Oak Dr	723
9th Ave	Oak Dr	Edison Wy	727
17th Ave	Middlefield Rd	Fair Oaks Ave	517
18th Ave	15th Ave	Bay Rd	564
Barron Ave	Fair Oaks Ave	Spring St	552
	Bay Rd	Fair Oaks Ave	882
Bay Rd	Charter St	Kaynyne St	6,955
	Douglas Ave	2nd Ave	6,876
	Haven Ave	Spring St	7,123
Blenheim Ave	Buckingham Ave	Dumbarton Ave	546
Buckingham Ave	El Camino Real	W. Moreland Ave	573
Columbia Ave	Waverly Ave	El Camino Real	496
Edison Wy	5th Ave	6th Ave	2,033
Fair Oaks Ave	Barron Ave	Oakside Ave	2,430
	Oakside Ave	2nd Ave	2,095
	3rd Ave	4th Ave	1,988
	5th Ave	6th Ave	1,014
	17th Ave	18th Ave	2,064
Florence Rd	17th Ave	Marsh Rd	7,819
Hampshire Ave	Fair Oaks Ave	Northside Ave	1,561
Marsh Rd	15th Ave	Fair Oaks Ave	20,472
Middlefield Rd	Pacific Ave (WB Only)	Northside Ave	8,672
	2nd Avenue	3rd Avenue	15,974
Oakside Ave	Fair Oaks Ave	Northside Ave	699
Palmer Ave	Middlefield Rd	15th Ave	561
San Benito Ave	Middlefield Rd	Oak Dr	580
Semicircular Rd	Arrowhead Ln	Middlefield Rd	2,498
Spring Street	6th Ave	7th Ave	3,907
	Haven Ave	Florence St	3,421
El Camino Real (SR-82)	Fair Oaks Ln /Atherton Ave	Woodside Rd (SR-84)	31,500
Woodside Rd (SR-84)	El Camino Real (SR-82)	Middlefield Rd	39,000
Source: San Mateo County (data collected 2006-2009); Caltrans (data collected 2008)			

The County possesses limited peak hour traffic data for intersections within the study area, as intersection counts are typically only collected if a specific project/issue requires. For this reason, no peak hour intersection volumes were available at this time. If available, existing peak hour intersection volumes will be incorporated into later reports.

San Mateo County uses level of service (LOS) criteria to measure of the quality of the overall operating characteristics of a street or highway. Factors involved in determining the level of service include speed, safety, travel time, traffic conflicts and interruptions, freedom to maneuver, driving convenience and comfort, and operating costs. Level of service is dependent upon traffic volume and composition of traffic. Level of service (LOS) is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. It ranges from LOS A (very little delay) to LOS F (long delays and congestion). **Table 4** provides a definition for each level of service category.

Table 4: Level of Service Definitions

Level of Service	Description
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream. At signalized intersections, turning movements are easily made and all queues clear in a single signal cycle.
B	Stable traffic. Traffic flows smoothly with few delays. An occasional approach phase is fully utilized. Drivers begin to feel somewhat restricted within platoons of vehicles.
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays. Major approach phases fully utilized. Backups may develop behind turning vehicles.
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours. Queues may develop but dissipate rapidly, without excessive delays.
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.
F	Forced or breakdown flow that causes reduced capacity. Traffic demand exceeds the capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.

Source: Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, 2000.

The San Mateo County General Plan identifies LOS C as the desired planning standard, although LOS D is considered acceptable during commuter peak periods, and LOS E acceptable during recreation peak periods. For intersections with state facilities, Caltrans has established the cusp of LOS C/D as the minimum acceptable standard. The San Mateo County CMP establishes specific level of service standards for roadways and intersections in the CMP system and performs biennial monitoring to assess the levels of service for these facilities. The existing roadway and intersection levels of service for the CMP facilities within the vicinity of North Fair Oaks are presented in **Table 5** and **Table 6**, respectively.

Table 5: Existing CMP Roadway Levels of Service

Route	Roadway Segment	CMP LOS Standard	Existing LOS
US-101	Whipple Avenue to Santa Clara County Line	F	F
SR-82	Woodside Road (SR-84) to Glenwood Avenue	E	B
SR-84	Alameda de las Pulgas to US-101	E	E
Source: San Mateo County Congestion Management Program 2009.			

Table 6: Existing CMP Intersection Peak Hour Levels of Service

Intersection	CMP LOS Standard	AM Peak Hour LOS	PM Peak Hour LOS
Woodside Rd (SR-84) / Middlefield Rd	E	D	D
Source: San Mateo County Congestion Management Program 2009.			

Planned and Programmed Roadway Improvements

A utility undergrounding project is currently planned along Middlefield Road west of Fifth Avenue. The project includes the relocation of existing above-ground utilities (electric and communications systems) to below the roadway surface. Specific details regarding the ultimate configuration of Middlefield Road were unavailable at this stage of the Community Plan development process. No other roadway projects are planned or programmed at this time; however, the County Department of Public Works has developed a list of priority roadway improvement projects for the North Fair Oaks Area. This list is summarized in **Table 7**.

Table 7: Existing North Fair Oaks Area Project Priority List

Combined Priority (Drainage, PCI, & Survey)	Street	Prioritized Category	Completed
1	Edison Way (5th Avenue to end)	Drainage	X
2	Edison Way (1st to 5th Avenues)		X
3	11th Avenue		X
4	12th Avenue		X
5	2nd Avenue		X
6	Fair Oaks Avenue		X
7	9th Avenue		X
8	Oak Drive	PCI 0-40	X
9	Placitas Drive		X
10	7th Avenue (Fair Oaks Ave to Spring Street)		X
11	3rd Avenue	PCI 41-55	X
12	14th Avenue		
13	15th Avenue (a.k.a. Palmer Lane)		
14	Amherst Avenue		
15	10th Avenue		
16	San Benito Avenue		
17	7th Avenue (Park Road to Edison Way)		
18	7th Avenue (Middlefield Road to Park Road)		
19	Loyola Avenue	PCI >55	
20	Encina Avenue		
21	16th Avenue		
22	8th Avenue		
23	Park Road		
24	18th Avenue		
25	4th Avenue		
26	6th Avenue		
27	17th Avenue		
Source: San Mateo County Department of Public Works PCI – Pavement Condition Index is a numerical index between 0 and 100 and is used to indicate the condition of a roadway			

The County Public Works Department is currently working on a Middlefield Road Pedestrian Safety Study, which may result in recommended improvements within North Fair Oaks; however, no projects have been identified to date.

4. Existing Public Transit / Rail System

Bus Service

North Fair Oaks transit service is provided by SamTrans, operated by the San Mateo County Transit District. SamTrans currently operates seven bus routes through the North Fair Oaks community. **Figure 2** shows the existing bus transit routes and location of bus stops in the Planning Area, which are also described below:

- Route KX – This bus route runs along El Camino Real adjacent to the study area. It is a multi-city express route connecting Caltrain stations, San Francisco International Airport, and downtown San Francisco. The route runs from Mission and 1st Street in San Francisco in the north to the Palo Alto Caltrain station in the south. Buses usually operate on a 40 minute to 60 minute headway on weekdays from 5:30 AM to 11:45 PM. Buses also operate on Saturdays, Sundays, and holidays from 6:15 AM to 10:40 PM on 60 minute headways.
- Route 72 – This bus route runs along El Camino Real and Marlborough Avenue through the study area. It is a local community route connecting Redwood City to the Woodside Plaza Shopping Center. The route runs from the El Camino Real and Woodside Road in the north to San Carlos Avenue and Massachusetts Avenue in the south. Buses operate on school days for less than an hour starting at 8:00 AM in the morning, then continue at 1:45 PM to 3:45 PM in the afternoon.
- Route 270 – This bus route runs along Florence Street and Bay Road through the study area. It is a multi-city route connecting to the Redwood City Caltrain station. The route runs from the Redwood City Caltrain in the west to Marsh Road in the east. Buses usually operate at 60 minute headways on weekdays from 6:35 AM to 7:00 PM. Buses also operate on Saturdays from 9:35 AM to 6:10 PM on 60 minute headways.
- Route 271 – This bus route serves the Planning Area north of the Southern Pacific Railroad line along Fifth Avenue, Fair Oaks Avenue, and Middlefield Road. The route provides a connection to Woodside Plaza to the south and the Redwood City Caltrain Station to the northwest; however, service is limited for the segment of this route that serves North Fair Oaks. Bus service is provided within the Planning Area for limited hours on school days only.
- Route 296 – This bus route runs along Middlefield Road through the study area. It is a multi-city route connecting Caltrain stations. The route runs from the Redwood City Caltrain station in the west to East Bayshore Road and Cooley Avenue in East Palo Alto in the east. Buses usually operate on 30 minute to 60 minute headways on weekdays from 5:45 AM to 10:50 PM. Buses also operate on Saturdays, Sundays, and holidays from 8:50 AM to 7:45 PM on 60 minute headways.
- Route 297 – This bus route runs along Middlefield Road through the study area. It is a multi-city overnight route connecting Caltrain stations. The route runs from the Redwood City Caltrain station in the north to the Palo Alto Caltrain station in the south. Buses usually operate at 60 minute headways on weekdays from 10:45 PM to 5:20 AM. Buses also operate on Saturdays, Sundays, and holidays from 6:45 PM to 9:20 AM on 60 minute headways.
- Route 390 – This bus route runs along El Camino Real adjacent to the study area. It is a multi-city route connecting Caltrain stations as well as BART stations. The route runs from the Daly City BART station in the north to the Palo Alto Caltrain station in the south. Buses usually operate on 25 minute to 60 minute headways on weekdays from 5:30 AM to 1:00 AM. Buses also operate on Saturdays, Sundays, and holidays from 6:00 AM to 2:30 AM on 30 minute to 60 minute headways.
- Route 397 – This bus route runs along Middlefield Road through the study area. It is a multi-city overnight route connecting Caltrain stations, BART stations, San Francisco International Airport, and downtown San Francisco. The route runs from Mission and 1st Street in San Francisco in the north to the Palo Alto Caltrain station in the south. Buses usually operate at 60 minute headways on weekdays from 12:50 AM to 5:45 AM. Buses also operate on Saturdays, Sundays, and holidays from 12:50 AM to 6:20 AM on 60 minute headways.

AC Transit, the transit provider for Alameda County, operates a regional Transbay bus route, Line M, from the East Bay to the peninsula and San Mateo County. Line M connects Union City and Castro Valley BART to Foster City, Menlo Park and San Mateo. Through the Planning Area, Line M travels along Bay Road, then north on Douglas Avenue. On weekdays, the bus service operates from 6:12 AM to 8:11 PM at 30 minute headways. On weekends, the bus service operates from 7:54 AM to 6:46 PM at 60 minute headways.

San Mateo County Transit District provides service to ADA and senior persons within San Mateo County. Paratransit service is provided by the San Mateo County Transit District using Redi-Wheels.

Rail Service

Caltrain provides commuter heavy rail services between San Francisco County and Santa Clara County, with the railroad line running through the southwest portion of the North Fair Oaks Community. There are two Caltrain stations adjacent to the community. The Atherton station is currently located on Dinkelspiel Station Lane near Fair Oaks Lane, approximately half a mile to the southeast of the North Fair Oaks community. The Redwood City station is currently located on James Avenue near El Camino Real, approximately one mile to the northwest of the North Fair Oaks community. These two stations can be accessed by SamTrans bus service. Caltrain currently operates 98 trains per day during the week traveling north and south along the rail corridor, which includes the Baby Bullet service. In addition, there are 32 trains on Saturdays and 28 trains on Sundays.

There are no existing at-grade Caltrain railroad crossings within the North Fair Oaks community. There are several at-grade railroad crossings along the Southern Pacific Railroad line, which runs east-west through the community and currently operates with limited freight service. The at-grade railroad crossings are near the intersections of Middlefield Road at Hurlingame Avenue, Second Avenue at Northside Avenue, Fifth Avenue at Edison Way, and Marsh Road at Bohannon Drive/Florence Street.

Planned and Proposed Public Transportation Improvements

SamTrans System Changes

According to the San Mateo County Transit District Strategic Plan 2009-2013, the district is planning on improving the transit systems in San Mateo County. The district has outlined the following initiatives to reach the goals set forth to improve transit service in San Mateo County:

- The Grand Boulevard Initiative focuses on changing the key transit corridor in the peninsula, El Camino Real, into a livable corridor. The vision is to mix commercial and residential land uses along El Camino Real into a transit-oriented lifestyle, thus promoting more vibrant communities. Additionally, SamTrans' long-term planning is likely to include Bus Rapid Transit (BRT) service on El Camino Real.
- The San Mateo County Measure A Program, a half-cent sales tax generating revenue solely for transportation projects, was recently reapproved and will result in an estimated $3 billion of revenue for San Mateo County's transportation projects.

As presented in the SamTrans Short-Range Transit Plan 2009-2018, there will be many foreseeable changes to SamTrans service. One immediate change will be SamTrans service reductions, which are expected to result in a 7.5 percent reduction in service, including six fewer fixed-route bus routes and seven fewer express routes. Routes will also see a reduction in service frequency and some routes may be limited to a single direction loop during non-peak hours.

Caltrain 2025 Service and Electrification Plan

Caltrain continues to explore ways to improve service and increase ridership. However, the railroad's infrastructure, signal system and equipment inhibit expansion beyond the current service level of five trains per hour during the peak. Caltrain 2025 Service and Electrification Plan identifies several improvements to modernize the system, expand capacity and improve safety. The program includes three projects: Electrification of the railroad, Positive train control and Electric-multiple units. By converting to electric trains, Caltrain will be able to operate with reduced emissions, faster travel times, increased capacity and decreased noise levels.

San Mateo County Grade Crossing Improvement Project

Caltrain will be improving twenty-five at-grade railroad crossings in San Mateo County. Improvements include pedestrian safety markings, improved sidewalks, and roadway pavement markings. There are no existing at-grade Caltrain crossings within North Fair Oaks; however at-grade crossings identified for improvement near the study area include the following:

- Atherton – Fair Oaks Lane, Watkins Avenue
- Redwood City – Chestnut Street, Main Street, Maple Street

Dumbarton Rail Corridor Proposal

The Dumbarton Rail Corridor Project will extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. When the service starts, the rail corridor will link Caltrain, the Altamont Express, Amtrak's Capitol Corridor and BART, as well as East Bay bus systems, at a multi-modal transit center in Union City. The reconstruction of the rail corridor will include track improvements, a new rail bridge, four stations and a centralized traffic control system. Six round-trip trains will travel from Union City during peak commute hours. Three of these trains will travel to San Francisco and three to San Jose. The proposed rail service will utilize the existing Southern Pacific Railroad tracks that travel through North Fair Oaks, and will connect a proposed new Dumbarton Rail Station in Menlo Park to the Redwood City Caltrain station. While current plans do not identify any proposed new rail stations along the Peninsula, other than at Menlo Park, there may be an opportunity to explore the feasibility of a future station in North Fair Oaks. Potential impacts to traffic circulation and parking would need to be assessed when evaluating possible locations for a future station.

High Speed Rail Proposal

The California High-Speed Rail project, headed by the California High-Speed Rail Authority (CHSRA), includes a future high-speed rail system linking California cities, such as Sacramento, San Jose, Fresno, Bakersfield and San Diego. The CHSRA is currently in the process of completing final planning, design, and environmental efforts. Once completed, high-speed rail service is anticipated to link San Francisco and Los Angeles in as little as two and a half hours. Current plans identify a proposed high-speed rail corridor connecting San Francisco to San Jose along a four-track shared-use alignment with the existing Caltrain rail corridor, with proposed shared-use stations at the Redwood City and Palo Alto Caltrain stations.

5. Existing Non-Motorized Transportation Facilities

The existing non-motorized transportation network consists of sidewalks, crosswalks at signalized and unsignalized intersections, bike routes, and accessibility features such as curb ramps. These facilities are intended to serve the circulation needs of bicyclists, pedestrians, and persons with disabilities throughout the corridor.

The existing non-motorized transportation facilities are shown in **Figure 3**.

Pedestrian Facilities

Sidewalks currently exist through much of the study area; however, there are several unimproved streets, primarily within the residential neighborhoods on the eastern side of the Planning Area, where sidewalks are not provided. Sidewalk widths typically range from four to six feet and are located at the backside of the curb, with the exception of some residential streets where small planting strips and street trees exist between the curb and the sidewalk.

Types of Pedestrian Crossings

There are multiple pedestrian crossings located in the North Fair Oaks study area. The type and location of each pedestrian crossing are presented as follows:

Signalized Intersections with Pedestrian Crossings – These crossings have marked crosswalks and pedestrian activated signal control. Pedestrian signal heads are provided. Most signalized crossings provide crosswalks on all approaches of the intersection, but several locations do not provide pedestrian crosswalks for one or more approach. The following intersections within the Planning Area provide key signalized pedestrian crossings:

- El Camino Real (SR-82) / Fifth Avenue
- El Camino Real (SR-82) / Dumbarton Avenue
- Fifth Avenue / Waverly Avenue
- Fifth Avenue / Semicircular Road
- Fifth Avenue / Middlefield Road
- Middlefield Road / Eighth Avenue / Semicircular Road (with textured pavement and curb extensions)
- Middlefield Road / Douglas Avenue
- Bay Road / Marsh Road

Unsignalized Intersection with Marked Crossings- These crossings have standard transverse or ladder-style crosswalk markings. Most crossings provide advance warning signs and standard crossing signs at the crosswalk. At several locations along Middlefield Road, flashing warning lights are installed at the crossings. The following unsignalized intersections within the Planning Area provide marked pedestrian crossings to key destinations within the community, such as schools, parks, commercial businesses and restaurants:

- El Camino Real (SR-82) / Stockbridge Ave
- El Camino Real (SR-82) / Selby Lane
- El Camino Real (SR-82) / Northumberland Avenue
- Fifth Avenue / Bay Road
- Fifth Avenue / Glendale Avenue (with textured pavement; connects to Glendale Avenue overcrossing and pedestrian path under Caltrain overcrossing)
- Semicircular Road / Arrowhead Lane

- Middlefield Road / Seventh Avenue (with textured pavement and curb extensions)
- Middlefield Road / Sixth Avenue (with textured pavement and curb extensions)
- Middlefield Road / Fourth Avenue
- Middlefield Road / Second Avenue
- Middlefield Road / Dumbarton Avenue
- Bay Road / Tenth Avenue (yellow-striped school crossing)
- Bay Road / Warrington Avenue
- Bay Road / Sweeney Avenue
- Bay Road / Kaynyne Street
- Bay Road / Charter Street
- Spring Street / Charter Street (yellow-striped school crossing)
- Spring Street / Kaynyne Street (yellow-striped school crossing)
- Fair Oaks Avenue / Warrington Avenue (yellow-striped school crossing)
- Fair Oaks Avenue / Hampshire Avenue (yellow-striped school crossing)
- Fair Oaks Avenue / Barron Avenue (yellow-striped school crossing)
- Fair Oaks Avenue / Oakside Avenue (yellow-striped school crossing)
- Fair Oaks Avenue / Second Avenue (yellow-striped school crossing)
- Spring Street / Second Avenue

Unsignalized Intersections with No Marked Crossings – These intersections are legal crossing points but have no marked or signed facilities. There are many crossings of this type in North Fair Oaks.

Grade-Separated Pedestrian Crossing – There is one grade-separated railroad crossing within North Fair Oaks.

- Fifth Avenue near the Caltrain overcrossing, providing connection from Williams Avenue to Semicircular Road near Garfield Elementary School

At-Grade Pedestrian Railroad Crossing – There are currently no at-grade crossings along the Caltrain rail line within the North Fair Oaks area. At-grade crossings along the Southern Pacific Railroad line exist at the following locations:

- Middlefield Road (between Northside Avenue and Pacific Avenue)
- Second Avenue (between Edison Way and Northside Avenue)
- Fifth Avenue (between Fourth Avenue and Sixth Avenue)
- Marsh Road (between Bay Road and Florence Street)

Pedestrian Accessibility

For the most part, where paved sidewalks and curb ramps exist, they meet the minimum requirements for accommodating persons with disabilities. However, many of the pedestrian facilities within North Fair Oaks were not designed using the current best practices and there are locations that are not consistent with current Americans with Disabilities Act (ADA) guidelines. For example, along Middlefield Road, the buildings are built to the property line, which limits the available width for sidewalks. Further, the pedestrian path is obstructed with utility and light poles along both sides of the road, creating very narrow segments for pedestrians to pass. In several locations within the study area, the sidewalk narrows below the minimum 36-inch wheelchair clearance required by ADA due to utility poles and obstructions. There are several curb ramps that do not provide a level surface for wheelchairs and create points of potential vehicle/pedestrian conflict, and no curb ramps were observed to include textured pads with truncated domes per current ADA requirements. These pads provide a detectible warning surface to help aid visually-impaired pedestrians. In general, the sidewalk pavement surface is in moderate condition; however, there are locations where significant cracks or gaps exist.

Field observations reveal that pedestrian activity within the study area is fairly consistent, with concentration of activity along Middlefield Road and Fifth Avenue. Additionally, there are concentrations of pedestrian activity near transit stops, schools and the commercial retail and restaurant uses along El Camino Real to the south.

Pedestrian Circulation to Key Destinations/Points of Interest

The existing Caltrain and Southern Pacific Railroad lines create a barrier within North Fair Oaks, resulting in a distinct disconnect between the northern, central and southern areas of the community. There are limited crossing points along the rail lines and only one continuous north-south route through the study area. Due to this, pedestrian access to key internal and external destinations is inhibited.

The primary pedestrian routes within North Fair Oaks are Middlefield Road and Fifth Avenue. Middlefield Road serves as an important pedestrian connection to local restaurants and businesses, as well as key community points of interest, such as the Fair Oaks Branch Library, Fair Oaks Community Center and the San Mateo County Sheriff's Office. Middlefield Road also provides important transit connections to local and regional destinations, such as Redwood City Caltrain Station, Atherton Caltrain Station and BART. Fifth Avenue serves as a key connection to the commercial uses and transit service on El Camino Real (SR-82) and provides the only continuous north-south route through North Fair Oaks. Significant secondary pedestrian routes include Semicircular Road, Fair Oaks Avenue, Bay Road and Second Avenue. These routes provide access to schools, parks and other local destinations.

Pedestrian Collision History

The California Highway Patrol publishes data on traffic accidents in California from a database called the Statewide Integrated Traffic Records System (SWITRS). The SWITRS reports include details regarding each documented accident, including location, type of collision, and whether pedestrians or bicyclists were involved. According to data from SWITRS between 1998 and 2008, there were several pedestrian collisions reported in the community. Locations with the greatest number of pedestrian collisions include the intersections of Middlefield Road / Fifth Avenue, Middlefield Road / Fourth Avenue, Middlefield Road / Second Avenue, Oakside Avenue / Northside Avenue and Dumbarton Avenue / Marlbrough Avenue. A pedestrian safety study of the Middlefield Road corridor is currently in underway; however, the project is currently in its preliminary stages and no findings are available to date. A map presenting the locations of pedestrian collisions in North Fair Oaks is included in the Appendix.

Bicycle Circulation System

The *San Mateo County Comprehensive Bicycle Route Plan* (October, 2000) provides a discussion of bikeways throughout the city and illustrates the bicycle facilities network. As referenced in this plan, cities generally follow state definitions for bikeways, which identify three distinct types of bicycle facilities: bike paths, bike lanes and bike routes. These facilities are defined as follows:

Class I Bikeway (Bike Path or Bike Trail): Provides completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Class II Bikeway (Bike Lane): Provides a restricted right-of-way designated for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists provided.

Class III Bikeway (Bike Route): Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Currently, there are no designated bike facilities within the North Fair Oaks Planning Area boundary, with the exception of bike lanes on Fifth Avenue between Waverly Avenue and Semicircular Road. The Bay Trail travels along the Bayfront Expressway, approximately one mile northeast of North Fair Oaks. The Bay Trail connects to multi-use trails on the Dumbarton Bridge, which allows bicyclists to reach destinations in the East Bay. Another Class I Bikeway travels along US-101 from Whipple Road in Redwood City, approximately 1 ½ miles northwest of North Fair Oaks, to Brittan Avenue in San Carlos. Bike lanes currently exist to the west along Middlefield Road from Woodside Road (SR-84) to Cassia Street in Redwood City, to the east along Middlefield Road from Encina Avenue to Willow Road in Menlo Park, and along Selby Lane from El Camino Real (SR-82) to Oakwood Boulevard south of the study area. The nearest bike routes to North Fair Oaks exist along Middlefield Road west of Cassia Street to the Redwood City Caltrain Station.

The *San Mateo County Comprehensive Bicycle Route Plan* (October, 2000) includes the following proposed improvements to the bicycle network near the study area:

- New Class I Bikeway north of US-101, filling the gap in the Bay Trail between the Bayfront Expressway and the northern trail connection in Redwood City;
- On-street bike facility along El Camino Real (SR-82) from Valparaiso Avenue in Menlo Park north to Hillsdale Boulevard in Foster City to the northwest;
- On-street bike facility along Fifth Avenue between El Camino Real (SR-82) and Semicircular Road;
- On-street bike facility along Semicircular Road from Fifth Avenue to Middlefield Road;
- On-street bike facility along Middlefield Road from Semicircular Road west to Jefferson Avenue in Redwood City;
- On-street bike facility along Marsh Road from Middlefield Road north to Bay Trail connection near Bayfront Expressway;
- On-street bike facility along Selby Lane from El Camino Real (SR-82) south to Oakwood Boulevard, then west along Oakwood Boulevard to Central Avenue, then along Central Avenue/Hudson Road to Whipple Road in Redwood City. This route will create a bypass route of Downtown Redwood City;
- On-street bike route along Jefferson Boulevard from El Camino Real (SR-82), near the Redwood City Caltrain Station, south to Canada Road in Redwood City.

The proposed bicycle facilities would provide local and regional access to the scenic Bay Trail, Redwood City and Menlo Park. The *San Mateo County Comprehensive Bicycle Route Plan* identifies proposed routes as either on-street or off-street facilities, but it does not specify whether future on-street facilities will be Class II bike lanes or Class III bike routes. Additional bicycle improvements identified on El Camino Real in Redwood City, Atherton and Menlo Park include signal improvements, signing, striping and lane re-stripping.

The location of the existing and planned bicycle facilities within the study area is illustrated in **Figure 3**.

Bicycle Collision History

Statewide Integrated Traffic Records System (SWITRS) reports, published by the California Highway Patrol, include details regarding each documented accident, including location, type of collision, and whether pedestrians or bicyclists were involved. According to data from SWITRS between 1998 and 2008, there were several collisions involving bicyclists in the community. Locations with the greatest number of pedestrian collisions include the intersections of Middlefield Road / Fifth Avenue, Middlefield Road / Fourth Avenue, Middlefield Road / Second Avenue, Middlefield Road / Northside Avenue, El Camino Real (SR-82) / Dumbarton Avenue and El Camino Real (SR-82) / Berkshire Avenue. A map presenting the locations of bicycle collisions in North Fair Oaks is included in the Appendix.

6. Parking

County Parking Standards for New Development

The County's parking standards, contained in Chapter 3 of the *San Mateo County Zoning Regulations* (1999), establish the number of required parking and loading spaces for new development within the County. The existing parking requirements for San Mateo County are presented in **Table 8**.

Table 8: Existing San Mateo County Parking Requirements

Use	Parking Spaces Required
Dwellings	1 space for each dwelling unit having 0 or 1 bedroom. 2 spaces for each dwelling unit having 2 or more bedrooms.
Apartments	1 space for each dwelling unit having 0 bedrooms or studio apartment. 1.2 spaces for each dwelling unit having 1 bedroom. 1.5 spaces for each dwelling unit having 2 bedrooms. 2 spaces for each dwelling unit having 3 or more bedrooms. Plus 1 additional uncovered guest parking space for each 5 units.
Housing, Affordable	Same number of spaces required for dwellings or apartments as applicable, except for the provisions of Section 6118(a).
Housing, Rental	Same number of spaces required for dwellings or apartments as applicable except for the provisions of Section 6118(a).
Housing for the Elderly	Same number of spaces required for dwellings or apartments as applicable; however, outside the Coastal Zone the number of spaces may be reduced if the Zoning Administrator makes a finding that not all spaces are needed. In making a finding, the Zoning Administrator shall consider: (1) the anticipated automobile usage and characteristic visitor patterns of the occupants; (2) proximity of the building or land to shopping, service, health and other transportation facilities; (3) proximity of public and commercial parking areas; (4) effect a reduced number of required spaces would have on existing and anticipated parking conditions in the neighborhood; and (5) conditions deemed relevant by the Zoning Administrator.
Rooming Houses, Lodging Houses, Club Rooms, Fraternity Houses	1 for the first 3 guest bedrooms plus 1 for each additional 3 guest bedrooms or fraction thereof.
Auto Courts, Motels	1 for each individual sleeping unit, or dwelling unit.
Hotels	1 for each 4 guest bedrooms.
Automobile Sales, Automobile Repair	1 space for every 500 sq. ft. of floor area.
Convalescent Homes, Skilled Nursing Facilities, Hospitals	1 for each 5 beds.
Theaters	1 for each 5 seats.
Stadia, Sports Arena Auditorium	1 for each 5 seats.
Orphanages	1 for each 10 beds.
Churches	1 for each 4 seats in the main worship unit.
Schools	1 for each classroom, plus 1 for each 100 sq. ft. in the Auditorium, or any space so used.
Dance Halls, Assembly Halls w/o Fixed Seats, Exhibition Halls, Meeting Halls, Clubs, Card Rooms	4 for each 100 sq. ft. of floor area used for dancing or assembly.
Bowling Alleys	3 for each alley.
Medical or Dental Clinics, Banks, Business Offices, Professional Offices	1 for each 200 sq. ft. of floor area.

Use	Parking Spaces Required
Establishments for the Sale and Consumption (on the premises) of Alcoholic Beverages, Food or Refreshments	1 for each 3 seats or stools.
Mortuaries or Funeral Homes	10 for each room used as a chapel room or slumber room, or parlor, or 1 for each 25 sq. ft. of floor area of assembly rooms used for services, whichever amount is greater.
Warehouses	1 space for each 2 employees on largest shift.
All Uses Not Enumerated Above Which Are Permitted in "C" or "H" Districts	1 for each 160 sq. ft. of gross floor area excluding basement and storeroom.
All Uses Not Enumerated Above Which Are Permitted in "M" Districts	1 space for each 2 employees on largest shift; in no case less than 1 space for each 2,000 sq. ft. of floor area.
Source: San Mateo County Zoning Regulations (1999)	

The San Mateo County General Plan mentions that the current parking standards for some of the listed uses are very liberal and may be inadequate, potentially resulting in an overflow of parking from some developments into adjacent areas. Additionally, the General Plan states that future revisions to the County's parking standards could provide the County an opportunity to incorporate innovating parking management techniques in the ordinance, including shared parking in mixed use developments, off-site parking, and reduced employee parking in conjunction with ridesharing programs. Additionally, the existing North Fair Oaks Community Plan includes a policy stating that the "County will investigate the possibility of establishing parking districts in areas of inadequate off-street parking facilities."

Observed Parking Conditions and Issues

North Fair Oaks is one of the most populated areas in the unincorporated county and has some of the greatest concentrations of low-income households. According to 2000 U.S. Census data, the average number of persons per household in North Fair Oaks is 3.81, compared to the County average of 2.74. Furthermore, for renter-occupied units, the average number of persons per household in North Fair Oaks is more than 60 percent higher than the County average. Because of current high household auto ownership in the plan area, residential uses generate high parking demands, which spill onto streets.

Off-Street Parking

There are currently no public off-street parking lots or structures provided within the North Fair Oaks Planning Area. Private off-street parking lots exist at the multi-family housing sites in the Planning Area and at several of the commercial and industrial developments fronting El Camino Real (SR-82), Middlefield Road, Fifth Avenue, Bay Road, Spring Street North Fair Oaks Avenue, and other streets. Observations of the existing private off-street parking facilities show that, in general, commercial and industrial parking is moderately utilized during typical business hours, while off-street residential parking lots for multi-family developments are highly utilized due to high vehicle ownership.

Public On-Street Parking

On-street parking is provided along the majority of the streets within North Fair Oaks. Angled on-street parking exists along the main commercial segment of Middlefield Road between Fifth Avenue and Pacific Avenue. For much of this segment, parking is restricted to two hours. There are several 90-degree parking spaces fronting the industrial businesses along Edison Way east of Fifth Avenue, while the remaining on-street parking within the study area is primarily parallel parking. Several streets within the residential areas on the eastern side of the Planning Area are too narrow to accommodate on-street parking; however, residents typically park off-street along wide gravel or paved shoulders. Observations of the existing parking conditions show that in general, the on-street parking is highly utilized within the North Fair Oaks area. This is particularly evident on streets with higher concentrations of multi-family housing, as well as along streets such as Bay Road, Spring Street and the western segment of Fair Oaks Avenue, where mixes of industrial and residential uses exist. Further, there appear to be a significant number of home occupation business vehicles (i.e. landscaping services, construction trucks) parked along the residential streets, which contributes to the high utilization of on-street parking within the area.

Figure 1

Existing Roadway System

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Roadway Classification (1986 General Plan)

US Highway

State Route

Arterial

Local Street
(only key local connections highlighted)

Average Daily Traffic (ADT) Volume

More than 10,000 vehicles/day

5,000 - 10,000 vehicles/day

2,000 - 5,000 vehicles/day

Note: Roads carrying less than 2,000 vehicles/day and where data was not available are not highlighted.

XXXX Average Daily Traffic (ADT) Count

Signalized Intersection

Grade-Separated Railroad Crossing

At-Grade Railroad Crossing

Data Source: San Mateo County; KHA, Inc.

0 400 800 1,600 Feet

N

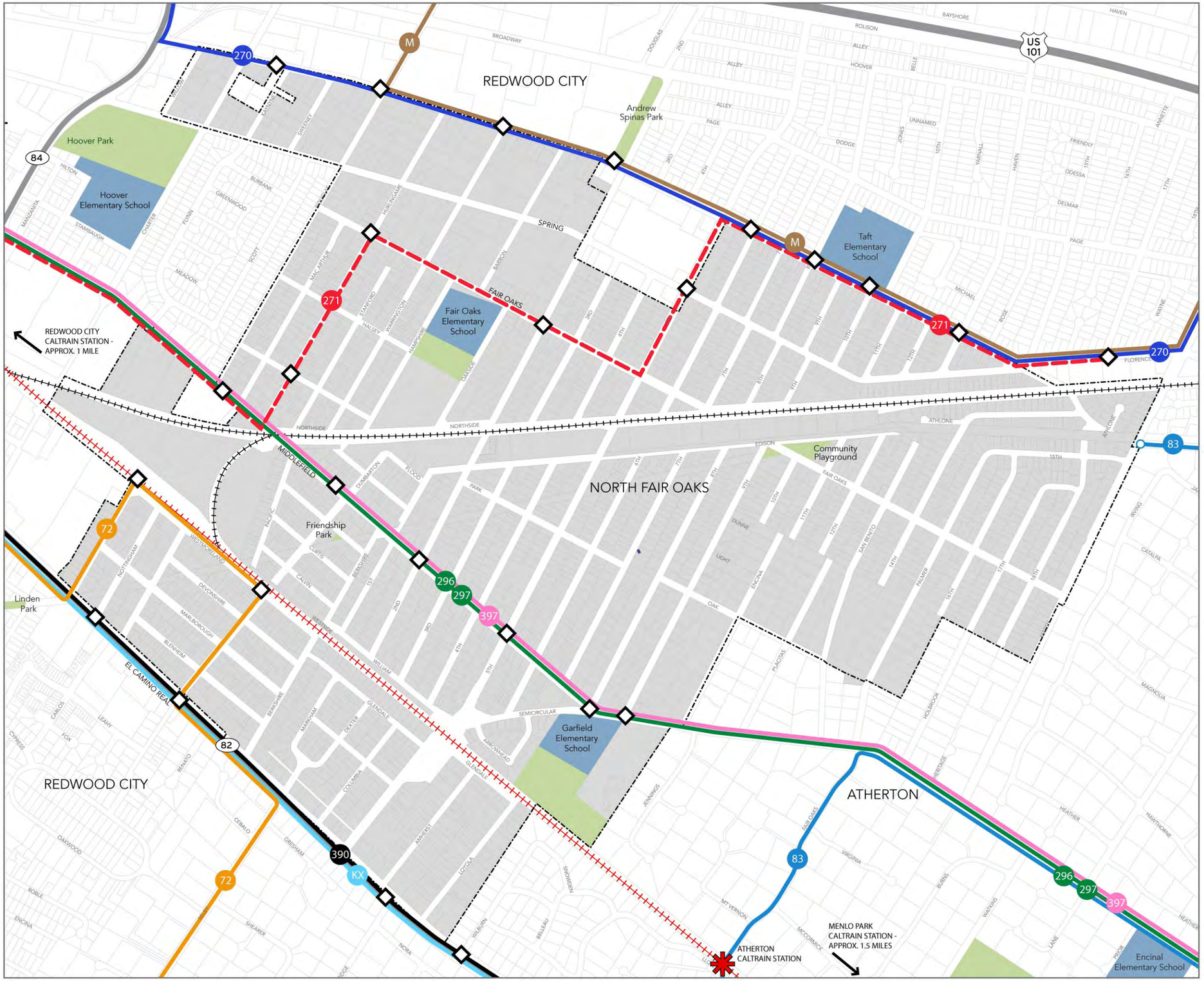
MIG

Updated Mar 2010

Figure 2

Existing Transit Circulation

NORTH FAIR OAKS COMMUNITY PLAN



Project Area

Parcel

Park

School

Highway

Rail Line

Caltrain Rail Line

Caltrain Station

Bus Stop

SamTrans Bus Routes:

Express Routes

- KX — Express and local service to Palo Alto, Menlo Park, Atherton, Redwood City, San Carlos, Belmont, SFO and San Francisco

Community Routes

- 72 — Serves Redwood City, Woodside Plaza, Fair Oaks, Marsh Manor, Atherton
- 83 — Serves Sharon Heights, Marsh Manor (Menlo Park and Atherton)

Routes Serving Caltrain

- 270 — Serves Redwood City Caltrain Station, Kaiser Hospital, Seaport Village, Harbor Village, Marsh Road (Menlo Park)
- 271 — Serves Westwood Terrace, Roosevelt, Downtown Redwood City, County Government Center, Redwood City Caltrain Station, Woodside Plaza (LIMITED SERVICE IN NORTH FAIR OAKS)
- 296 — Serves Redwood City, Atherton, Menlo Park, East Palo Alto
- 297 — Serves Redwood City, Palo Alto

Routes Serving BART and Caltrain

- 390 — Serves Daly City BART, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Atherton, Menlo Park, Palo Alto
- 397 — Serves San Francisco, South San Francisco, San Francisco International Airport, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Palo Alto

AC Transit Bus Routes:

- M — Transbay Route serves Union City BART, Castro Valley BART Foster City, Menlo Park

Data Source: San Mateo County; SamTrans; KHA, Inc.

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Infrastructure

This chapter of the existing conditions report describes baseline conditions for utility infrastructure in North Fair Oaks. It determines key issues relevant to the Community Plan Update and provides context for examining development opportunities and constraints over the next 20 years. The information presented in this section will be used to develop goals, policies and implementing actions in the Community Plan.

This chapter was prepared by BKF Engineers.

This chapter contains the following sections:

The following maps are attached to this report:

Fig-1: Vicinity Map

W-1: Water Service Areas

W-2: Existing Water System

SD-1: Existing Storm Drain System

SS-1: Existing Sanitary Sewer System

Existing Conditions Photographs

Redwood City Recycled Water Service Area Map

California Water Service Company Utility Map

Redwood City Utility Block Maps

San Mateo County Utility Maps

PG&E Utility Maps

Comcast Utility Maps

1. Key Findings

This section describes key issues and opportunities related to infrastructure in North Fair Oaks. The findings were based on the technical analysis of existing conditions in the project area.

Finding 1: The current potable water system contains older conveyance pipes and lacks emergency storage facilities.

The water distribution system within most of North Fair Oaks (NFO) is owned and operated by Cal Water and consists of a pipe network which lies predominantly beneath the traveled roadway in the public street rights-of-way. The northern portion of NFO is served by the City of Redwood City. Water is delivered to the system through various connections to SFPUC transmission mains and from Bear Gulch Reservoir treatment system in Atherton. The Bear Gulch Reservoir is located on the northeast side of California Interstate 280 between the Sand Hill Road and Woodside Road interchanges.

The water delivery system in the area consists of a network of 4 through 10-inch mains. Distribution lines in the area are a combination of asbestos cement, transite, and cast iron pipe. Cal Water has a 50-year replacement program for cast iron pipe, as it tends to corrode in soil types that are common in the Study Area. The portion of the Study Area within the City of Redwood City's jurisdiction has insufficient emergency water storage facilities.

Finding 2: Recycled water is currently not available in the Study Area.

Currently, there is no recycled water system in the Study Area. The closest existing point of connection from the District to the recycled water system is east of the Highway 101/Woodside junction. The City of Redwood City has discussed expansion of their system from this point westerly, along Highway 84, toward El Camino Real and ultimately to the foothills. However, all future pipe alignments are north of the Study Area. Based on the City of Redwood City's Recycled Water Service Area Map (See Appendix), the Study Area is outside of the City's Phase 1 service area.

Finding 3: The current storm drain system in the Study Area lacks sufficient conveyance facilities.

Storm drain service for Study Area is provided by the County of San Mateo. The Study Area is currently served primarily by overland flow through streets and gutters. The northern portion of the Area drains to a storm drain system on Douglas Avenue that conveys flows to the City of Redwood City's Douglas Avenue Pump Station. There is a network of underground 15 to 33-inch diameter storm drain pipes in the vicinity of Douglas Avenue.

The southern portion of the Study Area drains to a storm drain system that conveys flows to the County's Athlone Pump Station. There is a limited underground storm drain system in the vicinity of the Pump Station and Southern Pacific Railroad spur. Line sizes in the project vicinity range from 15 to 48-inch diameter.

Finding 4: Portions of the Study Area experience regular flooding.

The Study Area is located within a FEMA Flood Hazard Zone X and is considered to be above the 100-year water level of local major drainage systems. FEMA analyses do not consider flooding associated with inadequate local drainage systems. Even though FEMA considers the Study Area to be above the 100-year water level of major drainage facilities, there is potential for flooding to occur because of deficiencies of the local drainage systems. Locations of flooding are near the railroad tracks where the tracks act as a barrier to overland flow and within the drainage area where garages are located below the street grade, causing street flows to be conveyed through private property.

Finding 5: The majority of the Study Area lacks stormwater treatment facilities.

The National Pollutant Discharge Elimination System (NPDES), a provision of the Federal Clean Water Act, requires that each new development project resulting in a land disturbance greater than 10,000 square feet prepare a Stormwater Management Plan (SWMP) and one acre or larger also prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWMP presents measures for long-term reduction of stormwater pollutants leaving the site. Due to the age of many current developments within the Study Area, very few sites have implemented stormwater treatment on-site. In addition, the project must comply with the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), which requires post construction stormwater controls under Provision C.3 of the Municipal Regional stormwater NPDES permit.

Finding 6: The sanitary sewer system within the Study Area contains conveyance and treatment limitations.

Sanitary sewer service is provided by Fair Oaks Sewer Maintenance District (FOSMD) and Redwood City (City) facilities for transporting sewage flows, and South Bayside System Authority (SBSA) facilities for treating the sewage. The City's sewage capacity rights are allocated by the governing Joint Powers Agreement which governs SBSA. FOSMD is not a member of the Joint Powers Agreement and must get its allocations through the City of Redwood City. These allocations correspond to the sewer treatment capacity and the sewer transmission capacity. On occasions, the City has exceeded its peak wet weather flow (PWWF) allocation to the treatment plant.

Finding 7: The existing dry utility system has adequate capacity for current demands.

There are existing dry utilities including electric, gas and telecommunication within the Study Area. Service for dry utilities are provided by different companies and the distribution systems consist of both overhead and underground utility lines. It is assumed that the current facilities are sufficient to serve the Study Area and that these private utility providers will upgrade their facilities as needed to accommodate all future developments. The dry utility service providers within the District consist of: electric – Pacific Gas & Electric (mostly overhead, with some underground lines); gas – Pacific Gas & Electric (underground piping); and telecommunication – Comcast and AT&T.

2. Introduction

The following section documents the existing and proposed utility infrastructure for the proposed North Fair Oaks Community Plan. The focus will be on water, storm drain, and sanitary sewer facilities that serve North Fair Oaks. This section is intended to provide general concepts and guidelines to be followed by comprehensive analyses for site specific projects. This section also includes a brief discussion of dry utilities (electric, gas, and telecommunication). This section does not include architecture, landscaping, circulation, public access, traffic, etc.

Key Assets

The Community Plan Update will build on existing assets in North Fair Oaks. Key assets for infrastructure include:

- An existing water distribution system consisting of a network of 4 through 10-inch water mains. Water service is provided by California Water Service Company and Redwood City Water Department;
- Several existing improved streets and gutters which provide overland conveyance facilities for stormwater flows;
- An existing storm drain pump station (Athlone Pump Station) including an adjacent storm drain system with line sizes ranging from 15 to 48-inch diameter; and
- An existing sanitary sewer distribution system maintained by the Fair Oaks Sewer Maintenance District that includes both major trunk lines and smaller feeder lines.

Acronyms and Abbreviations

ADWF	Average dry weather flow
AFY	Acre-feet per year
BKF	BKF Engineers
BMP	Construction best management practices
BOD	Biochemical oxygen demand
CIP	Cast Iron Pipe
FOSMD	Fair Oaks Sewer Maintenance District
gal/day/sf	Gallons per day per square foot
gpd	Gallons per day
gpm	Gallons per minute
NFO	North Fair Oaks
NFPA	National Fire Protection Agency Code
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
PWWF	Peak wet weather flow
RUE	Residential Unit Equivalent
RWQCB	Regional Water Quality Control Board
SBSA	South Bayside System Authority
SFPUC	San Francisco Public Utilities Commission
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
UFC	Uniform Fire Code
WSA	Water Supply Assessment

3. Water System

Existing Potable Water Infrastructure

The water distribution system within most of North Fair Oaks is owned and operated by Cal Water and consists of a pipe network which lies predominantly beneath the traveled roadway in the public street rights-of-way. The northern portion of NFO is served by the City of Redwood City. Water is delivered to the system through various connections to SFPUC transmission mains and from Bear Gulch Reservoir treatment system in Atherton. The Bear Gulch Reservoir is located on the northeast side of California Interstate 280 between the Sand Hill Road and Woodside Road interchanges.

The water delivery system in the area consists of a network of 4 through 10-inch mains. Distribution lines in the area are a combination of asbestos cement, transite, and cast iron pipe. Cal Water has a 50-year replacement program for cast iron pipe, as it tends to corrode in soil types that are common in North Fair Oaks. Any paving improvements that may be implemented as a result of the Specific Plan work should be coordinated with cast iron water line replacement, if possible.

The Cal Water system in the project vicinity is divided into two separate pressure zones: a high zone and a low zone. The Study Area is within the low zone, where static pressures range from 55 pounds per square inch (psi) to 65-psi. Hydrant tests conducted between 2006 and 2008 indicate, in general, that the following fire flow rates are available with a residual pressure of 20-psi:

Typically, a minimum of 1,500 gpm at any fire hydrant, with a residual pressure of 20-psi is required to serve new developments. Depending on building sizes and construction types, the Uniform Fire Code may require higher fire flows with multiple fire hydrants to be flowing simultaneously.

Water Supply Assessment

A Water Supply Assessment (WSA) may be needed if development consists of an increase in water usage equivalent to any of the following:

1 A proposed residential development of more than 500 dwelling units.
2 A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
3 A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
4 A proposed hotel or motel, or both, having more than 500 rooms.
5 A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
6 A mixed-use project that includes one or more of the projects specified in this subdivision.
7 A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Existing Recycled Water Infrastructure

A recycled water distribution system conveys flows from the SBSA treatment plant to Seaport Boulevard, north of Highway 101. Currently the system is complete except for a crossing at Redwood Creek. As shown on the Recycled Water Service Area Map (See Appendix), the project site is outside of Redwood City's Phase 1 service area. Redwood City has not identified future phases for the extension of the recycled water system at this time.

There is currently no recycled water system that serves NFO. Currently the closest existing point of connection from the District to the recycled water system is east of the Highway 101/Woodside junction. The City of Redwood City has discussed expansion of their system from this point westerly, along Highway 84, toward El Camino Real and ultimately to the foothills. However, all future pipe alignments are north of the District boundary.

Existing Potable Water Demand

North Fair Oaks contains approximately 4,000 homes with approximately 15,000 residents. The area is also home to commercial businesses and industrial facilities.

4. Storm Drain System

Stormwater Regulations

Storm drain service to North Fair Oaks is provided by the County of San Mateo. The following storm drainage system analysis documents capacity within existing storm drainage facilities serving NFO and supplemental facilities that might be necessary to support any increased levels of development that might result from changes to policies, codes and regulations related to the updated Community Plan. The purpose of this analysis is to provide locations and sizes of major storm drain facilities necessary to serve any changes in rates and intensities of development in NFO. This is intended to provide general concepts and guidelines to be followed by more detailed and comprehensive analyses.

The National Pollutant Discharge Elimination System (NPDES), a provision of the Federal Clean Water Act, requires that each new development project resulting in a land disturbance greater than 10,000 square feet prepare a Stormwater Management Plan (SWMP) and one acre or larger also prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWMP presents measures for long-term reduction of stormwater pollutants leaving the site. The SWPPP is a document that outlines plans to control storm water pollution during construction and post-construction.

Projects within NFO and the remainder of the County, including storm drain improvements, require the following approvals:

- County of San Mateo:
  - Hydrological review
  - Hydraulic design

In addition, projects must comply with the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), which requires post construction stormwater controls under Provision C.3 of the Municipal Regional stormwater NPDES permit. The following items will need to be prepared.

- Regional Water Quality Control Board (RWQCB):
  - Notice of Intent (NOI)
  - Storm Water Pollution Prevention Plan (SWPPP)
    - Description of erosion and sediment control measures and BMPs
    - Plan of erosion and sediment control measures
  - Stormwater Management Plan (SWMP)

Existing Storm Drain Infrastructure

NFO is currently served primarily by flow through streets and gutters. The northern portion of the area drains to a storm drain system on Douglas Avenue that conveys flows to the City of Redwood City's Douglas Avenue Pump Station. There is a network of underground 15 to 33-inch diameter storm drain pipes in the vicinity of Douglas Avenue.

The southern portion of NFO drains to a storm drain system that conveys flows to the County's Athlone Pump Station[1]. There is a limited underground storm drain system in the vicinity of the Pump Station and Southern Pacific Railroad spur. Line sizes in the project vicinity range from 15 to 48-inch diameter.

[1] Bohley/Maley Associates, "North Fair Oaks Drainage Study", December, 1995

Douglas Avenue Drainage Area/Pump Station

The pump station, located on Douglas Avenue near Highway 101, has a pumping rate of approximately 32,200 gpm[2]. The pump station conveys flow to the Bayfront Canal through a 42-inch diameter force main that crosses under Highway 101. Drainage areas in the North Fair Oaks area were defined based on similar drainage areas described in the Winzler & Kelly report in conjunction with existing block book maps from Redwood City. Based on the methodology presented in the Winzler & Kelly report, the low-lying portions of the area are subject to flooding during a 5-year storm event due to a lack of pumping capacity of the Douglas Avenue pump station.

During major storm events, the overflow from adjoining drainage areas significantly exceeds the pumping capacity of the pump station and excess flow ponds in the low-lying areas of NFO. With overflow spill to the drainage area, the water level will be at an approximate elevation of 10.5 during a 100-year event, based on Redwood City's adopted datum of NAVD88.

Bayfront Canal

The southern project area flows to the Athlone Pump Station, which pumps flow by 24-inch diameter force main to the Atherton Channel. Atherton Channel discharges to the Bayfront Canal at a location about 0.7 miles east of where the force main enters Atherton Channel discharge point. Flooding has occurred adjacent to the Bayfront Canal on several occasions and there are regional flooding issues associated with flow capacity limitations at the Bayfront Canal tide gates, located approximately 400 feet east of where the Atherton Channel discharges to the Bayfront Canal. The City of Redwood City is currently working to resolve these regional flooding issues. The Winzler & Kelly report presents options for possible Bayfront Canal Improvements. These options include the use of Cargill salt pond areas as detention basins, a new pump station at the existing tide gate, and a new floodwall on the Redwood City side of the canal. Once these flooding issues are resolved by Redwood City, it will be possible to make upstream storm drain improvements that will increase flows to the downstream system. Until these improvements are made, there will be restrictions on any improvements intended to reduce unintentional stormwater contributing to the drainage area. Once these issues are resolved deficiencies at the Douglas Avenue and Athlone Pump Stations could be resolved.

Adjacent Drainage Areas

There are three drainage areas in the vicinity that are hydraulically separated from the NFO's drainage system but impact the discharge by either directly spilling into or creating a tailwater in the Bayfront Canal that impacts the Atherton Channel and Douglas Avenue drainage systems. Based on the Winzler & Kelly report and existing block book maps from Redwood City, drainage areas in the project vicinity are defined as follows (all areas are approximate):

- Atherton Channel – 6.16 square miles that discharge to the Bayfront Channel upstream of the Bayfront Canal tide gate.
- Fifth Avenue – 293 acres (0.46 square miles) east of the Douglas Avenue drainage area. Runoff in excess of the pump station capacity spills to Douglas Avenue.
- Broadway / Second Avenue – 794 acres (1.24 square miles) that flow by pressure flow through a 78-inch diameter line to the Bayfront Canal.
- Broadway – The Broadway pump station has a 205-acre drainage area that discharges to a 72-inch diameter line that becomes a 78-inch diameter line at Douglas Avenue and Broadway. The peak flow to the pump station is not reported in the Bayfront memo, but appears greater than the pump station capacity. Excess flow to the pump station would pond at the pump station.

[2] Winzler & Kelly Consulting Engineers, "Bayfront Canal Improvement Project – Design Development Alternatives Analysis Report", December, 2003

- Second Avenue – Second Avenue has a 589-acre drainage area. Based on Block Book data, the area flows as gravity in a 48-inch diameter line that becomes a pressure line where it meets the 72-inch line from the Broadway pump station.

Deficiencies along the Bayfront Canal will need to be corrected by Redwood City before upgrades within these systems could be constructed that would reduce local flooding.

Existing System Deficiencies

North Fair Oaks is located within a FEMA Flood Hazard Zone X and is considered to be above the 100-year water level of local major drainage systems. FEMA analyses do not consider flooding associated with inadequate local drainage systems. Even though FEMA considers NFO to be above the 100-year water level of major drainage facilities, there is potential for flooding to occur because of deficiencies of the local drainage systems. Locations of flooding are near the railroad tracks where the tracks act as a barrier to overland flow and within the drainage area where garages are located below the street grade, causing street flows to be conveyed through private property.

5. Sanitary Sewer System

Sanitary Sewer Background

Sanitary sewer service is provided by Fair Oaks Sewer Maintenance District (FOSMD) and Redwood City (City) facilities for transporting sewage flows, and South Bayside System Authority (SBSA) facilities for treating the sewage. The following sanitary sewer system analysis documents flow capacity within the existing sanitary sewer facilities serving the project site and supplemental facilities necessary to support the proposed development. The purpose of this analysis is to provide locations and sizes of proposed major sanitary sewer facilities necessary to serve NFO. This is intended to provide general concepts and guidelines to be followed by more detailed and comprehensive analyses.

This sewer system analysis describes the impact of North Fair Oaks on Redwood City, FOSMD, and SBSA sewer systems. The analysis describes existing capacity, and a range of improvements likely to be required should the updated Community Plan and related changes to codes and regulations result in higher levels of development.

Redwood City's sewage capacity rights are allocated by the governing Joint Powers Agreement which governs SBSA. Members of the Joint Powers Agreement include Redwood City, Belmont, San Carlos and West Bay Sanitary District, which covers Menlo Park and portions of Atherton and Portola Valley. Each member agency of the SBSA is allotted maximum capacity rights for Peak Wet Weather Flow (PWWF), Average Dry Weather Flow (ADWF), Biochemical Oxygen Demand and Suspended Solids. These allocations correspond to the sewer treatment capacity and the sewer transmission capacity. Redwood City has on occasion exceeded its PWWF allocation to the treatment plant.

Treatment Jurisdiction

FOSMD is not a member agency of SBSA, but contracts for sewer capacity through Redwood City. Therefore, Redwood City has jurisdictional responsibility with SBSA regarding available treatment capacity and associated costs of connection for FOSMD.

Conveyance Jurisdiction

FOSMD has jurisdiction over conveyance capacity for the area within North Fair Oaks, including areas from NFO to a connection point where the Redwood City sewer system begins. The connection point where the Redwood City sewer system begins is located near the intersection of Chestnut Street and Veterans Boulevard. The City of Redwood City then has jurisdiction over conveyance capacity from that point to the Maple Street Pumping Station. SBSA has jurisdiction from the Maple Street Pump Station to the SBSA treatment plant.

Sewage Generation Rates/Fees

The analysis of sewer system conditions and potential improvements relies on different sewage generation rates since two agencies have jurisdiction over different portions of the North Fair Oaks impacted sewer system. Thus, sewer system analysis will use Redwood City rates for the sections in Redwood City's jurisdiction and FOSMD rates for the sections in FOSMD's jurisdiction.

FOSMD Rates/Fees

For non-residential developments, FOSMD estimates flow rates using the total number of sewage receptors or plumbing fixtures proposed. Each five (5) plumbing fixtures are deemed to be one (1) Residential Unit Equivalent (RUE), and each RUE is estimated to generate 220 gpd.

Connection fees for any future projects potentially generated from an updated Community Plan would be based on the number of RUEs. FOSMD will consider implementing a monitoring program to track actual usage rates versus calculated demand rates for any such potential projects. In the case of potential multi-phase

projects, FOSMD will also consider adjusting estimated sewer generation rates for later project phases based on measured generation rates from the initial project phases.

Water Conservation Measures

The North Fair Oaks Community Plan update will consider adoption of required water conservation measures such as low flow water fixtures, infrared detectors, and other water efficient measures.

Existing Sanitary Sewer Infrastructure

The existing sewer system includes four major north-south trunk lines, fed by 6 and 8-inch diameter feeder lines. The four major trunk lines are Douglas Avenue, Barron Avenue, 6th Street and 12th Street. The off-site sewer system also includes two parallel line in Bay Road, which are 30-inch and 24-inch diameter lines. Flows from the FOSMD are conveyed north under Highway 101 to a 30-inch diameter line, which ultimately flows to the Maple Street Pump Station. The existing sewer system is shown on Figure SS-1.

The existing sewer system information is based on utility maps, and construction plans and profiles provided by Redwood City's Engineering Department, FOSMD, and BKF plans of the FOSMD Bay Road improvements. The information includes pipe size, slope, material, inverts, location and length.

Existing Sanitary Sewer System Evaluation

Three components of the existing sewer facilities are evaluated. The first component involves the flow capacity available in the existing gravity sewer lines to convey the sewage from the project site to the Maple Street Pump Station. The second is the conveyance capacity available at the Maple Street Pump Station to convey the PWWF to the treatment facilities. The third component concerns the capacity required at the SBSA treatment plant to treat the ADWF.

Existing Gravity Sewer Lines - Conveyance Capacity

The evaluation of the existing gravity sewer lines uses the PWWF. The available flow capacity of the sewer lines is determined using information obtained from Redwood City's record drawings, existing flow in lines located in the FOSMD jurisdiction3, and existing flow in lines located in Redwood City's jurisdiction (obtained directly from Redwood City). Any decision to improve the existing gravity sewer system will be influenced by parameters including the available flow capacity, material, age, and defects of existing pipes.

The County of San Mateo, Fair Oaks Sewer Maintenance District, Sewer Master Plan (September, 2000) identifies significant lengths of the of the Fair Oaks system as under capacity. About 2,800 feet of the 16th Avenue system are undersized and should be replaced with 15 to 18-inch diameter lines. About 3,250 feet of the Barron Avenue system are undersized and should be replaced with 15-inch diameter line.

Existing Maple Street Pump Station - Conveyance Capacity

The conveyance capacity of the Maple Street Pump Station (owned by Redwood City, maintained by SBSA), the force main to the treatment plant and the lift station at the treatment plant must also be evaluated. The conveyance capacity is evaluated using the net increase in the project PWWF, which represents the difference between the existing and projected sewer generation for the project site. The capacity is not exclusively determined by the physical characteristics of the Maple Street Pump Station and downstream facilities, but also the PWWF rights owned by Redwood City and allocated to FOSMD. Redwood City's rights represent the maximum contractual transmission capacity of 30.5 MGD (4.6 MGD for Redwood Shores and 25.9 MGD for the remainder of Redwood City).

[3] Brown and Caldwell, "County of San Mateo, Fair Oaks Sewer Maintenance District, Sewer Master Plan", September, 2000.

Existing SBSA Treatment Plant - Treatment Capacity

The ADWF, Biochemical Oxygen Demand and Suspended Solids are the parameters used to evaluate the treatment capacity required at the SBSA treatment plant. For any development project proposed in North Fair Oaks, the average daily flow would be based on the net increase produced by the site redevelopment and adjusted for BOD and suspended solids.

6. Dry Utility System

Service Providers

Existing dry utilities including electric, gas and telecommunication are located within North Fair Oaks. Service for dry utilities are provided by different companies and the distribution systems consist of both overhead and underground utility lines. The dry utility service providers within NFO consist of various companies and are as follows:

Electric

The electrical power distribution system within North Fair Oaks is owned and operated by Pacific Gas & Electric Company (PG&E). This electrical power grid consists of both overhead and underground electrical lines located predominantly in the public street rights-of-way and easements (See Appendix).

Gas

The natural gas distribution system within North Fair Oaks is also owned and operated by PG&E and consists of a pipe network which lies predominantly beneath the traveled roadway in the public street rights-of-way (See Appendix).

Telecommunication

The telecommunication distribution system within North Fair Oaks provides various services such as telephone service, cable TV, etc. The service providers include Comcast, AT&T, etc. (See Appendix).

Health and Wellness

This chapter documents key community health and wellness conditions in North Fair Oaks. It summarizes recent and ongoing projects and research on neighborhood health, identifies key assets and needs relevant to the Community Plan, and outlines strategies for improving health outcomes in the neighborhood over the next 20 years. The information presented in this chapter will be used to help identify goals, policies and actions related to health and wellness. This chapter was prepared by MIG, Inc.

This chapter contains the following sections:

The following maps are attached to this report:

1. Key Findings

This section describes key issues and opportunities related to health and wellness in North Fair Oaks. The findings were based on the technical analysis of existing conditions in the project area.

Finding 1: North Fair Oaks has a few neighborhood parks, but there is high need for additional parks, play areas and open space areas throughout the neighborhood.

North Fair Oaks residents are dramatically underserved in parks and recreation, with per capita park acreage well below the standard in nearby communities and across the nation. Given the critical role that parks and open space play in healthy living, there is a strong need to address this deficiency.

Finding 2: Although families and children have good access to healthy foods, they also live within walking distance of multiple liquor stores and fast food restaurants.

North Fair Oaks is better served with retail shops selling fresh fruits and vegetables than many other communities with similar demographics. But the easy access to fast food and liquor stores, which typically sell convenience foods, is still a concern.

Finding 3: Existing medical providers in the neighborhood are a strong presence for families and children, but the clinics have limited capacity to serve the extensive needs of residents.

The existing clinics and small providers in North Fair Oaks play a crucial role in keeping families and children in the neighborhood healthy. However, they do not have adequate resources to meet the care needs of residents. Access to additional clinics and medical facilities can help meet the needs of the neighborhood.

Finding 4: Residents and employees in North Fair Oaks have good access to local public transit, but poor access to regional public transit. In addition, there are many physical and safety barriers to walking and bicycling in the neighborhood.

Although SamTrans operates multiple bus routes in North Fair Oaks, many routes operate infrequently or inconsistently, creating challenges for residents whose primary mode of travel is public transit. While bus routes connect to regional transit service in Redwood City and Menlo Park, no regional transit stops are within walking distance of North Fair Oaks. Additionally, there are few or very limited pedestrian and bicycle amenities and connections in the neighborhood that can promote and support walking and bicycling.

Finding 5: While many services are available in North Fair Oaks, few residents live within walking distance of a complete range of public and retail daily goods and services.

A complete neighborhood should have public amenities and retail goods and services should be located within walking distance of residential parcels. North Fair Oaks lacks a diverse range of goods and services. In addition, existing railroad tracks act as barriers to connectivity, further limiting access.

Finding 6: Residents and community groups in North Fair Oaks are working closely with the Sheriff's Office and other crime-prevention organizations to improve public safety, but crime rates and other indicators remain significantly higher than in neighboring jurisdictions.

Continued efforts are needed to build the programs run by the Sheriff's Office and other community groups, and to create new strategies for deterring both violent and property crimes. Vandalism, illegal dumping and graffiti are also significant concerns affecting quality of life in the neighborhood.

Finding 7: North Fair Oaks has few major environmental hazards that contribute to air, water or soil pollution in the neighborhood, but many residents live along rail corridors and industrial parcels, and the tree canopy coverage is low.

North Fair Oaks has few roadways with daily vehicle traffic over 50,000 cars per day that cause significant air pollution. However, there are nonetheless a number of factors contributing to poor environmental quality in the community. Many residents live along rail corridors or near industrial uses. Should rail traffic increase in the future, the proximity of residential uses to the railroad tracks will become increasingly problematic. In addition, tree canopy coverage remains low compared to surrounding communities.

2. Planning Context

This section describes the overall health planning and policy context for the North Fair Oaks (NFO) Community Plan Update including a discussion of key demographics, health needs, chronic illnesses, and other aspects of overall health. It provides a snapshot of the health of North Fair Oaks residents based on existing San Mateo County data[1] related to:

- Demographics
- Access to Health Care
- Life Expectancy and Causes of Death
- Chronic Diseases
- Births and Prenatal Care
- Communicable Diseases
- Substance Abuse

Demographics

Population Projections

In 2009, North Fair Oaks had an estimated population of 16,296 which is expected to grow by 11 percent between 2010 and 2030, a slower rate than is expected in the County and the Bay Area as a whole. Population projections by age group suggest a continued presence of families with children in North Fair Oaks.

Household Size

North Fair Oaks has a higher proportion of large family households than San Mateo County and Bay Area overall. Approximately 73 percent of all North Fair Oaks households were family households in 2009, compared to 67 percent and 65 percent in the County and Bay Area, respectively. North Fair Oaks' average household size of 3.9 persons per household in 2009 was substantially higher than the County and Bay Area averages of 2.79 and 2.73, respectively.

Tenure

North Fair Oaks has a significant concentration of renter households. Only about 51 percent of North Fair Oaks households owned their own home in 2009 compared to 61 percent in San Mateo County overall.

Income and Education Characteristics

Households in North Fair Oaks are less affluent than the County and Bay Area. In 2009, North Fair Oaks had a median household income of $64,000, compared to over $86,000 in the County and $76,800 in the Bay Area. The concentration of low- and middle-income households in NFO is closely tied to the low level of educational attainment. In 2009, nearly half (49 percent) of North Fair Oaks residents had not graduated from high school, potentially significantly reducing earning power.

Ethnicity

In 2000, the Bay Area Census found that roughly 70 percent of North Fair Oaks residents were Hispanic or Latino. Roughly a quarter of the population was White. Only three percent of the population was Asian, and two percent was Black or African American.

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1 In presenting the North Fair Oaks health data, we acknowledge substantial limitations in methodology and results. The data was collected to assess the health status of the overall county and was not aimed at analyzing health indicators at the neighborhood level. The data reflects the health status of residents in ZIP code 94063, the smallest geographical unit available, which comprises and most closely represents the demographics of the majority of North Fair Oaks population. Therefore, the numbers represent rough estimates that should be used only for broad inference of health challenges in the community. The data was collected in 2001, 2004, and 2007 via telephone interview.

Although these data are somewhat dated, it is estimated that the general trend is still an accurate reflection of the North Fair Oaks community. The majority of residents are Hispanic or Latino, and many speak languages other than English, particularly Spanish.

Age

North Fair Oaks has a very young population compared to other communities in San Mateo County and across the Bay Area. In 2009, nearly 29 percent of the population—or approximately 4,700 residents—was under the age of 18. This is particularly significant given the high number of school-age children and youth in the community. Young adults ages 18 to 34 represent another quarter of the population. In all, well over half of the population of North Fair Oaks is under age 35. There are relatively few older residents in the neighborhood; only 6.8 percent of the population is age 65 or older, compared to 13.6 percent in San Mateo County overall and 12.3 percent regionally.

Access to Health Care

San Mateo County estimates that 24 percent of adult North Fair Oaks residents do not have health insurance and that nearly 44 percent of adult residents lack coverage for dental care. These estimates suggest that rates of health insurance coverage in North Fair Oaks are considerably lower than in the county. Hispanic adults are even less likely to have health insurance than their counterparts in other racial and ethnic groups. This disparity is seen at both the community and County level. In 2007, only 48 percent of Hispanic adults in San Mateo County and none of the Hispanic adults in North Fair Oaks reported having health coverage, while between 70 and 91 percent of those in other racial and ethnic groups reported having coverage.[2] Further, based on data presented in the "2008 Community Assessment: Health and Quality of Life in San Mateo County", the percentage of North Fair Oaks residents with health care coverage decreased between 2004 and 2007.[3]

Life Expectancy and Causes of Death

Life span is the fundamental indicator of overall community health. In North Fair Oaks, residents, on average, live 10.4 years less than the average San Mateo County resident (65.1 years vs. 75.5 years). As in much of the United States, San Mateo County residents living in higher poverty environments tend to die at a younger age than those who live in more affluent areas. The North Fair Oaks median income is significantly below median incomes in both the rest of the County and in the Bay Area overall and the community has a high concentration of low-income households.

Leading Causes of Death

Identifying the leading causes of death provides insight into specific health burdens that may be affected by social and environmental factors. Chronic conditions, such as heart disease, cancers, and hypertension, are among the leading causes of all deaths in North Fair Oaks, San Mateo County and the nation. However, from 2005 to 2008, homicide was tenth among the top ten causes of death in North Fair Oaks. Comparing this to the County, where homicide ranks 53rd among causes of death, suggests that violence reduction may be a priority for the community.[4]

2 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County.

3 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County.

4 California Department of Health Services, Center for Health Statistics, Death Records 2005 – 2008.

Chronic Diseases

Obesity

Body mass index (BMI) defines overweight and obesity. BMI is a standardized ratio of weight to height and is often used as a general indicator of health. Overweight individuals have a BMI of 25 or greater, while obese individuals have a BMI over 30. Key health-related findings include:

- Roughly 44 percent of North Fair Oaks' population is overweight which is higher than the County (37 percentage) and State (35.7 percent) average.
- Roughly 25 percent of North Fair Oaks' population is obese. Though slightly higher, these rates parallel San Mateo County (23 percent) and State (23.3 percent) average.[5,6]
- From 1998 to 2007, the proportion of North Fair Oaks residents who are overweight or obese each increased four percentage points. In 2004, just over 26 percent of total tested students in fifth, seventh and ninth grades were considered overweight.[7]

Diabetes

In 2007, prevalence of diabetes among adults in North Fair Oaks was lower than in the County overall (7 percent versus 11 percent). In addition, the proportion of North Fair Oaks residents with diabetes declined between 2004 and 2007 (dropping from 9 percent to 7 percent).[8]

Asthma

The percentage of North Fair Oaks residents with asthma[9] decreased between 2004 and 2007 (dropping from 15 percent to 5 percent). This is unique to North Fair Oaks and not reflected in asthma rates across San Mateo County. However, among children, the incidence of asthma is growing in both North Fair Oaks and the County. Asthma findings for the youth population include:

- From 2004 to 2008 the proportion of fifth-grade youth with asthma in North Fair Oaks increased from 13.7 percent to 15 percent.[10] From 2003 to 2007 the proportion of fifth-grade youth with asthma from across the County also increased from 13 percent to nearly 18 percent.[11]
- A large percentage of middle and high school youth in North Fair Oaks and surrounding areas have asthma (19 percent in 2004).[12]

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5 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. Centers for Disease Control Behavioral Risk Factors Survey 2008.

6 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. Centers for Disease Control Behavioral Risk Factors Survey 2008. Limitations due to the sampling methodology include: limitations in the ability to generalize results; estimates at the community level may be based on small numbers and have relatively large sampling errors, producing unstable estimates.

7 California Center for Public Health Advocacy. The Growing Epidemic: Child Overweight Rates in California's Cities & Communities, 2004.

8 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. Meanwhile, the proportion of residents with diabetes countywide increased from 9 to 11 percent between 2004 and 2007.

9 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. Among adults only, defined as having been diagnosed by a doctor with asthma at any point in his or her life.

10 California Healthy Kids Survey, Redwood City Elementary School District Spring 2008 Technical Report. Children is defined here as fifth grade students in the Redwood City Elementary School District or all districts combined (representing North Fair Oaks and Countywide populations respectively).

11 University of California, Los Angeles Center for Health Policy Research, California Health Interview Survey. Estimates are based on a survey of the population and are subject to error. In 2007, the margin of error at the 95% confidence level for the percentage of children (under 18 years of age) in California ever diagnosed with asthma was ± 1.0. Margins of error for individual counties were larger.

12 California Healthy Kids Survey 2004. Middle and high school includes data drawn from students in 7th, 9th and 11th grades in the Mid-County Region, which encompasses North Fair Oaks.

Cancer

In 1998, nine percent of North Fair Oaks residents reported surviving cancer or ever receiving a diagnosis of cancer (includes all cancers). In San Mateo County, the proportion is slightly lower, with six percent of residents reporting a cancer diagnosis.[13]

Births and Prenatal Care

In North Fair Oaks, approximately five percent of the babies born each year are low birth-weight babies. Low birth-weight babies and those delivered early can experience long-term impacts on their well-being, including lags in language development and learning disabilities that may require special education services.[14]

Communicable Diseases (Tuberculosis and HIV)

The rates of new HIV and tuberculosis (TB) infections in North Fair Oaks are relatively stable. From 2003 through 2007, the community saw 15 newly diagnosed HIV cases, as well as 15 new cases of TB. However, as these comprise five and four percent of new cases countywide, North Fair Oaks is overrepresented among new incidents of communicable disease.[15]

Substance Abuse

Alcohol or other drug (AOD) treatment data suggest that alcohol and drug abuse is impacting a growing percentage of North Fair Oaks residents. County-funded AOD abuse treatment programs served an increasing number of North Fair Oaks residents each year from 2003 to 2007. The number being served countywide leveled off over the same period.[16]

13 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County.

14 California Department of Health Services, Center for Health Statistics, Birth Records 2003-2008. Low birth-weight is defined as newborns weighing less than 5.5 pounds at birth. Proportion of low birth-weight births as well as overall number of births (approximately 650) remained fairly steady throughout the six years analyzed. However, in 2008, babies born to Hispanic mothers made up 72 percent of the areas low birth-weight births (an increase from 57 percent in 2003). A similar increase can be seen in the percentage of mothers who do not receive adequate prenatal care.

15 San Mateo County Health System, HIV/AIDS Reporting System (HARS).

16 San Mateo County Human Services Agency, DAISY Statistics, 2003 to 2007.

3. Recent and Current Health Planning Efforts

This section describes existing health and public safety efforts and recent reports of conditions at the local, County, regional and state level that may be relevant to the North Fair Oaks Community Plan Update process. The following projects and reports are described in this section:

- Local Health Reports
- Community-Wide Action Plans
- Existing Health Programs in the County

Local Health Reports

2008 Community Health Assessment: Health and Quality of Life in San Mateo County

Every three years, the San Mateo County Healthy Communities Collaborative, a partnership of representatives from area hospitals and other health-serving organizations including the San Mateo County Health System, completes a representative survey mirroring the national Behavioral Risk Factors Surveillance Survey (BRFSS) of the health and quality of life of residents across the County. Data from this survey and other secondary sources is summarized in a triennial report.

Findings from this report are used to develop shared priorities for addressing community health issues in San Mateo County. In 2008, these priorities included: continued work on the prevention of childhood obesity, preparing for the increased needs of the aging baby boomer population and improving access to healthy foods through the development of a local food distribution system. (see website for more details: http://www.plsinfo.org/healthysmc/html/children_youth.html#08comm_assess)

2007 Adolescent Report and Youth Commission Recommendations for Action

The 2007 Adolescent Report provides a snapshot of the health of the adolescent population in San Mateo County and makes policy recommendations, developed by the Youth Commission, to improve it. The report is used by providers, grant makers, policymakers, young people and their allies to develop action plans for improving the health and well-being of youth across San Mateo County.

During the 1999-2000 San Mateo County budget hearings, the Board of Supervisors used data and information from various sources, including the San Mateo County Community Needs Assessment, which suggested that teenage sexuality, drug use and violence were serious and worsening public health concerns. The assessment concluded that strategies aimed at reducing these risk factors had to focus on the environments in which young people lived and the assets available to them. Since 2001, progress has been made in the following areas: increasing the amount and number of sustained adult/child interactions, treating youth as equals and involving them as joint decision-makers in activities and programs that affect them, and establishing a structure that can help accomplish the first two recommendations. (see website for more details: http://www.plsinfo.org/healthysmc/html/children_youth.html#Adolescent_Report07)

2007 Children's Report

The 2007 Children's Report is a joint partnership of the Lucille Packard Foundation for Children's Health, the Lucille Packard Children's Hospital, the San Mateo County Health System and Silicon Valley Community Foundation. The report's development is overseen by the San Mateo County Children's Data Team. The report is published every two to three years and summarizes how children are faring with respect to four desired outcomes: Children are Health; Children are Nurtured in a Stable, Caring Environment; Children are Succeeding in School; and Children are Safe. The report looks at trends related to children's well-being and is not an extensive data book on this topic. (see website for more details: http://www.plsinfo.org/healthysmc/html/children_youth.html#07ChildrensReport)

2007 San Mateo County Aging Model Briefs: Aging 2020-2030

In order to systematically prepare for the aging of the baby boomer population, representatives from the San Mateo County Health System, Department of Housing, San Mateo Transit District, Health Plan of San Mateo and the Commission on Aging collaborated to create a model that projects the characteristics of adults over the age of 65 in San Mateo County for the years 2020-2030. The model was adopted by the Board of Supervisors in 2007. The data includes information such as the population's future characteristics including racial and ethnic composition, income distribution, housing preferences, health status and post-retirement plans. Three policy briefs have been published detailing the findings of this model: Housing, Demographic Overview and Model Overview. (see website for more details: URL: http://www.smhealth.org/hpp)

Sustainable San Mateo County: 2009 Sustainability Indicators

The report tracks data on 33 different "indicators," or trends, each of which affects the health and prosperity of San Mateo County. It also highlights actions cities in the county are taking to move toward a more sustainable future. The report is published annually and strives to stimulate a communitywide dialogue about the long term health of the county. It covers a wide range of topics, from child care availability to water quality, disaster preparedness to community health. Propelled by the philosophy that "what gets measured gets managed," this report aims to both educate the community about sustainability and bring the concept of sustainability into the mainstream of countywide decision making. (see website for more details: http://www.plsinfo.org/healthysmc/html/children_youth.html#08Indicators)

Neighbors in Need 2005: Income and Outcomes in San Mateo County

This report monitors the characteristics of low-income families that seek the support of the Human Services Agency and contrasts them with other low-income families, high-income families and the San Mateo County population as a whole. The following areas are covered: demographics; community problems; family problems; employment and fiscal outlook; government assistance; children and childcare; housing, households and homelessness; hunger; healthcare access; physical health risks; alcohol and other drugs; smoking; mental health; and crime, safety and tolerance. (see website for more details: http://www.plsinfo.org/healthysmc/html/children_youth.html#Neighbors2005)

Community-Wide Action Plans

Blueprint for the Prevention of Childhood Obesity

In May 2004, community members from across San Mateo County came together in the first Healthy Communities Summit to focus on addressing health inequities. The community-based organizations involved in the Summit identified the prevention of childhood obesity as a priority issue for immediate action. Following a year-long planning process, the group released The Blueprint for the Prevention of Childhood Obesity. This guiding action plan was adopted by the Board of Supervisors in 2006. Implementation continues under the Get Healthy San Mateo County Task Force. (see website for more details: http://www.gethealthysmc.org/)

Bill of Rights for Children and Youth in San Mateo County and Youth Commissioner's Policy Recommendations

The San Mateo County Youth Commission is a group of young people ages 14 to 21 who reside or attend school in San Mateo County. They come together to exchange ideas, work on policy projects, research, advocate youth issues and advise County officials on issues impacting youth. The Youth Commission works to ensure that voices of all youth are represented in San Mateo County. Youth Commissioners attend monthly trainings, Youth Commission public meetings and their County board/commission meetings. The San Mateo County Youth Commission worked with the Peninsula Partnership Leadership Council (PPLC) to develop Bill of Rights for Children and Youth in San Mateo County and action steps that youth, allies, policy makers and youth-serving organizations could take to implement the Bill of Rights. (see website for more details: http://www.bethedifference.org/billofrights2.pdf)

A Primary Prevention Framework for Substance Abuse and Mental Health

Adopted in 2009 by the San Mateo County Health System Behavioral Health and Recovery Services Division and partner community groups, the overarching focus of the framework is to influence public policy and organizational practices to promote the emotional, psychological and physical well-being of San Mateo County residents with particular emphasis on individuals and communities at risk. The strategies detailed in the framework focus on place, people, prosperity and partnerships.

Existing Health Programs in the County

San Mateo County Health System, Health Policy and Planning Division

Built Environment Program

The Health Policy and Planning division (HPP) increases the Health System's ability to build health equity and improve well-being for all by partnering with cities, community-based organizations, regional planning bodies, and school districts to address the social determinants of health. In 2004, the San Mateo County Blueprint for the Prevention of Childhood Obesity identified place-based strategies as a key component in its prevention framework. The San Mateo County Board of Supervisors validated the importance of this initiative and their commitment to healthy people by adopting a Healthy Communities Resolution.

To carry out this commitment HPP engages in strategic planning, analyzes data and policies, and collaborates with appropriate agencies to bring health and equity considerations into land-use and transportation policies. Since 2006, HPP Built Environment (BE) efforts have expanded to include several cities in San Mateo County, unincorporated areas such as North Fair Oaks and regional bodies. These efforts include:

- Developing and disseminating materials and presentations on the links between planning and health and how to address that relationship locally;
- Partnering with SamTrans to integrate health goals into the guiding principles of the Grand Boulevard Initiative (GBI), a multi-city effort to revitalize the El Camino Real corridor;
- Convening a Countywide BE Workgroup where representatives from multiple departments share information and collaborate on building healthier communities; and
- Providing data analysis and technical assistance to support efforts such as health impact assessment, Safe Routes to School grants, and general and specific planning processes.

Healthy Parks, Healthy People Park Equity Analysis with Trust for Public Land

At the regional level HPP staff members work with the Bay Area Regional Health Inequities Initiative (BARHII) which provides a forum for public health departments to learn from each other and develop best practices to improve health equity. Through the BARHII Built Environment Committee, BE staff engages in policy advocacy and regional regulatory and planning efforts, including the implementation of climate change mitigation legislation.

Due to the long timelines required for land use and transportation planning, many outcomes from HPP BE work are process oriented. The adoption and inclusion of explicit health and equity goals in several planning documents and developments represent both successes for HPP and larger systemic changes supporting the reintegration of planning and public health disciplines. Lessons and advances linked to HPP BE work through significant partnerships and many additional advocates include:

- Inclusion of a the Health System's Healthy Housing Checklist in the San Mateo County 21 Elements Initiative;
- Adoption of reduced parking requirements, pedestrian pathways, green building and universal design practices for the Half Moon Bay Senior Campus;

- Development of the Health System's Building Health into San Mateo County Cities resource and two BARHII publications, Healthy Planning Guide and Partners for Public Health, to facilitate effective collaboration between public health and planning;
- Continual support of healthy communities from the Board of Supervisors, such as the October 2009 Creating and Using Active Public Spaces symposium and sponsorship of multi-city efforts to open the streets to pedestrians and bicyclists in April 2010;
- Development of a local Retail Food Environment Index (RFEI) to provide a rich source of local data for improving residents' access to healthy food;
- Implementation of pedestrian quality assessments to inform redevelopment and public works priorities in multiple communities;
- Integration of healthy community goals and policies throughout the updated Redwood City General Plan, with special emphasis on these goals in the Building Community and the Built Environment elements;
- Health System representation on, and specific community health goals incorporated into several planning and redevelopment processes (Countywide Transportation Plan 2035 Working Group, C/CAG Safe Routes to School Task Force, GBI Working Committee, North Fair Oaks Community Plan Steering Committee, Countywide Housing Strategy Advisory Committee, etc.).

(see website for more details: http://www.smhealth.org/hpp)

Hospital Consortium of San Mateo County

San Mateo County Healthy Communities Collaborative

The Consortium is a nonprofit partnership that enables member hospitals to work towards developing and enhancing a county network designed to improve the delivery of health care and the general health of the people of San Mateo County. Member organizations include San Mateo Medical Center, Kaiser Hospital, Mills-Peninsula Health Services, Sequoia Hospital and Seton Medical Center. In 1998, recognizing significant overlap in their informational needs and efforts, member hospitals came together to conduct a streamlined community needs assessment as the San Mateo County Healthy Communities Collaborative.

The Collaborative immediately established a website as a central repository of data and reports accessible to everyone in the community, including schools, community based organizations, and government. The maintenance of this effort led to an ongoing triennial community health assessment that is publicly available and guides strategic planning as well as policy and advocacy efforts throughout the County (see San Mateo County 2008 Community Health Assessment: Health and Quality of Life in San Mateo County in Local Reports). (see website for more details: http://www.hospitalconsort.org/)

Family Service Agency of San Mateo County

Fair Oaks Intergenerational Center

Family Service at Fair Oaks Intergenerational Center (FOIC) in North Fair Oaks currently offers services to maintain and improve the health, quality of life, and independence of older adults in the community. FOIC offers free yoga, tai chi, low-impact aerobics, weight training, and soul line dancing classes as well as a variety of recreational and socialization activities, including computer training, arts and crafts classes, community education, and meal programs. FOIC connects clients to disease self management classes, peer support groups, on-site Senior Peer Counseling, and therapy. Because lack of transportation is often a barrier to accessing services, FOIC coordinates a variety of mobility options, including Redi-Wheels Paratransit, Transportation Reimbursement and Independence Program (TRIP) and referral to the free Redwood City shuttle. (see website for more details:
http://www.familyserviceagency.org/programs_services/intergenerationalCenter.htm)

4. Overview of Built Environment Indicators

Research and empirical data demonstrates a strong link between the built environment (the human-constructed elements of the environment) and human activity patterns.[17] Key built environment indicators assessed in this report will help identify the extent to which the built environment facilitates healthy lifestyle and opportunities for North Fair Oaks residents. Built environment indicators measure the social and physical environments, which are preconditions for positive public health outcomes.

This report summarizes findings from the analysis of key indicators by the following health outcomes:

- Access to parks and recreation;
- Access to healthy food;
- Access to medical services;
- Access to public transit and active transportation;
- Completeness of neighborhoods;
- Safety of neighborhoods and public spaces; and
- Environmental quality.

17 Curran, Andrew, Grant J, and Wood ME. Indicators for Community Action: Built Environment and Community Health. Journal of Rural and Community Development (2), 2006.

5. Access to Parks and Recreation

A healthy community promotes physical activity, social cohesion and access to open space through the design of its built environment.

Community Health Impacts

Residents with convenient access to a park are more likely to use parks for recreation and physical activity.[18] Quality recreational facilities and programs can also increase physical activity. Health benefits of physical activity include a reduced risk of premature mortality, coronary heart disease, hypertension, stroke, some cancers and diabetes mellitus.[19] This is particularly significant for North Fair Oaks because heart disease and cancer are leading causes of death for residents in the neighborhood. In addition, many residents are overweight and a quarter of residents are obese, both conditions that can benefit from physical activity. Regular participation in physical activity can also reduce depression and anxiety, improve mood and enhance ability to perform daily tasks throughout the life span. [20] Contact and exposure to open spaces can also reduce stress, improve mental health and facilitate recovery from illness.[21]

Current Conditions

Few North Fair Oaks residents live within a quarter mile of parks and open space. (See Figure 15: Access to Parks)

Due in part to the lack of parks and open space in North Fair Oaks, only 16 percent of residential parcels are within a quarter mile of a park, including school grounds. Approximately 72 percent of parcels are within a half mile of a park or open space, but this is still well below the percentage in neighboring municipalities and in other parts of the unincorporated County. Areas where residents live beyond a half mile distance of open space include many of the parcels south of the railroad tracks, where residents cannot easily cross to reach schools and parks to the north.

When school grounds are excluded from this analysis—and at present, the County has no formal joint use agreement with the School District to provide public access to these spaces—the vast majority of residents in the community are not within walking distance of a park. In addition, only three schools are within a quarter mile of a park.

North Fair Oaks does not have adequate acres of parks and open space.

North Fair Oaks has few park spaces and green areas, and at .03 acres of park space per thousand residents, is well below the park acreage standard of 3.0 acres per thousand residents used in Redwood City and other nearby jurisdictions. The three elementary schools (Hoover, Fair Oaks and Garfield Charter) located in and near North Fair Oaks provide opportunities to expand park access for residents by allowing public use of school yards and fields after school hours. Providing additional parks through new land acquisition and joint use agreements with the School District should be a high priority for the Community Plan, given the severity of the lack of acreage and access to parks in North Fair Oaks.

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18 Parks for People: Why America Needs More City Parks and Open Space. San Francisco: The Trust for Public Land, 2003. Vries S, de Verheij RA, Groenewegen PP, Spreeuwenberg P. Natural environments – healthy environments? An exploratory analysis of the relationship between green space and health. Environment and Planning A, 2003. Vries S, de Verheij RA, Groenewegen PP, Spreeuwenberg P. Natural environments – healthy environments? An exploratory analysis of the relationship between green space and health. Environment and Planning A, 2003.

19 Kahn EB. The effectiveness of interventions to increase physical activity. American Journal of Preventative Medicine, 2002.

20 Santa Clara Valley Health and Hospital System. Community Health Report 2002. Public Health Department, 2003. Cohen DA, Ashwood JS, Scott MM, Overton A, Evenson KR, Staten LK, Porter D, McKenzie TL, Catellier D. Public parks and physical activity among adolescent girls, 2006.

21 Kahn EB. The effectiveness of interventions to increase physical activity. American Journal of Preventative Medicine, 2002; Taylor AF, Kuo FE, Sullivan WC. Coping With ADD: The Surprising Connection to Green Play Settings. Environment and Behavior, 2001. Kuo FE, Sullivan WC. Environment and crime in the inner city: does vegetation reduce crime? Environment and Behavior, 2001.

6. Access to Healthy Foods

A healthy community promotes healthy food options, including grocery stores and food markets, through the design of its built environment.

Community Health Impacts

The presence of a grocery store or food market in a neighborhood correlates with higher fruit and vegetable consumption, reduces the prevalence of overweight and obesity and reduces the incidence of hunger and malnutrition.[22] A grocery store is defined as a retail outlet where a variety of fresh fruits, vegetables and meats could be purchased. A food market is a store that carries some fruits and vegetables.

Farmers' markets can provide another source of fresh, locally produced fruits, vegetables and other food products. This in turn may help residents meet the recommended daily servings of healthy foods such as fruits and vegetables. Healthy food is generally low in fat and saturated fat, contains limited amounts of cholesterol and sodium, and provides natural vitamins. Markets may be particularly important in areas poorly served by full-service grocery stores.[23]

Community gardens can also provide a source of fresh fruits and vegetables for users, increase physical activity and provide opportunities for social interaction and cohesion. Locally produced food helps attain other benefits, such as sustaining the local economy and reducing long-distance shipping, thereby decreasing vehicle emissions, which are associated with chronic diseases and global warming.

Neighborhood studies demonstrate that where there are high numbers of fast food restaurants compared to grocery stores, there are also higher rates of diabetes, cardiovascular disease and cancer.[24] Increasing the number of full-service grocery stores relative to fast food restaurants in neighborhoods can help to combat these conditions.

Current Conditions

Most North Fair Oaks residents enjoy good access to nutritious food options. (See Figure 16: Access to Healthy Foods)

While farmers' markets and community gardens are important sources of fresh, locally produced fruits and vegetables, this analysis focuses only on access to grocery stores and food markets. Farmers' markets and community gardens at best supplement the availability of fresh food in the community. Food pantries, farmers' markets and community gardens were therefore excluded from the analysis.

Just under half of the residential parcels in North Fair Oaks are within a quarter mile of a grocery store or food market that sells fresh fruits and vegetables. Moreover, almost all residential parcels—about 99 percent—are within a quarter mile of a grocery store or food market. All four schools in the neighborhood are within walking distance of a store selling fresh fruits and vegetables.

Most residents have good access to fast food restaurants. (See Figure 17: Access to Fast Food)

The majority of residents (about 85 percent of residential parcels) live within walking distance to one or more fast food restaurants, and about half of the residential parcels are within a quarter mile of such a restaurant. All four schools in the neighborhood are within a half mile of a fast food restaurant.

22 Inagami S, Cohen DA, Finch BK, Asch SM. You are where you shop: grocery store locations, weight and neighborhoods. Am J Prev Med, 2006.

23 Morland K, Diez Roux AV, Wing S. Supermarkets, other food stores and obesity: the atherosclerosis risk in communities study. Am J Prev Med, 2006.

24 Inagami S, Cohen DA, Finch BK, Asch SM. You are where you shop: grocery store locations, weight and neighborhoods. Am J Prev Med, 2006.

Most residents have good access to liquor stores. (See Figure 18: Access to Liquor Stores)

Nearly three quarters of residential parcels are within a half mile of a liquor store, and close to a third are within a quarter mile of a liquor store. All four schools in the neighborhood are within a half mile of one or more liquor stores. The Garfield Charter Elementary School is located directly across from a liquor store.

While NFO residents have good access to both fresh foods as well as to fast food and liquor stores, the ready availability of unhealthy foods in the neighborhood may negatively impact community health. This is evidenced by a higher consumption of alcohol in the community compared to neighboring cities.

7. Access to Medical Services

A healthy community promotes preventive care and access to neighborhood-level medical care through the design of its built environment.

Community Health Impacts

The availability of primary care has a role in preserving good health and preventing morbidity and hospitalizations from chronic and communicable diseases, including asthma and diabetes. Ensuring that medical services are accessible and located throughout the neighborhood affects each resident's ability to meet their medical needs and the needs of their families in a timely fashion. The availability of medical services throughout the community can also reduce vehicle trips with benefits to air quality, community noise and injuries.

Current Conditions

About two thirds of North Fair Oaks residents are within a half mile of a clinic or other health service.

Two clinics in North Fair Oaks, the Fair Oaks Adult Clinic and the Fair Oaks Children's Clinic, provide services within walking distance for many residents. In addition, the San Mateo Medical Center's Mobile Clinic serves the neighborhood two days a week. However, there are no major medical facilities located in the neighborhood, and residents must travel to the Kaiser or Sequoia Hospitals in Redwood City to seek emergency treatment and other acute care. For residents who are transit-dependent, reaching these facilities may be challenging.

Both clinics in North Fair Oaks are located at the western edge of the community. Enhanced transit, bicycle and pedestrian amenities along Middlefield Road may improve access to the services provided at these clinics for neighborhood residents.

8. Access to Public Transit and Active Transportation

A healthy community promotes walking, bicycling and public transit through the design of its built environment.

Community Health Impacts

Streets that are designed for the safety of multiple users—including pedestrians of all ages, bicyclists, people with disabilities, buses and cars—reduce the risk of pedestrian and bicycle injuries.[25] Walking or biking to school, work, daily errands and public transit helps people meet the Surgeon General's recommendation of at least 30 minutes of physical activity per day.[26] Physical activity includes moderate-intensity exercise, which varies between individuals depending on fitness level, such as walking, jogging and housecleaning.

Using public transit and active transportation options such as walking and biking reduces vehicle miles traveled, vehicle emissions, respiratory disease, hypertension from noise and exposure to environmental contamination due to fuel and oil spills.[27] Proximity to transit is also associated with improved access to social, medical, employment and recreational activities.[28]

With the exception of low emissions and natural gas-powered vehicles, vehicle miles traveled contribute directly to air pollution and greenhouse gas emissions. These emissions and other air pollutants, including ozone and particulate matter, are risk factors for cardiovascular mortality and respiratory disease and illness.[29] Speeding vehicles can endanger pedestrians and bicyclists, posing a safety problem in neighborhoods.[30]

Current Conditions

Almost all residential parcels in North Fair Oaks have good access to local transit service. (See Figure 20: Access to Public Transit)

About 95% of the residential parcels in North Fair Oaks are within a half mile, or a ten-minute walk, of a SamTrans bus stop. About two-thirds of these parcels are within a quarter mile of a stop. The SamTrans routes that run through North Fair Oaks provide service to regional destinations like Downtown Redwood City, and offer connections to regional transit providers like Caltrain. All four elementary schools are within a quarter mile of a bus stop.

While North Fair Oaks is relatively well served by local bus service, regional transit options are limited. The Redwood City Caltrain station is a mile away and the Menlo Park Caltrain station is about 1.5 miles away. Both stations are accessible by SamTrans buses that pass through North Fair Oaks. A Transbay AC Transit service that connects BART stations in the East Bay to Menlo Park runs along the northern boundary of North Fair Oaks, along Bay Street.

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25 Ewing R, Schieber RA, Zegeer CV. Urban sprawl as a risk factor in motor vehicle occupant and pedestrian fatalities, 2003; World Health Organization (WHO), Edited by Margie Penden, Richard Scurfield, David Sleet, et al. World Report on road traffic injury prevention, 2004. Accessed at: http://www.who.int/world-health- day/2004/infomaterials/world_report/en/; Hadayeghi A, Shalaby AS, Persaud BN. Macrolevel accident prediction models for evaluating safety of urban transportation systems. Transportation Research Record, 2003.

26 Task Force on Community Preventive Services. Increasing Physical Activity: A Report on Recommendations of the Task Force on Community Preventive Services. Morbidity and Mortality Weekly Report. October 26, 2001. Besser LM, Dannenberg AL. Walking to public transit: steps to help meet physical activity recommendations, 2005.

27 Morrison DS, Petticrew M, Thomson H. What are the most effective ways of improving population health through transport interventions? Evidence from systematic reviews. Journal of Epidemiology and Community Health, 2003.

28 Dellinger A, Staybtib C. Barriers to Children Walking and Bicycling to School. Morbidity and Mortality Weekly Report, 2002.

29 Task Force on Community Preventive Services. Increasing Physical Activity: A Report on Recommendations of the Task Force on Community Preventive Services. Morbidity and Mortality Weekly Report. October 26, 2001.

30 Santa Clara Valley Health and Hospital System. Community Health Report 2002. Public Health Department, Released August 2003.

Almost all employees and employers in North Fair Oaks have good access to local public transit service (See Figure 20: Access to Public Transit)

Almost all commercial and industrial parcels in North Fair Oaks are within a half mile of a SamTrans bus stop. However, as with residential parcels, no commercial or industrial parcels are within walking distance of regional public transit. The lack of regional transit access may create barriers for non-resident employees who commute to the neighborhood for work. Improved access to regional transit may provide additional incentives to potential employers to locate in the neighborhood, which may increase economic development and revenue generation opportunities.

Most of the pedestrian and bicycle collisions with vehicles occur along North Fair Oaks' main streets (See Figures 23: Pedestrian Collisions and Figure 24: Bicycle Collisions)

According to the San Mateo County Bicycle Route Plan (2000), while North Fair Oaks has the second highest proportion of residents who bicycle to work in the County, there are no bicycle facilities except the overhead bridge across 5th Avenue. Neighborhood residents also have access to a large number of amenities and facilities within walking distance of their homes (although the diversity of these amenities and facilities is limited). Despite the demand for walking and bicycling, the neighborhood has limited or no supporting facilities and amenities.

The lack of facilities may be a major contributor to high pedestrian and bicycle collisions along 5th Avenue, Middlefield Road and El Camino Real. The highest number of collisions occurred along Middlefield at the intersections of 2nd, 3rd, 4th and 5th avenues. Improvements to the overall pedestrian and bicycle infrastructure as well as targeted improvements to high risk intersections should be a primary focus of the Community Plan Update.

Most North Fair Oaks homes are located within walking distance of a public elementary school. (See Figure 25: Access to Elementary Schools)

About 62 percent of North Fair Oaks homes are located within a half mile, or a ten-minute walk, from a public elementary school and 24 percent are located with a quarter mile. Elementary schools in the neighborhood include Fair Oaks School and Garfield Charter School. In addition, some neighborhood children attend Hoover School and Taft Community School in Redwood City or Selby Lane Elementary School in Atherton.

Notably, even students who are within a half mile of a neighborhood school may not be able to walk to school easily, because most of the schools in and near North Fair Oaks are fenced with only one access point. Students must walk around the school to the main entrance, which can double the length of the trip for many families. Areas that are beyond a ten-minute walking distance to schools include the western part of the south neighborhood and the eastern part of the central neighborhood. Improved bicycle and pedestrian infrastructure can improve access for these areas to a local elementary school.

9. Completeness of Neighborhoods

A healthy community provides residents with walkable access to needed daily goods services.

Community Health Impacts

Neighborhood completeness refers to the ability of residents to walk easily to all of the goods and services needed in daily life. A complete neighborhood encourages walking and bicycling because goods are nearby, and helps contribute to neighborhood safety by ensuring that many pedestrians are on the street throughout the day, helping to keep eyes on the street. Complete neighborhoods also reduce residents' reliance on cars, with fewer automobile trips required. This in turn leads to reduced air and noise pollution, as automobile trips are a major contributing factor to this pollution.

Current Conditions

Very few residents in North Fair Oaks have good access to retail goods and services or public amenities.

Access to public amenities was determined by analyzing the number of parcels that are located with a quarter or half mile of more than four of the following seven public amenities: schools, libraries, community centers, senior centers, parks, community gardens and transit stops. Only one percent of residential parcels and one of the four elementary schools are within a quarter mile of up to four public amenities, and 27 percent of the residential parcels and three of the schools are within a half mile. In other words, only a quarter of all residential parcels are in complete neighborhoods and can support a healthy lifestyle.

Access to retail goods and services was determined by analyzing the number of parcels within a quarter or half mile of a commercial-designated (land use) parcel. This analysis assumes that all commercial parcels are developed and provide the range and type of retail services that adequately serve community needs. The economic analysis (in the Market Demand Analysis section of the Existing Conditions Report) clearly shows that this assumption is not true. But due to a lack of reliable and detailed data on neighborhood businesses, and for the purpose of analyzing the future potential access of daily goods and services in the neighborhood, the assumption is valid.

According to this analysis, almost all residential parcels and schools are within a half mile of a commercial parcel. There is therefore potential to create a complete neighborhood by redeveloping local commercial areas into uses that serve neighborhood needs in the future. Access to daily goods and service in North Fair Oaks is limited both due to the lack of a range of services and amenities within the community and physical barriers that limit pedestrian, bicycle and transit connectivity.

10. Safety in Neighborhoods and Public Spaces

A healthy community promotes safety, social interaction, cohesion and sense of place through the design of its built environment.

Community Health Impacts

Environmental design affects social interactions, which in turn may affect violence. Violence has a negative effect on the physical and mental health of victims and their families, friends and neighbors. It also negatively impacts the social and economic well-being of the neighborhood, influencing business investment, job and housing security, educational attainment, resident participation in community development and community integration.[31] When neighborhoods are well designed, the resulting social cohesion contributes to lower crime and violence and therefore better health outcomes.[32]

Environmental design factors associated with levels of perceived and actual neighborhood safety include sidewalk cleanliness and width, street design for pedestrian safety and speed control, street lighting, number of liquor stores, degree of community isolation, and access to services and housing for low-income persons, as well as other factors including presence of drugs or gangs, police presence, availability of weapons, employment, degree of community isolation, and access to community activities for families and youth.[33]

Current Conditions

The overall crime rate and unsafe conditions in North Fair Oaks remains high compared to adjacent communities. (See Figure 30: Public Safety)

Several quality-of-life crimes affect safety and perception of safety in North Fair Oaks. In particular, the community has a number of areas where poor lighting, graffiti, illegal dumping and vandalism create problems for residents and for the Sheriff's Office.

Graffiti

According to the County Sheriff's Office, there are a number of areas in North Fair Oaks that experience graffiti (see also Map 30: Public Safety). These areas are along major streets such as 5th Avenue, Middlefield Street and Fair Oaks Street as well as neighborhood streets such as Marlborough and Westmoreland in the south neighborhood; Calvin, Pacific, Dumbarton, Arrowhead and Semicircular in the central neighborhood; and Douglas, Halsey, Hampshire, Oakside, Barron, 7th, 8th and 9th streets in the north neighborhood. Many of these streets also lack adequate street lighting.

Street Lighting

Areas in North Fair Oaks that lack street lighting include the entire north neighborhood as well as many neighborhood streets. These streets include: Marlborough and Westmoreland in the south neighborhood; Calvin, Pacific, Dumbarton, William, Arrowhead and Semicircular in the central neighborhood; and Hampshire, Oakside, Barron and Fair Oaks in front of the elementary school in the north neighborhood. Many of the streets that lack adequate street lighting also experience illegal dumping and graffiti. Well-lit areas encourage residents to walk and bicycle to destinations, and ensure that community members feel safe walking through the neighborhood.

31 Ozer EJ, McDonald KL. Exposure to violence and mental health among Chinese American urban adolescents, 2006.

32 Perez-Smith AM, Albus KE, Weist MD. Exposure to violence and neighborhood affiliation among inner-city youth, 2001.

33 San Francisco Safety Network. Community Survey on Public Safety. April 2006. Analysis provided by the National Council on Crime and Delinquency. Accessed on July 5, 2006 at: http://www.safetynetwork.org/article.php?id=60.

Illegal Dumping

North Fair Oaks neighborhoods and industrial areas that experience illegal dumping activity are concentrated on streets that dead-end at railroad tracks. Almost all streets in the north neighborhood that end at the Southern Pacific Railroad tracks experience dumping. Similarly, almost all streets in the central neighborhood that end at the Caltrain tracks experience dumping. These areas also lack adequate lighting.

Speeding

According to the County Sheriff's Office speeding is a major concern throughout North Fair Oaks. The central neighborhood is especially impacted. Wide streets coupled with a lack of street trees, traffic calming and pedestrian safety measures, and lack of effective enforcement may all contribute towards continued unsafe conditions on neighborhood streets in the area.

Traffic Incidents

North Fair Oaks also has a significant number of traffic incidents each year relative to other parts of the County. Enforcement stops have grown since 2002, even though the number of incidents has dropped since 2006. The number of abandoned vehicles also rose sharply in 2009 after generally declining throughout the 2000s. Although most reported accidents result only in property damage and not in injury, the number is nonetheless a concern for the community at large. In addition, nearly 7,000 citations were issued in 2009 in North Fair Oaks, the vast majority for parking violations.

Table 1: Year-to-Year Comparison of Reported Traffic Incidents

Type	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*
Enforcement Stops	1,908	1,946	1,672	2,487	2,966	2,954	2,417	2,637
Drunk Driving	53	55	48	89	98	150	117	77
Abandoned Vehicles	465	72	102	60	49	95	41	262
Vehicles Towed	345	305	190	242	244	185	181	174
Traffic Investigation*	661	577	554	426	610	614	727	614
Accidents - Total	287	268	204	195	132	180	189	157
Property	236	222	157	154	107	152	155	124
Injury	51	46	47	41	25	28	34	33
Total Traffic Activities	**3,719**	**3,223**	**2,770**	**3,794**	**4,099**	**4,178**	**3,672**	**3,921**

* Includes investigation of speeding vehicles, reckless drivers, parking violations, traffic hazards, traffic controls, etc.

Source: San Mateo County Sheriff's Office

Crime and Violence

The overall crime rate in North Fair Oaks has fallen slightly since the mid-2000s, but generally remains high relative to the rest of the unincorporated County and to nearby cities. However, 2009 saw a dip in serious crimes, with no homicides and only one reported rape. Reports of robberies have also fallen significantly since the early 2000s, although burglary and auto theft rates remain high.

Table 2: Year-to-Year Comparison of Reported Crimes

Type	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*
Homicide	3	2	0	1	1	3	2	0
Rape	8	8	2	2	2	0	1	1
Robbery	42	40	9	7	5	7	5	7
Assault	222	196	141	111	106	100	105	88
Burglary – Other*	80	114	74	96	58	73	56	84
Burglary - Auto	114	110	118	161	99	87	120	114
Theft	265	254	89	98	60	36	45	52
Auto Theft	155	153	10	7	5	7	10	6
Arson	3	2	3	0	0	0	0	1

Kidnap	2	3	0	1	2	0	0	0
Missing Person or Runaway	141	105	103	95	110	105	106	74
Firearm Discharge	104	99	152	251	162	105	101	256
Suspicious Circumstance**	1,294	1,478	1,337	1,823	2,007	1,566	1,446	1,423
Disturbances (F/N)***	1,504	1,464	1,230	1,070	1,144	1,280	1,314	1,263
Drug Activities	47	57	63	95	116	115	149	169
Vandalism	200	199	23	22	22	23	42	44
Intoxicated Person	144	139	118	58	121	111	129	155
Alarm Commercial	702	619	476	470	484	473	422	382
Alarm Other	273	273	210	224	243	200	189	253
Emergency Medical	64	80	59	75	77	71	84	61
Domestic Violence	124	129	74	89	82	88	84	84
Total Crimes	**5,491**	**5,524**	**4,291**	**4,756**	**4,906**	**4,450**	**4,410**	**4,517**

* Commercial / Residential

** Includes suspicious persons and vehicles

*** (F) Family / (N) Neighbor

Source: San Mateo County Sheriff's Office

Most North Fair Oaks residents live within walking distance of one or more liquor stores. (See Figure18: Access to Liquor Stores)

Liquor stores are concentrated along Middlefield Avenue and El Camino Real, but most (about 73%) of the residential parcels are within a half mile of a liquor store. In contrast, far fewer parcels are located near grocery stores. Also, all four elementary schools in or near NFO are within a half mile of a liquor store. There is even a liquor store across the street from Garfield Charter Elementary School. See also Figure 18: Access to Liquor Stores.

11. Environmental Quality

A healthy community promotes environmental protection and conservation through the design of its built environment.

Community Health Impacts

Epidemiological studies have found consistent associations between living in proximity to a busy roadway and respiratory disease symptoms, including asthma and poor lung function. Diesel particulate matter from truck and train engine exhaust has acute short-term impacts and disproportionate effects on the elderly, children, and people with illnesses or others who are sensitive to air pollutants.[34] Health risks increase with closer proximity to roadways with high-volume traffic.

Traffic is also a significant source of environmental noise. Chronic noise exposure can result in sleep disturbance, cognitive impairment in children and adults, adult hypertension and stress hormone activation.[35] Major roadways near North Fair Oaks include: Highway 101; El Camino Real (State Route 82); Woodside Road (State Route 84); Middlefield Road; Fifth Avenue; and Marsh Road.

In addition, tree canopy coverage in the neighborhood can provide multiple benefits. Trees capture air pollution, reduce carbon dioxide and increase oxygen levels.[36] Trees close to traffic have been found to absorb nine times more pollutants than distant trees. In addition to the numerous environmental benefits, trees in urban areas also provide social benefits. Street trees have shown to have a calming affect on traffic, causing motorists to slow down. Urban trees can facilitate stress reduction and better mental health[37]. The value of trees also translates into financial benefits, where the presence of trees can boost home values by as much as $15,000-$25,000 and increase income among nearby businesses by as much as 12%.

Current Conditions

Few residents live in close proximity to roadways with significant average daily vehicle traffic.

The analysis looked at the number of residents that live within an impact area of a major roadway or intersection. These are defined as areas within 300 feet of roadway centerlines with 100,000 average daily traffic (ADT) or greater, within 150 feet of roadway centerlines with 50,000 ADT or greater and areas within 150 feet of major roadway intersections.[38] Highway 101 is the only roadway near North Fair Oaks with more than 100,000 ADT. There are no other roads or intersections with over 50,000 ADT in close proximity to North Fair Oaks.

The roads with more than 30,000 ADT are El Camino Real (SR-82) and Woodside Road (SR-84). Middlefield Road has approximately 20,000 ADT at peak hours, while Marsh Road and 5th Avenue have approximately 10,000 ADT. None of the residential units in North Fair Oaks are within the impact area of Highway 101, Woodside Road or El Camino Real.

Many residents live in close proximity to rail corridors.

The Southern Pacific Railroad and Caltrain tracks transect residential areas of North Fair Oaks, impacting residents who live within 300 feet of these corridors. However, because the Southern Pacific Railroad track is used minimally for freight service, the environmental impact on residents along this corridor is limited.

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34 Stansfeld S, Haines M, Brown B. Noise and Health in the Urban Environment. Rev Environmental Health, 2000.

35 Stansfeld SA, Berglund, B, Clark C, Lopez-Barrio I, Fischer P, Oȉhrstroȉm E, Haines MM,Head J, Hygge S, Kamp I, Berry BFand RANCH study team. Aircraft and road traffic noise and children's cognition and health: a cross-national study. The Lancet, June 4-10, 2005.

36 Jacobs, Jane. The Death and Life of Great American Cities. New York: Random House and Vintage Books, 1961.

37 Venn, A., Lewis, S.A., Cooper, M., Hubbard, R., and Britton, J. "Living newr a Main Road ad the Risk of Wheezing Illness in Children." American Journal of Respiratory and Critical Care Medicine 164 (2001): 2177-2180.

38 Major intersections are defined as those with over 50,000 ADT.

Caltrain is currently evaluating a project to electrify its tracks which may reduce impacts on NFO residents who live close to the corridor. However, should use of either or both corridors expand in the future, there is a strong potential for negative impact on residents.

There are few officially-monitored contaminated sites in North Fair Oaks, but many residents live near parcels that remain in active industrial use. (See Figure 28: Contaminate Sites)

Parcels in active industrial use in NFO may contribute to overall noise and air quality impacts on adjacent residential areas. These parcels may also be served by diesel trucks that may have additional, significant impact on residents and workers due to diesel particle matter (DPM) emissions. In addition, when these parcels are redeveloped, there may be a need for site remediation or other interventions to ensure that any related toxins are appropriately remediated.

There are no California Department of Toxic Substances Control (DTSC) Cleanup Sites in North Fair Oaks and only one State Response Site on an industrial site at the western edge of the community. Although North Fair Oaks has few contaminated sites[39] that are monitored or regulated under state and federal programs, these areas are nonetheless a safety concern for the community.

North Fair Oaks has a lower tree canopy coverage compared to adjacent neighborhoods. (See Figure 29: Tree Canopy Coverage)

Trees on public and private land contribute to the tree canopy coverage for the neighborhood. The tree canopy affects environmental quality in numerous ways, helping to manage air quality and smog and urban heat islands while providing shade and beautifying the neighborhood overall. Although residential parcels in North Fair Oaks often have trees and other landscaping, many streets in the community lack adequate street trees, and many commercial and industrial parcels have little landscaping. Tree canopy coverage is higher in the neighborhoods adjacent to the City of Atherton.

39 Contaminated sites in NFO are classified as one of the following four categories:

A. California State Waterboard Leaking Underground Storage Tank (LUST) - The California State Waterboard regulates Leaking Underground Storage Tank cleanup sites. Data is obtained from GeoTracker (http://www.geotracker.waterboards.ca.gov/). A LUST site is undergoing cleanup due to an unauthorized release from an UST system. An underground storage tank system (UST) is a tank and any underground piping connected to the tank that has at least 10 percent of its combined volume underground. UST regulations apply only to underground tanks and piping storing either petroleum or certain hazardous substances.

B. State Response Sites - State response sites identify confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

C. California State Waterboard Spills, Leaks, Investigation, and Cleanup (SLIC) Sites - The California State Waterboard regulates Spills, Leaks, Investigation, and Cleanups sites. Data is obtained from GeoTracker (http://www.geotracker.waterboards.ca.gov/). The SLIC program investigates and regulates non-permitted discharges.

D. California Department of Toxic Substances Control (DTSC) Cleanup Sites.

Figure 15

Access to Parks

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Parcels within Quarter Mile

Parcels within Half Mile

Data Source: San Mateo County

0 400 800 1,600 Feet

N

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Figure 16

Access to Healthy Food

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Parcels within Quarter Mile
- Parcels within Half Mile
- Grocery Store or Food Market
- Community Garden

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 17

Access to Fast Food

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Parcels within Quarter Mile
- Parcels within Half Mile
- Fast Food Establishment

Data Source: San Mateo County

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Figure 18

Access to Liquor Stores

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Parcels within a Quarter Mile
- Parcels within a Half Mile
- Liquor Store

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

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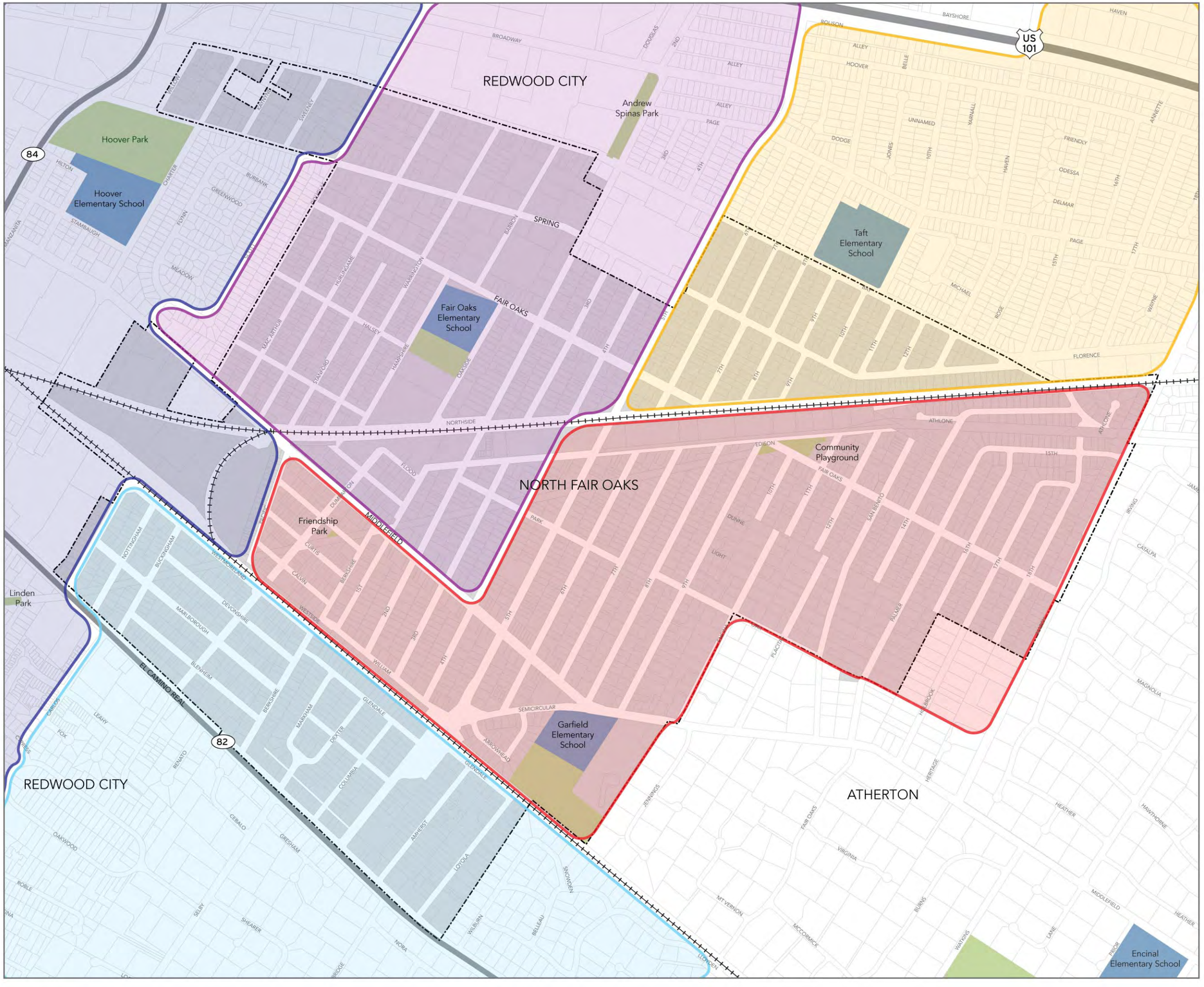
Figure 19

Redwood City School District / School Boundary

NORTH FAIR OAKS COMMUNITY PLAN



- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Taft
- Garfield
- Selby Lane
- Hoover
- Fair Oaks

Data Source: Redwood City School District

N

0 400 800 1,600 Feet

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Figure 20

Access to Public Transit

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Parcels within a Quarter Mile

Parcels within a Half Mile

Transit Stop

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 21

Access to Public Transit - Residential Areas

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Residential Parcels within a Quarter Mile

Residential Parcels within a Half Mile

Residential Parcels beyond a Half Mile

Transit Stop

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 22

Access to Public Transit - Commercial Areas

NORTH FAIR OAKS COMMUNITY PLAN

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Updated Mar 2010

Figure 23

Pedestrian Collisions

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Number of Pedestrian Collisions

1

2

3

4

5

Data Source: San Mateo County; SWITRS 1998 - 2008

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Figure 24

Bicycle Collisions

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Number of Bicycle Collisions

1

2

3

4

5

Data Source: San Mateo County; SWITRS 1998 - 2008

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Figure 25

Access to Elementary Schools

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Parcels within a Quarter Mile

Parcels within a Half Mile

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

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Figure 26

Access to Public Amenities

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Parcels within a Quarter Mile of Four or More Public Amenities
- Parcels within a Half Mile of Four or More Public Amenities
- Public Amenities (schools, libraries, community centers, senior centers, parks, community gardens, and transit stops)

Data Source: San Mateo County

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Figure 27

Access to Retail Amenities

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Parcels within a Quarter Mile

Parcels within a Half Mile

Parcels with Commercial Land Use Designation

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

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Figure 28

Contaminated Sites

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- California State Waterboard Leaking Underground Storage Tank (LUST) Cleanup Sites
- State Response Sites
- California Department of Toxic Substances Control (DTSC) Cleanup Sites
- California State Waterboard Spills, Leaks, Investigation, and Cleanup (SLIC) Sites

Data Source: San Mateo County; California Department of Toxic Substances Control (DTSC)

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 29

Tree Canopy Coverage

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Areas with Adequate Tree Coverage

Data Source: San Mateo County

0 400 800 1,600 Feet

N

MIG

Updated Mar 2010

Figure 30

Public Safety

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Unsafe Intersection
- Illegal Dumping Sites
- Streets with High Occurance of Speeding Traffic
- Streets with Graffiti
- Streets that Lack Adequate Lighting
- Streets that Lack Sidewalks and/or Stormwater Drainage
- Overflow Parking from Auto Repair Businesses
- Poor Appearance and Condition of Businesses
- Area with Gang Activity
- Area with Loitering
- Crime-Prone Area

Data Source: San Mateo County; Sheriff's Office; City of Redwood City

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Parks and Recreation

This chapter documents key parks and recreation conditions in North Fair Oaks. It highlights key assets and needs relevant to the North Fair Oaks Community Plan and provides a context for examining constraints and opportunities to expand the community's resources in the next 20 years. The information presented in this chapter will be used to help identify goals, policies and actions related to recreation and parks.

This chapter was prepared by MIG, Inc.

This chapter contains the following sections:

The following maps are attached to this report:

Figure 12: Parks and Recreation

Figure 13: Community Facilities and Amenities

1. Key Findings

This section describes key issues and opportunities related to parks and recreation in North Fair Oaks. The findings were based on the technical analysis of existing conditions in the project area.

Finding 1: North Fair Oaks is significantly deficient in neighborhood and community parks, even when compared to adjacent jurisdictions.

There are very few parks, playgrounds, and open spaces within North Fair Oaks. While the cities of Redwood City, Menlo Park and Palo Alto provide about three acres of active parks per thousand people, that ratio in North Fair Oaks is about 0.03.

Finding 2: While there are some parks and playgrounds in North Fair Oaks, these facilities are not being adequately maintained to serve community needs.

North Fair Oaks has few public green spaces with the exception of large parks on school sites. Several of the parks and playgrounds that currently exist in the neighborhood were created through residents' efforts, and in some cases are still maintained by neighbors. This approach has met with only limited success, and even where it has worked, residents may not have the capacity to raise funds in the long term for ongoing programming and maintenance.

Finding 3: Many North Fair Oaks residents do not have convenient access to existing parks and playgrounds due to physical barriers.

Physical barriers to mobility—and particularly the railroad tracks—dramatically affect how readily residents can access the parks that do exist in the community.

Finding 4: There are no multi-use trail facilities in North Fair Oaks.

Trails, which can serve both a recreational and transportation use, are notably missing from North Fair Oaks.

Finding 5: Although many recreational opportunities and services are available in North Fair Oaks, programming is still not adequate to meet the high need in the community, particularly for youth.

Many recreational programs are currently run out of the Police Activities League Building, North Fair Oaks schools, the Fair Oaks Community and Senior Centers, and the nearby Boys and Girls Club. However, demand for these programs continues to be high, and for some families, these programs remain unaffordable. Out-of school programming for youth is especially critical as a tool to support the physical and emotional development of at-risk children and youth. Older residents are also in need of appropriate recreational opportunities.

2. Planning Context

This section describes the overall planning context for providing parks and recreation facilities, amenities and programs in North Fair Oaks (NFO) including demographic characteristics, accessible recreation opportunities, health and wellness awareness, and level of service standards.

Demographic Characteristics

Park and recreation needs directly relate to current and future demographic characteristics of residents in and around the project area. These trends are described below.

Population

In 2009, NFO's population was 16,296. It is expected to grow by 11 percent over the next 20 years, which is a slower growth rate than in the County and Bay Area as a whole. Population projections by age group suggest a continued presence of families with children in North Fair Oaks, and continued associated demand for family- and youth-oriented park and recreation facilities and programs.

Household Size

North Fair Oaks has a higher proportion of large family households than San Mateo County and the Bay Area overall. Approximately 73 percent of all households in NFO were family households in 2009, compared to 67 percent and 65 percent in the County and Bay Area, respectively. North Fair Oaks' average household size of 3.9 persons per household in 2009 was substantially higher than the County and Bay Area averages of 2.79 and 2.73, respectively. This data, coupled with demographically younger households in the project area points to the need for quality parks and recreation facilities and programs.

Income and Education

North Fair Oaks is less affluent than the County and Bay Area. In 2009, NFO had a median household income of $64,000, compared to over $86,000 in the County and $76,800 in the Bay Area. The concentration of low- and middle-income households in the project area is closely tied to the low level of educational attainment. In 2009, nearly half (49 percent) of North Fair Oaks residents had not graduated from high school, significantly reducing earning power.

Ethnicity

In 2000, the U.S. Census found that roughly 70 percent of North Fair Oaks residents were Hispanic or Latino. Roughly a quarter of the population was White. Only three percent of the population was Asian, and two percent was Black or African American. Although these data are somewhat dated, it is estimated that the general trend is still an accurate reflection of the North Fair Oaks community. The majority of residents are Hispanic or Latino, and many speak languages other than English, particularly Spanish.

Age

North Fair Oaks has a very young population compared to other communities in San Mateo County and across the Bay Area. In 2009, nearly 29 percent of the population—or approximately 4,700 residents—was under the age of 18. This is particularly significant given the high number of school-age children and youth in the community. Young adults ages 18 to 34 represent another quarter of the population. In all, well over half of the population of North Fair Oaks is under age 35. There are relatively few older residents in the neighborhood; only 6.8 percent of the population is age 65 or older, compared to 13.6 percent in San Mateo County overall and 12.3 percent regionally.

Accessible Recreation Opportunities

Given the State's climate, geography, and extensive coastal edge, Californians have many options for outdoor recreation. The most popular and preferred activities statewide remain those that are relatively easy to do, require little skill and are not expensive, including walking, picnicking, attending outdoor events, using sports fields, and visiting cultural sites and museums. Linear parks and trails that connect parks, neighborhoods and other community destinations have become popular, building on the growing interest in walking, biking and other trail-related recreation. In addition, linear parks help create healthy communities by promoting physical activity and encouraging alternatives to automobile transportation.

Health and Wellness Awareness

A Health Assessment conducted by San Mateo County in 2008 found that men, seniors, persons with lower education levels, those with lower incomes, and Asian and Hispanic respondents demonstrated the greatest degree of unhealthy behaviors.[1] The assessment also found that North Fair Oaks has the highest prevalence of unhealthy behaviors in the County.

Residents in San Mateo County tend to be sedentary; most health survey respondents (54 percent) did not participate in regular, vigorous physical activity.[2] Limited or non-existent physical education classes in schools, increased concerns about youth safety, reduced activity during recess, and fewer children walking or bicycling to and from school have all contributed to a more sedentary lifestyle. Although participation in physical exercise has increased in recent years, North Fair Oaks participation remains well below target rates.[3] Seventh-grade males and Black and Latino students demonstrated the lowest prevalence of physical fitness in the County. Watching television, videos, or video games is a leading sedentary behavior in youth.

Neighborhood parks can play host to a variety of activities, including formal and informal recreation. Parks and open space provide opportunities for healthy lifestyles and wellness.

Level of Service Standards

North Fair Oaks's parks and open space level of service, defined as the number of acres per 1,000 persons is 0.03 which is significantly lower than the level of service in nearby jurisdictions. By comparison, the cities of Redwood City, Palo Alto and Menlo Park provide over two acres of active parkland per thousand residents.[4] Redwood City and Palo Alto also provide over nine acres of open space per thousand residents.

If joint-use agreements with the School District in NFO were to make playfields at Garfield and Fair Oaks Schools accessible to the community, the level of service outside of school hours would rise to 0.59 acres per 1,000 persons. Even then, North Fair Oaks would remain significantly deficient in terms of park acreage.

Assessments and Fees

There is currently no park assessment district or development impact fee in North Fair Oaks. A secure revenue stream is needed to pay for ongoing maintenance and enhancement of existing facilities, acquisition of new parks and trails, and expanded programs and services to meet current and future community needs.

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1 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. March 2008.

2 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. March 2008.

3 The Healthy Community Collaborative of San Mateo County. 2008 Community Assessment: Health and Quality of Life in San Mateo County. March 2008.

4 City of Redwood City, Department of Recreation and Parks, Needs Assessment, October, 2008.

3. Assessment of Existing Parks and Recreation Facilities

A number of parks and recreation facilities are available to the North Fair Oaks community. Figure 12 depicts the location of North Fair Oaks' existing parks and recreation facilities. Figure 1 illustrates the location of community facilities and amenities.

North Fair Oaks Parks

The North Fair Oaks community is home to two parks—the Community Playground and Friendship Park—and the Buckingham Community Garden. Friendship Park, a pocket park that includes a small playground, is also located within the neighborhood, although the park grounds are not actively maintained and the park primarily serves as a walking path for members of the surrounding neighborhood. Table 1 provides details on the two formal park sites within the North Fair Oaks.

Table 1: North Fair Oaks Parks

Park	*Location*	*Acreage*
Community Playground	Edison and 9th Avenue	0.39
Friendship Park	Huntington Avenue between Berkshire and Dumbarton Avenue	0.11

Source: San Mateo County

Neither the community playground nor Friendship Park is operated or maintained by the City of Redwood City or San Mateo County. The Fair Oaks Beautification Association (FOBA) oversees the care and maintenance of the community playground, also known as North Fair Oaks Park. FOBA raises at least $6,000 each year from neighbors and community members to cover insurance, gardener, water, and general maintenance costs at the park.

Redwood City School District operates two schools within the North Fair Oaks area. Fair Oaks Elementary School is located on Fair Oaks between Hampshire and Oakside Streets. Garfield Charter School is located within the North Fair Oaks area between Semicircular and Glendale. Each school has playfields, but there are currently no joint use agreements in place to make these facilities accessible to community members outside of school hours. The City of Redwood City includes several school sites in its park acreage inventory. Although Garfield and Fair Oaks Schools are not included in the City's total park acreage, three acres of active recreation space at Taft Elementary School are included in the City's list of publicly accessible active recreation space.

City of Redwood City Parks

North Fair Oaks residents have access to four Redwood City parks, including one pocket park (Linden Park), one neighborhood park (Andrew Spinas Park), one community park (Hoover Park), and one school park (Taft Elementary School, where a joint-use agreement ensures public access outside of school hours). Linden Park, located at Linden and Park Streets, is 0.22 acres and includes children's play equipment. Andrew Spinas Park is 1.77 acres and is located on Bay Road and 2nd Avenue. Andrew Spinas includes a number of park amenities including a couple of children's playground and basketball court.

Hoover Park, a 10.5-acre community park, is located in close proximity to the North Fair Oaks community. The park includes two sports fields and children's playground equipment, among other amenities. Andrew Spinas Park and Hoover Park are well-used parks by families, residents, and sports teams throughout the year. Taft Elementary School is located on the northeastern border of the North Fair Oaks community at Bay Road and 10th Avenue and includes 1.77 acres of active recreation land.

County of San Mateo Parks

North Fair Oaks residents also enjoy access to Flood Park, located on Bay Road between Marsh Road and Ringwood Avenue, one of the County of San Mateo parks. The 21-acre park includes drop-in picnicking activities, as well as baseball, softball, tennis, horse shores, volleyball and petanque facilities.

North Fair Oaks Community Facilities

Community facilities in North Fair Oaks are owned and operated by the City of Redwood City, the County of San Mateo, and/or various non-profit and community-based organizations. North Fair Oaks residents have access to the following community facilities:

- Fair Oaks Community Center (City of Redwood City)
- Fair Oaks Senior Center (City of Redwood City)
- Fair Oaks Branch Library (City of Redwood City)
- Fair Oaks Family Health Center (County of San Mateo)
- San Mateo County Sheriffs Office (County of San Mateo)

Indoor Facilities

The Fair Oaks Community Center, jointly operated by the City of Redwood City and San Mateo County, is located along the North Fair Oaks border at 2600 Middlefield Road. The Community Center is a multi-service facility that provides the following services:

- Child care and pre-school
- Crisis intervention
- Education
- Emergency food
- Shelter
- Holiday food and toy/book programs
- Housing assistance
- Immigration and citizenship
- Information and referral
- Legal services including housing and employment
- Senior services
- Translation and forms assistance

A number of service agencies and organizations are located in the Fair Oaks Community Center. Human Services are available in Spanish and English and are offered by City staff and representatives from public and private non-profit agencies. The Fair Oaks Branch of the City of Redwood City Public Library is also located in the Center and is open six days per week. The Community Center provides space for department programs, non-profit organization activities and meetings, private rentals and large community events.

The Family Service at Fair Oaks Intergenerational Center (FOIC) is adjacent to the Fair Oaks Community Center and is operated by Family Services Agency. The Center currently offers services to maintain and improve the health, quality of life, and independence of older adults in the community. FOIC offers free yoga, tai chi, low-impact aerobics, weight training, and soul line dancing classes as well as a variety of recreational and socialization activities, including computer training, arts and crafts classes, community education, and meal programs. FOIC connects clients to disease self management classes, peer support

groups, on-site Senior Peer Counseling, and therapy. Because lack of transportation is often a barrier to accessing services, FOIC coordinates a variety of mobility options, including Redi-Wheels Paratransit, Transportation Reimbursement and Independence Program (TRIP) and referral to the free Redwood City shuttle. (see website for more details: http://www.familyserviceagency.org/programs_services/intergenerationalCenter.htm)

San Mateo County operates the Fair Oaks Family Health Center adjacent to the Community Center. The Health Center provides healthcare for adults including: primary care, family planning, women's health, podiatry, nutrition, dental services for adults and children, mental health services, and sexually transmitted disease screening and therapy. The County offers infant and children health services at the Fair Oaks Children's Clinic on Laurel Street between Hoover Park and Middlefield Road.

Child Care/Preschool

The Community Education Center is a nonprofit agency operating two state-subsidized preschools on the at Hoover and Taft School campuses. The Center provides part-day preschool enrichment programs for three to four year old children. Parents need to be low-income to qualify for the state preschool program.

In total, eight early childhood education centers are located in or near North Fair Oaks to serve low-income families in the neighborhood:

- Fair Oaks Head Start (IHSD)
- Menlo Park Head Start (IHSD)
- Community Education Center at Hoover School
- Community Education Center at Taft School
- Fair Oaks Child Development Center (Redwood City School District Child Development Services)
- Garfield Child Development Center (Redwood City School District Child Development Services)
- Hoover Child Development Center (Redwood City School District Child Development Services)
- Taft Child Development Center (Redwood City School District Child Development Services)
- Redwood City Child Development Program at the Fair Oaks Community Center
- Family Connections (parent co-op under Sequoia Union High School District Adult Education)

No fee-based centers exist in the area that would serve resident or worker families over the low-income cutoff point. Only licensed family home-based child care services are available. The centralized waiting list for subsidized child care and preschool was over 850 children across Redwood City in 2008, making these services especially inaccessible to North Fair Oaks families.

Park Amenities

Park amenities such as picnic areas and children's play areas can influence a park's usability and function. The two parks in North Fair Oaks have minimal park amenities that are limited to children's play equipment.

Sports Fields and Courts

There are two sports fields and basketball court facilities located at Hoover Park that are used by football, soccer, baseball, and basketball teams and individual players. The Taft Elementary School and Garfield Charter School sites include a sports field and basketball court facilities.

Aquatics

There are no aquatic facilities located within the North Fair Oaks community. Redwood City and the Redwood City Unified School District maintain a joint-use agreement at the Hoover Elementary School pool. Redwood City's recreation Department provides swim lessons for those of all ages at the aquatic facility.

Trails

North Fair Oaks does not include trail amenities. The Hetch Hetchy right-of-way, a 60-foot-wide easement owned by the San Francisco Public Utilities Commission (PUC), extends through the community. The right-of-way is currently not open to the public; there is an opportunity, though, to enhance portions of the easement as trail segments or pocket parks.

Community Garden

The St. Francis Center, located at the corner of Buckingham and Marlborough, provides shelter for poor families. The Center operates a community garden on Buckingham, Holy Ground of Guadalupe. The Center provides raised beds for families to grow fresh organic food.

Access to Parks

Public Transit Service

Public transit extends through the North Fair Oaks community and is provided by San Mateo County Transit (SamTrans). A number of SamTrans routes serve arterial streets adjacent to parks and active recreation land in the area. SamTrans Route 270 services Andrew Spinas Park and Taft Elementary School; Route 271 serves Fair Oaks and Taft Elementary Schools; and Routes 296, 297, and 397 run on Middlefield Road serving Garfield Elementary School and Friendship Park.

Bicycle Routes

North Fair Oaks has limited bicycle facilities. There is potential to develop an overall trail and bicycle network that can connect parks, recreation facilities, schools, commercial areas and residential neighborhoods with regional destinations. While bicycle facilities improve access to parks and recreational facilities in adjacent jurisdictions, they also provide a recreational resource within NFO.

Physical Barriers

Regional rail lines extend through the North Fair Oaks area and segregate the community creating a number of barriers within the project area. In addition to rail lines, Middlefield Road is a main thoroughfare in the community. There are few opportunities to cross Middlefield due to the width of the street, the length of blocks along the road, and the speed of traffic. These barriers prevent connectivity and present barriers to transit, automobile traffic, bicycles and pedestrians. The rail lines and Middlefield Road inhibit community members' ability to reach local parks and community facilities.

Access Points

Access to parks and active recreation land on school sites within the community is hindered due to disjointed street patterns. Although many residents live in geographic proximity to park spaces, they may not be able to reach the parks due to a lack of connectivity in the neighborhood. Several parks are also fenced in with single access points for security reasons, which also limits resident's access to these spaces.

Joint Use Agreements

The County of San Mateo, the City of Redwood City, Sequoia Union High School District, Sequoia Healthcare District, Kaiser Permanente and the John W. Gardner Center for Youth and Their Communities (Stanford University) established a joint use agreement with the Redwood City School District for the period between July 1, 2008 and June 30, 2010 that enables City, County and school staff to establish operating agreements at school sites and to coordinate afterschool and weekend programs and activities.

The City also maintained an agreement with the Redwood City School District for after-school program services at Garfield Charter School during the fall of 2007 and at Fair Oaks School in 2004.

Figure 13

Parks and Recreation

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line
- Community and Education Center
- Community Garden

Figure 14

Community Facilities and Amenities

NORTH FAIR OAKS COMMUNITY PLAN

Project Area
Parcel
Park
School
Highway
Rail Line
Community or Senior Center
Police or Fire Station
School, Library or College
Health Center
Preschool or Chilcare Center

Data Source: San Mateo County

0 400 800 1,600 Feet

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MIG

Updated June 2010

Economic and Market Analysis

This chapter of the existing conditions report provides a survey of economic and market conditions in the North Fair Oaks Community. The information provided in this chapter is intended to guide the Community Plan Update process and ensure that the Community Plan Updated is both feasible and economically sustainable.

This chapter was prepared by Bay Area Economics (BAE).

This chapter contains the following sections:

The following map and appendices is included in this report:

Figure 1: Map of North Fair Oaks Community Study Area

Appendix A: Comparable Properties

Appendix B: Planned and Proposed Developments

Appendix C: Community Development Resources

1. Key Findings

Future development in North Fair Oaks has the potential to revitalize the community's commercial core and to provide new housing and economic development opportunities for local residents. In this context, the provision of new transit services in the heart of the Study Area could serve to catalyze new mixed-use development and bring substantial benefits in the form of new small business opportunities, increased community services and improved public and civic spaces.

The following economic and market findings and recommendations are provided to guide the development of planning concepts and land use alternatives in subsequent phases of the plan process:

Finding 1: North Fair Oaks is characterized by a higher proportion of large family households and renter households compared to San Mateo County and the Bay Area.

Approximately 73 percent of all North Fair Oaks households were family households in 2009, compared to 67 percent and 65 percent in the County and Bay Area, respectively. North Fair Oaks' average household size of 3.9 persons per household in 2009 was substantially higher than the County and Bay Averages of 2.79 and 2.73, respectively. The larger household sizes in North Fair Oaks are consistent with higher degrees of overcrowding; in 2000, the majority of renters (54 percent) and 22 percent of homeowners lived in overcrowded conditions. Approximately 51 percent of North Fair Oaks households owned their own home in 2009 compared to 61 percent in San Mateo County overall.

Finding 2: The Study Area is less affluent than the County and Bay Area and is characterized by lower educational attainment.

In 2009, North Fair Oaks had a median household income of $64,000, compared to over $86,000 in the County and $76,800 in the Bay Area. The concentration of low- and middle-income households in the Study Area is closely tied to relatively low levels of educational attainment. Nearly half (49 percent) of North Fair Oaks residents did not graduate from high school as of 2009, significantly reducing earning the lifetime earning power of local households. North Fair Oak's occupational distribution is consistent with the lower rates of educational attainment and household incomes. A lower proportion of North Fair Oaks residents work in management, professional, and related occupations compared to the County and Bay Area. Approximately 25 percent of North Fair Oaks employed residents held management, professional, and related occupations in 2009, compared to 44 percent in the County and 45 percent in the Bay Area.

Finding 3: North Fair Oaks' employment base is characterized by a lower proportion of financial and professional services jobs and a higher proportion of manufacturing, wholesale, and transportation jobs.

Financial and professional service jobs comprise 15 percent of positions in North Fair Oaks, compared to 26 percent in the County and 22 percent in the Bay Area. Approximately 25 percent of the community's employment base is in manufacturing, wholesale, and transportation jobs. Attracting new employment generating activities to North Fair must be conducted in conjunction with broader County workforce training and economic development efforts and should target key growth sectors.

Finding 4: North Fair Oaks has a higher number of employed residents than jobs, resulting in a jobs-housing imbalance and a large proportion of residents commuting out for work.

In 2010, ABAG estimates that North Fair Oaks has approximately 1.57 employed residents for every job. By comparison, there are 0.95 employed residents for every job in San Mate County. Employment in North Fair Oaks is projected to increase by 29 percent between 2010 and 2030, a slower rate than the County and Bay Area as a whole. The largest job increases are projected for the health, education, and recreational service sector and the financial and professional services sector.

Finding 5: Moderate population growth in North Fair Oaks between 2010 and 2030 will generate demand for approximately 535 new housing units.

The Study Area is expected to add 583 new households between 2010 and 2030, or approximately 27 new households per year. This is based on the projected household growth for San Mateo County between 2010 and 2030 and North Fair Oaks' historic share of County growth between 2000 and 2009. After subtracting out the planned and proposed residential development in North Fair Oaks, there will be a net demand for 535 new housing units between 2010 and 2030. Depending on the density of new housing development, this demand could be accommodated on nine to 27 acres of land.

Finding 6: North Fair Oaks experienced a net leakage of sales in the amount of $40.5 million in 2009, indicating an opportunity for new retail development.

North Fair Oaks residents spent an estimated $187.6 million at retail stores in 2009. By comparison, local retailers in North Fair Oaks generated approximately $147.1 million in sales. Sales leakage in the general merchandise category and health and personal care stores category suggests potential opportunity for a new drug store in North Fair Oaks. However, it is unlikely that the community could support a larger format store like Wal-Mart or Target due to existing competitive supply and the amount of sales needed to support a store of that size. While North Fair Oaks sees retail leakage in other categories, including clothing and clothing accessories stores and furniture and home furnishings stores, the amount of leakage is likely insufficient to support an additional store. ABAG employment growth projections for 2010 to 2030 suggest a demand for approximately 180,000 square feet of new retail space over the next 20 years.

Finding 7: San Mateo County's commercial market is struggling as a result of the economic recession. However, moderate employment growth projected for North Fair Oaks suggests demand for new office and industrial and R&D space once the market recovers.

San Mateo County's industrial and R&D markets remained weak in the third quarter of 2009, with an 11 percent vacancy rate in industrial space and 16 percent vacancy in R&D space. The office market also experienced a high vacancy rate, with 19 percent of space available for direct lease or sublease in San Mateo County. Based on ABAG's employment growth projections for 2010 to 2030, North Fair Oaks can expect a demand for 100,000 square feet of new office space and 152,000 square feet of new industrial and R&D space over the next 20 years.

2. Executive Summary

Introduction

With a land area of 1.2 square miles and a population of just over 16,000, North Fair Oaks is a small but vibrant urban enclave in unincorporated San Mateo County. Situated immediately adjacent to the more affluent communities of Atherton and Redwood City, North Fair Oaks has long served an important market niche in San Mateo County by providing relatively affordable residential rents and sale prices as well as lower than average land costs and commercial rents for retail, industrial and office properties. The community does, however, face a number of economic development and planning challenges such as antiquated infrastructure, inconsistent zoning and land use designations and the presence of underutilized parcels. In this context, the recently initiated North Fair Oaks Community Plan Update provides a key opportunity for the North Fair Oaks community and San Mateo County to make strategic decisions to guide the future growth and development of the area. In order to inform land use planning efforts for the North Fair Oaks Community Plan, this report provides a survey of economic and market conditions in the North Fair Oaks community compared to trends in adjacent communities and San Mateo County overall.

Land Use and Development Conditions

North Fair Oaks is predominantly a low-density residential community comprised of single-family homes and apartment buildings with two major commercial corridors along El Camino Real and Middlefield Road. As shown in Figure 1, the community is divided into three distinct neighborhoods by the Caltrain rail corridor and the Dumbarton rail corridor. The area south of the Caltrain rail corridor is characterized by a mix of single-family and multifamily residential uses. Commercial development can be found along El Camino Real at the southern boundary of North Fair Oaks. The area between the Caltrain rail corridor and the Dumbarton rail corridor is predominantly single-family residential, with commercial uses along Middlefield Road and some multifamily residential north of Middlefield Road. There are some industrial uses near the railroad tracks. The neighborhood north of the Dumbarton rail corridor contains residential and industrial uses. Industrial uses are primarily concentrated west of Second Avenue.

Vacant and underutilized parcels provide an opportunity for new development in North Fair Oaks. There are 194 parcels totaling 103 acres of underutilized land in North Fair Oaks. Underutilized parcels are defined as those which have a ratio of improvement value to land value that is less than 0.9. In other words, the land is worth more than the existing structures on it. In addition to underutilized land, there are 44 parcels of vacant land in the Study Area, covering 14 acres. Together, vacant and underutilized parcels represent 21 percent of the land area in North Fair Oaks.

Demographic Trends

North Fair Oaks has markedly different demographic characteristics from San Mateo County overall. Most notably, the community has much lower average household incomes, larger household sizes and a high percentage (73%) of family households. North Fair Oaks also has a high proportion of renter households. Approximately 51 percent of North Fair Oaks households owned a home in 2009 versus 61 percent in San Mateo County as a whole. The concentration of low- and middle-income households in North Fair Oaks is closely tied with the low level of educational attainment. Nearly half (49%) of North Fair Oaks residents did not graduate from high school as of 2009, significantly reducing earning power. Finally, although the community grew relatively quickly from 2000 to 2010, the Association of Bay Area Governments (ABAG) predicts that North Fair Oaks will grow by 11 percent between 2010 and 2030, a slower rate than the County and Bay Area as a whole. Population projections by age group suggest a continued strong presence of families with children in North Fair Oaks, and associated demand for larger housing units.

Employment Trends

North Fair Oaks' employment base is characterized by a strong concentration in the manufacturing, wholesale and transportation sectors and a lower proportion of financial and professional services jobs compared to San Mateo County and the region. Consistent with relatively low levels of educational attainment, a lower proportion of North Fair Oaks residents work in management, professional, and related occupations compared to the County and Bay Area. North Fair Oaks has a higher number of employed residents than jobs, resulting in a jobs-housing imbalance and a large proportion of residents commuting out of the Community Study Area for work. In 2010, ABAG estimates that North Fair Oaks has approximately 1.57 employed residents for every job. By comparison, there are 0.95 employed residents for every job in San Mateo County. Employment in North Fair Oaks is projected to increase by 29 percent between 2010 and 2030, a slower rate than the County and Bay Area as a whole. The largest job increases are projected for the health, education, and recreational service sector and the financial and professional service sector.

Real Estate Market Overview

Even as the national economy continues to struggle and the residential and commercial real estate markets in Silicon Valley remain weak, the long-term economic prospects for San Mateo County and the Bay Area region appear relatively strong. As the regional economy begins to recover over the next several years, North Fair Oaks will be in a position to capture a portion of new demand for residential and commercial development given appropriate land planning and development policies.

Residential Demand

Based on ABAG Projections for San Mateo County and North Fair Oak's historic share of the County's growth between, North Fair Oaks will add 583 new households between 2010 and 2030, or approximately 29 new households per year. Each new household represents demand for an additional housing unit. After accounting for planned and proposed residential development in North Fair Oaks, there will be estimated demand for 535 new housing units between 2010 and 2030. Depending on the density of new housing development, this demand could be accommodated on nine to 27 acres of land. This residential demand estimate is based on existing conditions, existing land use policies, and current demand factors. Changes in land use policies could alter these demand estimates.

Residential Market Demand, 2010-2030 (a)

	North Fair Oaks
New Households, San Mateo County, 2010-2030 (b)	46,570
North Fair Oaks Historic Share of County Growth (c)	1.3%
North Fair Oaks Projected Growth, 2010-2030	583
Less Planned and Proposed Units	48
Net New Housing Units, 2010-2030	535
Acreage Demanded	
at 20 DU/Acre	26.8
at 35 DU/Acre	15.3
at 60 DU/Acre	8.9

Notes:
(a) Based on existing conditions and land use policies. Changes in land use policies may alter estimates.
(a) New Households based on ABAG 2009 Projections.
(b) Based on North Fair Oaks share of County growth between 2000 and 2009.
Sources: ABAG, 2009; Claritas, 2009; CA Dept. of Finance, 2009; BAE, 2010.

Retail Demand

ABAG projects approximately 257 new jobs for retail locations between 2010 and 2030 in North Fair Oaks. Assuming an employee density of 700 square feet of retail space per person, new employees would generate demand for approximately 179,865 square feet. There is no new retail development currently planned for North Fair Oaks. Depending on the density of development, the new retail space could be accommodated on 12 acres to 17 acres of land. Given the significant amount of retail leakage occurring from North Fair Oaks to surrounding areas, it is likely that the majority of this new retail space would cater to local demand for goods not currently available in the Community Study Area.[1]

Industrial and R&D Demand

The manufacturing, wholesale, and transportation industry is expected to see an increase of 198 jobs between 2010 and 2030. Assuming an average employee density of 850 square feet per person, the new employees in North Fair Oaks would generate a demand for approximately 151,900 square feet of industrial space. There are three planned and proposed industrial developments in North Fair Oaks, however, the amount of space proposed for each development is not known at present. Depending on the density of development, the new industrial and R&D space could be accommodated on 10 acres to 14 acres of land.

Office Demand

North Fair Oaks is expected to see an additional 294 office jobs between 2010 and 2030. Many of these jobs are in the finance and professional services sector and the health, education, and recreational services sector. Assuming an average employment density of 350 square feet of office space per person, new employees would generate demand for approximately 102,830 square feet of new office space between 2010 and 2030. After subtracting out the planned and proposed office development in the City, the net projected demand for office space in North Fair Oaks is 100,430 square feet. Depending on the density of development, the new office space could be accommodated on two acres to nine acres of land.

It should be noted that the markedly weak market for Class A office space in North Fair Oaks and Silicon Valley generally make new Class A office projects in the Study Area somewhat unlikely in the near-term.

Office, Retail and Industrial Market Demand, 2010-2030

	Office	Retail	Industrial
Net Projected Demand (Sq. Ft.)	100,430	179,865	151,938
Acreage Demanded			
at 0.25 FAR	9.2	16.5	14.0
at 0.35 FAR	6.6	11.8	10.0
at 0.50 FAR	4.6	(a)	(a)
at 1.00 FAR	2.3	(a)	(a)
at 1.50 FAR	1.5	(a)	(a)

Notes:
(a) This FAR is not achievable with typical retail or industrial development.
Sources: BAE, 2010.

[1] Retail leakage means that sales by North Fair Oaks retailers are less than the household spending by North Fair Oaks residents. Residents are leaving the community for some of their shopping needs.

3. Introduction

With a land area of 1.2 square miles and a population of just over 16,000, North Fair Oaks is a small but vibrant urban enclave in unincorporated San Mateo County. Situated immediately adjacent to the more affluent communities of Atherton and Redwood City, North Fair Oaks has long served an important market niche in San Mateo County by providing relatively affordable residential rents and sale prices as well as lower than average land costs and commercial rents for retail, industrial and office properties. The community does, however, face a number of economic development and planning challenges such as antiquated infrastructure, inconsistent land use designations and zoning and the presence of underutilized parcels.

The potential extension of commuter rail service to North Fair Oaks in conjunction with the recently initiated North Fair Oaks Community Plan Update now provides a key opportunity for the North Fair Oaks community and San Mateo County to make strategic decisions to guide the future growth and development of the area. In order to guide this process and ensure that the Community Plan is both feasible and economically sustainable, this report provides a survey of economic and market conditions in the North Fair Oaks community. Following this introduction, the report consists of an analysis of demographic and economic trends and provides a market overview of three key land uses. Finally, findings and recommendations are provides to guide subsequent phases of the North Fair Oaks Community Plan process, including the development of land use alternatives oriented to leveraging potential transit oriented development (TOD) opportunities.

Methodology, Data Sources, and Assumptions

The analysis of demographic and employment trends presented below relies on data from the 2000 US Census, the Association of Bay Area Governments, and Claritas, a private demographic vendor. Market data from commercial real estate brokerage firms, Dataquick, RealFacts, and property listings inform the overview of key land uses. The demographic and employment trends analysis focuses on three geographies:

- North Fair Oaks Project Area, defined as the North Fair Oaks Census Designated Place (CDP) and depicted in Figure 1 below;
- San Mateo County; and
- Bay Area, defined as Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

The overview of key land uses considers North Fair Oaks in the context of a larger market area that encompasses the neighboring cities of Menlo Park and Redwood City. When available, data for San Mateo County as a whole is also used for comparison purposes.

Land Use and Development Conditions

North Fair Oaks is predominantly a low-density residential community comprised of single-family homes and apartments with two major commercial corridors along El Camino Real and Middlefield Road. As shown in Figure 1, the community is divided into three distinct neighborhoods by the Caltrain rail corridor and the Dumbarton rail corridor. The area south of the Caltrain rail corridor is characterized by a mix of single-family and multifamily residential uses. Commercial development can be found along El Camino Real at the southern boundary of North Fair Oaks. The area between the Caltrain rail corridor and the Dumbarton rail corridor is predominantly single-family residential, with commercial uses along Middlefield Road and some multifamily residential north of Middlefield Road. There are some industrial uses near the railroad tracks. The neighborhood north of the Dumbarton rail corridor contains residential and industrial uses. Industrial uses are primarily concentrated west of Second Avenue.

Figure 1: Map of North Fair Oaks Community Study Area

Vacant and Underutilized Parcels

Vacant and underutilized parcels provide an opportunity for new development in North Fair Oaks. Table 1 presents a summary of vacant and underutilized land in the Study Area by land use category. As shown there are 194 parcels totaling 103 acres of underutilized land in North Fair Oaks. Underutilized parcels are defined as those which have a ratio of improvement value to land value that is less than 0.9. In other words, the land is worth more than the existing structures on it. In addition to underutilized land, there are 44 parcels of vacant land in the Study Area, covering 14 acres. Together, vacant and underutilized parcels represent 21 percent of the land area in North Fair Oaks.

The largest proportion of vacant and underutilized land in North Fair Oaks is residential. These residential parcels are scattered in the South, Middle, and North subareas of North Fair Oaks. Vacant and underutilized industrial parcels are concentrated in the North subarea, north of Fair Oaks Avenue, and along the Dumbarton rail corridor. Vacant and underutilized commercial parcels are primarily located along El Camino Real and Middlefield Road, the two primary commercial corridors in the Study Area.

Table 1: Vacant and Underutilized Land in North Fair Oaks

Land Use Category	# of Parcels	Acres	% of Total NFO Acreage
Underutilized Parcels (a)			
Residential	355	52.7	9.4%
Commercial	86	20.4	3.7%
Industrial	108	30.0	5.4%
Total	**194**	**103.1**	**18.5%**
Vacant Parcels			
Residential	66	6.3	1.1%
Commercial	23	2.8	0.5%
Industrial	21	4.7	0.8%
Total	**44**	**13.8**	**2.5%**

Notes:
(a) Underutilized parcels defined as those with an improvement value to land value ratio that is less than 0.9.
Sources: MIG, 2010; BAE, 2010.

Key Assets

North Fair Oaks has a number of key economic assets that can be leveraged over the Plan period. These assets include the following:

- North Fair Oaks is situated in the heart of one of the most innovative and economically dynamic areas in the United States. There are significant opportunities to leverage the economic dynamism of the region to promote economic development in the North Fair Oaks community.
- North Fair Oaks has a strong sense of identity and "place" which can provide a major draw for retailers and a catalyst for neighborhood development.
- There are significant opportunities for reusing existing underutilized properties in North Fair Oaks as well as a relatively ample supply of vacant residential and commercial land to accommodate new development.
- Both El Camino Real and Middlefield Road are major transportation corridors which provide excellent

access to North Fair Oaks and could potentially support Transit Oriented Development geared to Bus Rapid Transit (BRT) or similar services.

- North Fair Oaks is positioned along the planned/proposed alignments for the California High Speed Rail Corridor and Dumbarton Rail Corridor, which provides additional opportunities for future Transit Oriented Development.

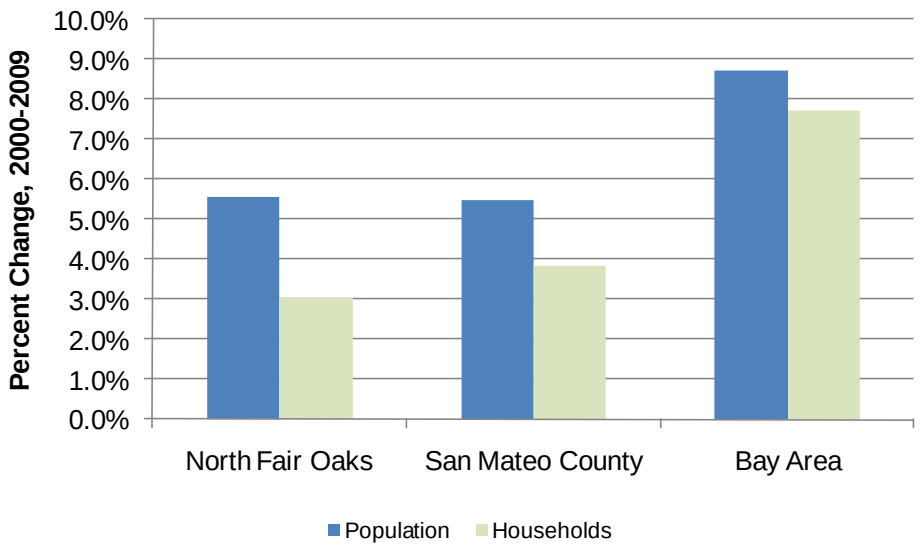
Demographic and Employment Trends

This section profiles local demographic and employment trends and analyzes their impacts on the potential for development in the North Fair Oaks Study Area.[2] For the purposes of this analysis, three geographies of interest are used: the North Fair Oaks Study Area, San Mateo County, and the greater 9-county Bay Area. North Fair Oaks is the target Study Area, while the County and Bay Area region provide larger contexts in which to understand local and regional trends.

Demographic Trends

Population and Household Trends. As shown in Table 2 below, Claritas estimates that approximately 16,300 residents lived in North Fair Oaks as of 2009. North Fair Oaks residents make up two percent of San Mateo County's total population which stood at 745,900 residents in 2009. Since 2000, North Fair Oaks' population growth has matched the County's overall growth rate of 5.5 percent. The Bay Area has grown at a slightly faster pace, experiencing an 8.7 percent population increase during the same time period.

Figure 2: Population and Household Growth, 2000-2009



Sources: CA Dept. of Finance, 2009; Claritas, 2009; BAE, 2010.

[2] The Project Area is defined as the North Fair Oaks Census Designated Place.

Table 2: Population and Household Trends, 2000-2009

North Fair Oaks	2000	2009 (est) (a)	% Change 2000-2009
Population	**15,440**	**16,296**	**5.5%**
Households	**3,997**	**4,119**	**3.1%**
Average Household Size	**3.81**	**3.90**	
Household Type (b)			
Families	73.5%	73.4%	
Non-Families	26.5%	26.6%	
Tenure			
Owner	51.3%	51.4%	
Renter	48.7%	48.6%	
San Mateo County			
Population	**707,161**	**745,858**	**5.5%**
Households	**254,103**	**263,848**	**3.8%**
Average Household Size	**2.74**	**2.79**	
Household Type (b)			
Families	67.4%	67.4%	
Non-Families	32.6%	32.6%	
Tenure			
Owner	61.4%	61.3%	
Renter	38.6%	38.7%	
Bay Area (c)			
Population	**6,783,760**	**7,375,678**	**8.7%**
Households	**2,466,019**	**2,656,487**	**7.7%**
Average Household Size	**2.69**	**2.72**	
Household Type (b)			
Families	64.7%	64.8%	
Non-Families	35.3%	35.2%	
Tenure			
Owner	57.7%	57.8%	
Renter	42.3%	42.2%	

Notes:
(a) 2009 estimates provided by Claritas. Population, household and household size data for San Mateo County and the Bay Area provided by CA Dept. of Finance.
(b) A family is a group of two people or more related by birth, marriage, or adoption and residing together.
(c) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Sources: Claritas, 2009; CA Dept. of Finance, 2009; BAE, 2010.

Household Characteristics. North Fair Oaks had a higher proportion of family households relative to both San Mateo County and the Bay Area in 2009. Families comprised 73 percent of all North Fair Oaks households in 2009, compared to only 67 percent and 65 percent of San Mateo County and Bay Area households, respectively.

Consistent with the higher proportion of families in the North Fair Oaks, the average household size was significantly larger than both the County and Bay Area's, standing at 3.9 persons per household in 2009. This average household size signifies households which contain, on average, one person more than the County and Bay Area averages which stood at 2.79 and 2.72 persons per household, respectively. Table 3 provides additional information on household type trends for 2009.

Table 3: Household Characteristics, 2009

	North Fair Oaks		San Mateo County		Bay Area (a)	
Household Type	**Number**	**Percent**	**Number**	**Percent**	**Number**	**% Total**
1-Person Household:						
Male Householder	400	9.7%	26,408	10.4%	296,052	11.6%
Female Householder	319	7.7%	35,397	13.9%	358,127	14.0%
2 or More Person Household:						
Family Households (b)	**3,023**	**73.4%**	**171,556**	**67.4%**	**1,655,490**	**64.8%**
Married-Couple Family:	2,181	52.9%	134,904	53.0%	1,264,473	49.5%
With Own Children Under 18 years	1,412	34.3%	62,769	24.7%	610,176	23.9%
Other Family:						
Male Householder, No Wife Present:	340	8.3%	10,942	4.3%	114,867	4.5%
With Own Children Under 18 years	166	4.0%	4,494	1.8%	64,386	2.5%
Female Householder, No Husband Present	502	12.2%	25,710	10.1%	276,150	10.8%
With Own Children Under 18 years	283	6.9%	12,003	4.7%	131,271	5.1%
Non-Family Households (c)						
Male Householder	236	5.7%	11,848	4.7%	141,091	5.5%
Female Householder	141	3.4%	9,421	3.7%	104,785	4.1%
Total Households (d)	**4,119**	**100.0%**	**254,630**	**100.0%**	**2,555,545**	**100.0%**
Average Household Size	**3.90**		**2.79**		**2.72**	

Notes:
(a) The nine- county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
(b) A family is a group of two people or more related by birth, marriage, or adoption and residing together
(c) A nonfamily household consists of a householder living alone, or a householder living with people to whom he/she is not related.
(d) Total households may not match total shown in Table 2 for San Mateo County and the Bay Area due to different data sources.
Sources: Claritas, 2009; BAE, 2010.

Housing Tenure. The North Fair Oaks area is characterized by a significantly lower homeownership rate than San Mateo County. Approximately 51 percent of North Fair Oaks households owned their own home in 2009 whereas 61 percent of San Mateo County households owned their own home. A resident's ability to finance the high costs of homeownership is largely determined by age, household income, and educational attainment (see Overview of Key Land Uses Section, for a discussion of the affordability of local market-rate housing in North Fair Oaks).

Overcrowding. Consistent with the larger household sizes found in North Fair Oaks, the community also has a higher degree of overcrowding. The U.S. Census defines "overcrowding" as more than one person per room, excluding bathrooms and kitchens. Units with more than 1.5 persons per room are considered to be severely overcrowded. As shown in Table 4, the incidence of overcrowding is substantially higher in North Fair Oaks compared to San Mateo County for both renters and owners. The majority of North Fair Oaks

renter households – 54 percent – lived in overcrowded or severely overcrowded conditions in 2000, compared to 21 percent of renters in San Mateo County as a whole. Among homeowners, 22 percent of North Fair Oaks households were overcrowded while just seven percent County homeowners were overcrowded. North Fair Oaks was the most severely affected by overcrowding among the major areas in unincorporated San Mateo County in 2000.[3]

A lack of affordable housing can contribute to overcrowding as households rent more affordable units, enter into shared housing arrangements, or move in with extended families. The high degree of overcrowding in North Fair Oaks suggests that there is pent up demand for affordable housing in the community, particular among renter households, which exhibited the highest rates of overcrowding. During the current economic recession, the degree of overcrowding may have increased as a result of rising unemployment.

Table 4: Overcrowding, 2000

	Overcrowded (1.01-1.5 persons/HH)		Severely Overcrowded (1.51+ persons/HH)		Total Overcrowded	
	Number	Percent	Number	Percent	Number	Percent
North Fair Oaks						
Renter Households	252	12.9%	796	40.8%	1,048	53.7%
Owner Households	186	9.1%	258	12.6%	444	21.6%
Total	438	10.9%	1,054	26.3%	1,492	37.3%
San Mateo County						
Renter Households	6,891	7.0%	13,770	14.1%	20,661	21.1%
Owner Households	5,335	3.4%	5,136	3.3%	10,471	6.7%
Total	12,226	4.8%	18,906	7.4%	31,132	12.3%

Sources: U.S. Census, 2000; BAE, 2010.

Age Distribution. North Fair Oaks is characterized by a younger population than both San Mateo County and the Bay Area region. The median age in North Fair Oaks (31.9 years) is roughly ten years younger than both the County and Bay Area region (40.4 and 38.6 respectively). The lower median age in North Fair Oaks is driven by the relatively high proportion of children under 16 years old living in this area. Whereas 25 percent of North Fair Oaks residents are under 16 years of age, this age cohort makes up only 19 percent of County and Bay Area populations. The high proportion of children in North Fair Oaks is consistent with the prevalence of families and higher average household size discussed earlier. Furthermore, more than half (55%) of North Fair Oaks residents are under 35 years old, versus San Mateo where this age cohort makes up only 41% of the total population.

North Fair Oaks contains a lower proportion of senior residents ages fifty-five and older compared to both the County and the Bay Area. In North Fair Oaks, Baby-Boomers aged 55 and older, make up only 15 percent of total population. In comparison, San Mateo County and the nine-county Bay Area have a significantly larger share of Baby-Boomers (26 percent and 25 percent of total populations, respectively).

This age distribution suggests that North Fair Oaks' average household size will remain constant over the next ten years, sustaining the demand for larger-sized housing units. On the other hand, San Mateo County and Bay Area households are more likely to downsize over the next ten years as householders begin to retire, and previously- dependent children move out of the house.

[3] San Mateo County, *San Mateo County Housing Element 2009, Internal Review Draft*, June 2010.

Table 5: Age Distribution, 2009

	North Fair Oaks		San Mateo County		Bay Area (a)	
Age Cohort	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Under 15	4,040	24.8%	134,066	18.6%	1,324,069	18.6%
15 to 17	659	4.0%	27,586	3.8%	279,852	3.9%
18 to 20	756	4.6%	24,175	3.4%	266,623	3.7%
21 to 24	1,099	6.7%	34,677	4.8%	355,722	5.0%
25 to 34	2,355	14.5%	81,293	11.3%	948,546	13.3%
35 to 44	2,765	17.0%	112,806	15.6%	1,109,655	15.6%
45 to 54	2,142	13.1%	116,447	16.2%	1,110,899	15.6%
55 to 64	1,366	8.4%	91,906	12.7%	851,773	12.0%
65 to 74	721	4.4%	51,725	7.2%	467,298	6.6%
75 to 84	273	1.7%	31,178	4.3%	280,110	3.9%
85 +	120	0.7%	15,170	2.1%	130,401	1.8%
Total	**16,296**	**100.0%**	**721,029**	**100.0%**	**7,124,948**	**100.0%**
Median Age	**31.9**		**40.4**		**38.6**	

Note:
(a) The nine- county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
(d) Total population may not match total shown in Table 2 for San Mateo County and the Bay Area due to different data sources.
Sources: Claritas, 2009; BAE, 2010.

Tenure by Age. Table 6 below provides the breakdown of homeowners and renters by age group. North Fair Oaks is characterized by slightly younger homeowners compared to the County and surrounding Bay Area. As shown, 40 percent of homeowners in the North Fair Oaks were 44 years old or younger. By comparison, between 31 percent of County homeowners and 34 percent Bay Area homeowners fell into this age group.

Elderly homeowners over the age of 65 years make up a significantly smaller share of owner households; just 18 percent of homeowners were 65 years old or older in North Fair Oaks, compared to over 26 percent in San Mateo County and 24 percent in the Bay Area.

Table 6: Tenure by Age, 2000

	North Fair Oaks		San Mateo County		Bay Area (a)	
Owner-Occupied	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Householder 15 to 24 years	22	1.1%	842	0.5%	9,490	0.7%
Householder 25 to 34 years	249	12.1%	13,471	8.6%	138,207	9.7%
Householder 35 to 44 years	550	26.8%	35,012	22.4%	338,156	23.7%
Householder 45 to 54 years	540	26.3%	38,592	24.7%	359,555	25.3%
Householder 55 to 64 years	322	15.7%	27,416	17.6%	243,196	17.1%
Householder 65 years and older	368	17.9%	40,800	26.1%	335,354	23.6%
Total Owner Households	**2,051**	**100.0%**	**156,133**	**100.0%**	**1,423,958**	**100.0%**
Renter-Occupied						
Householder 15 to 24 years	135	6.9%	5,776	5.9%	80,263	7.7%
Householder 25 to 34 years	717	36.8%	29,493	30.1%	320,120	30.7%
Householder 35 to 44 years	601	30.9%	26,228	26.8%	263,010	25.2%
Householder 45 to 54 years	286	14.7%	17,167	17.5%	176,314	16.9%
Householder 55 to 64 years	124	6.4%	8,135	8.3%	83,634	8.0%
Householder 65 years and older	83	4.3%	11,171	11.4%	118,720	11.4%
Total Renter Households	**1,946**	**100.0%**	**97,970**	**100.0%**	**1,042,061**	**100.0%**

Note:
(a) The nine- county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Sources: U.S. Census, SF-1 H16, 2000; BAE, 2010.

Household Income. North Fair Oaks is less affluent than the County and Bay Area, on both a household- and per capita- basis. As shown in Table 7, the median household income was approximately $64,000 in North Fair Oaks, compared to over $86,000 in the County and $76,800 in the Bay Area in 2009. North Fair Oaks' median household income amounts to 75% of San Mateo County's median.

However, due to the larger household sizes in North Fair Oaks, the income differential is even greater on a per capita basis. The average per capita income in North Fair Oaks was $21,400 in 2009, or roughly half (51 percent) of San Mateo County's average per capita earnings. San Mateo County's average per capita income reached $41,700 in 2009, and the Bay Area average was slightly lower at $37,300.

North Fair Oaks' concentration of low- and middle- income households sets it apart from San Mateo County as a whole. While 40 percent of North Fair Oaks households earned less than $50,000 in 2009, only 27 percent of County households fell into this category. Meanwhile, North Fair Oaks contained a smaller proportion of high income households than the County. Whereas 42 percent of San Mateo County households earned over $100,000, just 28 percent earned that amount in North Fair Oaks.

Table 7: Household Income, 2009

	North Fair Oaks		San Mateo County		Bay Area (a)	
Household Income	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Less than $15,000	318	7.7%	14,298	5.6%	200,316	7.8%
$15,000 to $24,999	302	7.3%	13,359	5.2%	157,955	6.2%
$25,000 to $34,999	387	9.4%	14,538	5.7%	170,507	6.7%
$35,000 to $49,999	648	15.7%	26,268	10.3%	280,140	11.0%
$50,000 to $74,999	711	17.3%	42,065	16.5%	441,843	17.3%
$75,000 to $99,999	619	15.0%	37,252	14.6%	362,747	14.2%
$100,000 to $149,999	613	14.9%	51,650	20.3%	481,429	18.8%
$150,000 to $249,999	416	10.1%	34,741	13.6%	315,165	12.3%
$250,000 to $499,999	85	2.1%	12,441	4.9%	95,721	3.7%
$500,000 and over	20	0.5%	8,018	3.1%	49,722	1.9%
Total (b)	**4,119**	**100.0%**	**254,630**	**100.0%**	**2,555,545**	**100.0%**
Median Household Income	**$64,266**		**$86,266**		**$76,862**	
Avg. Per Capita Income	**$21,363**		**$41,707**		**$37,259**	

Note:
(a) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
(b) Total households may not match total shown in Table 2 for San Mateo County and the Bay Area due to different data sources.
Sources: Claritas, 2009; BAE, 2010.

Educational Attainment. The educational attainment pattern of North Fair Oaks residents is significantly lower than the Bay Area as a whole. Approximately 49 percent of North Fair Oaks residents did not graduate from high school as of 2009. By comparison, only 15 and 16 percent of County and Bay Area residents fell into this category. Few North Fair Oaks residents have graduated from college; only 16 percent of residents possess a Bachelor's degree, versus 37 percent of Bay Area residents as a whole.

Table 8: Educational Attainment, Population 25+ Years, 2009

	North Fair Oaks		San Mateo County		Bay Area (a)	
Highest Educational Level Reached	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Less than 9th grade	3,331	34.2%	37,647	7.5%	379,242.0	7.7%
9th to 12th grade, no diploma	1,392	14.3%	38,794	7.8%	423,615.0	8.6%
High school graduate (incl. equivalency)	1,416	14.5%	87,893	17.6%	872,096.0	17.8%
Some college, no degree	1,555	16.0%	107,761	21.5%	1,067,073.0	21.8%
Associate degree	482	4.9%	36,210	7.2%	353,431.0	7.2%
Bachelor's degree	812	8.3%	120,925	24.2%	1,126,090.0	23.0%
Graduate or Professional degree	754	7.7%	71,295	14.2%	677,135.0	13.8%
Total	**9,742**	**100.0%**	**500,525**	**100.0%**	**4,898,682.0**	**100.0%**
High school graduate or higher	**51.5%**		**84.7%**		**83.6%**	
Bachelor's degree or higher	**16.1%**		**38.4%**		**36.8%**	

Note:
(a) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Sources: Claritas, 2009; BAE, 2010.

Population and Household Projections

The Association of Bay Area Governments (ABAG) provides population and household growth projections based on a combination of market and demographic trends, near-term available land to accommodate growth, and local policies that promote more compact in-fill development. Based on ABAG's 2009 projections, the nine-county Bay Area is projected to grow at a slightly faster rate than San Mateo County between 2010 and 2030. San Mateo County is expected to increase by 18 percent to reach approximately 863,000 residents, while the Bay Area is projected to increase by 19 percent between 2010 and 2030. In comparison, North Fair Oaks' population is anticipated to grow by just 11 percent during the same time period, reaching 17,000 residents in 2030.[4]

The projections also provide an age breakdown. As shown, current population trends are expected to continue into the future, with younger cohorts, age 44 years and younger, representing a larger share of the population in North Fair Oaks compared to the County and Bay Area. Residents age 44 years old and younger are expected to represent 70 percent of North Fair Oaks' population in 2030, compared to 53 percent in the County and 57 percent in the Bay Area. This suggests the continued presence of families with children in North Fair Oaks, and the associated demand for larger housing units.

Projections also reflect the aging of the baby boomer population with residents aged 65 years and older projected to account for over 11 percent of the population in 2030, compared to just seven percent in 2010 in North Fair Oaks. This trend is more pronounced in the County and Bay Area, which currently have larger proportions of older residents.

[4] ABAG does not provide projections for unincorporated CDPs. Data for North Fair Oaks is based on the census tracts that comprise the Study Area. This slight discrepancy in geographic scale results in a difference of 819 fewer total residents reported by ABAG for North Fair Oaks at present compared to current year estimates from Claritas, Inc.

Table 9: Population and Household Projections, 2010-2030

North Fair Oaks Area (a)					
	2010		2030		% Change 2010 - 2030
Population	15,477		17,144		10.8%
Households	4,047		4,554		12.5%
Population by Age	**Number**	**Percent**	**Number**	**Percent**	
19 years and under	5,156	33.3%	5,414	31.6%	
20 - 44 years	6,216	40.2%	6,601	38.5%	
45 - 64 years	3,021	19.5%	3,186	18.6%	
65 and over	1,084	7.0%	1,943	11.3%	
Totals	**15,477**	**100.0%**	**17,144**	**100.0%**	

San Mateo County					
	2010		2030		% Change 2010 - 2030
Population	733,300		862,800		17.7%
Households	264,400		310,970		17.6%
Population by Age	**Number**	**Percent**	**Number**	**Percent**	
19 years and under	175,700	24.0%	187,900	21.8%	
20 - 44 years	247,700	33.8%	270,200	31.3%	
45 - 64 years	202,000	27.5%	212,900	24.7%	
65 and over	107,900	14.7%	191,800	22.2%	
Totals	**733,300**	**100.0%**	**862,800**	**100.0%**	

Bay Area (b)					
	2,010		2,030		% Change 2010 - 2030
Population	7,341,700		8,719,300		18.8%
Households	2,667,340		3,171,940		18.9%
Population by Age	**Number**	**Percent**	**Number**	**Percent**	
19 years and under	1,805,200	24.6%	2,002,700	23.0%	
20 - 44 years	2,587,300	35.2%	2,980,100	34.2%	
45 - 64 years	1,930,200	26.3%	1,950,300	22.4%	
65 and over	1,019,000	13.9%	1,786,200	20.5%	
Totals	**7,341,700**	**100.0%**	**8,719,300**	**100.0%**	

Note:
(a) The North Fair Oaks Area consists of San Mateo County census tracts 610500, 610601, and 610602. ABAG does not provide projections for unincorporated CDPs.
(b) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties.
Sources: ABAG Projections, 2009; BAE, 2010.

Employment Trends

Jobs by Industry. Table 10 presents the breakdown of jobs by industry in 2010 as estimated by ABAG. There are an estimated 3,900 jobs in North Fair Oaks in 2010, representing approximately one percent of all jobs in the County. As shown, the largest proportion of jobs in North Fair Oaks falls within the Health, Education, and Recreational Service sector. This is consistent with San Mateo County and the Bay Area, which also have the largest proportion of jobs in this sector. The Health, Educational, and Recreational Services Sector includes jobs in education, health care, social assistance, arts, entertainment, recreation, accommodation, food services, and other services.

North Fair Oaks has a substantially lower proportion of jobs in the Financial and Professional Service Sector; just 15 percent of North Fair Oaks jobs are in this sector, compared to 26 percent in the County and 22 percent in the Bay Area as a whole. Manufacturing, wholesale, and transportation jobs comprise 25 percent of the employment base in North Fair Oaks, a higher percentage than the County and Bay Area.

Table 10: Jobs by Industry, 2010

	North Fair Oaks Area (a)		San Mateo County		Bay Area	
Employment Sector	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Agriculture, Natural Resources	67	1.7%	1,900	0.5%	24,520	0.7%
Manufacturing, Wholesale, Transportation	991	25.2%	73,940	21.4%	717,180	20.6%
Retail	298	7.6%	33,840	9.8%	347,400	10.0%
Financial & Professional Service	568	14.5%	90,990	26.3%	766,860	22.1%
Health, Education, Recreational Service	1,108	28.2%	93,420	27.0%	1,120,700	32.2%
Other (b)	897	22.8%	52,230	15.1%	499,180	14.4%
Total	**3,929**	**100.0%**	**346,320**	**100.0%**	**3,475,840**	**100.0%**

Notes:
(a) The North Fair Oaks Area consists of San Mateo County census tracts 610500, 610601, and 610602.
ABAG does not provide projections for unincorporated CDPs.
(b) The "Other" sector includes construction, information, and government jobs.
(c) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties.
Sources: ABAG, Projections, 2009; BAE, 2010.

Employed Residents. According to the November 2009 estimates provided by the California Employment Development Department, North Fair Oaks experienced the second- highest unemployment rate in San Mateo County in October 2009. North Fair Oaks' unemployment rate is roughly double the County's rate, standing at 18 percent in October, versus the county-wide nine percent rate.

Claritas provides estimates of employed residents by occupation and industry for North Fair Oaks, San Mateo County, and the Bay Area in 2009. As shown in Table 11, the largest proportion of employed residents in North Fair Oaks had "Construction, Extraction, and Maintenance-related" occupations in 2009. In comparison, San Mateo County and the Bay Area employed the majority of its workers in the "Management and Professional" occupations category. In general, management and professional occupations have a higher salary scale than the other occupations presented here. As such, the lower rate of North Fair Oaks residents in this category parallels the demographic trends outlined above that show lower household incomes, homeownership rates, and educational attainment.

Claritas estimates that the largest proportion (20 percent) of employed residents in North Fair Oaks worked in the Professional, Scientific, Management, and Administration industries. A sizeable proportion was employed in the Educational, Health, and Social Services industries as well, employing 14 percent of North Fair Oaks residents, and 16 percent of San Mateo County residents.

Although occupational and industry employment data for North Fair Oaks shows a relatively consistent match between resident occupations and local industry types, the mere physical proximity of certain types of employers does not necessarily guarantee that local residents are working in local businesses. High rates of unemployment and significant commuting out of North Fair Oaks suggest a possible mismatch between worker skills and local employer needs. At a community and at a regional level there appears to be a significant need for focused workforce training to ensure that local residents can take advantage of local employment opportunities.

Table 11: Employed Residents by Occupation and Industry, 2009

	North Fair Oaks		San Mateo County		Bay Area (a)	
Occupation	Employed Residents	Percent	Employed Residents	Percent	Employed Residents	Percent
Management, Professional, and related	1,884	25.0%	163,573	44.0%	1,612,598	44.8%
Service (b)	880	11.7%	30,926	8.3%	296,233	8.2%
Sales and Office	1,350	17.9%	101,503	27.3%	922,494	25.7%
Farming, Fishing, and Forestry	89	1.2%	1,623	0.4%	20,675	0.6%
Construction, Extraction, & Maintenance	2,122	28.2%	42,015	11.3%	379,752	10.6%
Production, Transportation, and Material Moving	1,202	16.0%	32,046	8.6%	363,960	10.1%
Total (c)	**7,527**	**100.0%**	**371,686**	**100.0%**	**3,595,712**	**100.0%**

	North Fair Oaks		San Mateo County		Bay Area (b)	
Industry	Employed Residents	Percent	Employed Residents	Percent	Employed Residents	Percent
Agriculture, forestry, fishing and hunting, and mining	81	1.1%	1,692	0.5%	24,509	0.7%
Construction	847	11.3%	23,133	6.2%	213,094	5.9%
Manufacturing	955	12.7%	38,304	10.3%	533,442	14.8%
Wholesale Trade	267	3.5%	14,787	4.0%	122,107	3.4%
Retail trade	855	11.4%	41,932	11.3%	389,439	10.8%
Transportation and Warehousing, and Utilities	161	2.1%	25,392	6.8%	170,461	4.7%
Information	81	1.1%	16,587	4.5%	168,496	4.7%
Finance, Insurance, Real Estate & Rental/Leasing	335	4.5%	32,505	8.7%	274,185	7.6%
Professional, Scientific, Management, & Admin	1,507	20.0%	59,738	16.1%	541,491	15.1%
Educational, Health and Social Services	1,078	14.3%	59,308	16.0%	606,791	16.9%
Arts, Entertainment, Recreation, Accommod & Food Svcs	816	10.8%	27,566	7.4%	258,271	7.2%
Other Services (except public administration)	455	6.0%	18,779	5.1%	163,479	4.5%
Public Administration	89	1.2%	11,963	3.2%	129,947	3.6%
Total (c)	**7,527**	**100.0%**	**371,686**	**100.0%**	**3,595,712**	**100.0%**

Notes:
(a) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
(b) Service occupations include protective services, food services, and personal care services.
(c) Employed residents include employed civilians, sixteen years of age and older only. This number includes employed residents who live in the geography.
Sources: Claritas, 2009; BAE, 2010.

Jobs-Housing Balance. Table 12 below presents an analysis of the jobs-housing balance in North Fair Oaks and San Mateo County based on ABAG projections on jobs and employed residents. As shown, North Fair Oaks has a higher number of employed residents than local jobs. The community has approximately 1.57 employed residents for every job, compared to 0.95 employed residents for every job in San Mateo County. This analysis indicates that a large proportion of residents must look outside of North Fair Oaks to find employment. The jobs-housing imbalance in North Fair Oaks and the mismatch between local jobs and the types of jobs held by North Fair Oaks residents highlight the need for new local employment and improved transportation options.

Table 12: Jobs-Housing Balance

	North Fair Oaks (a)	San Mateo County
Employed Residents	6,169	330,700
Total Jobs	3,929	346,320
Employed Residents/Total Jobs	1.57	0.95

Note:
(a) The North Fair Oaks Area consists of San Mateo County census tracts 610500, 610601, and 610602.
Sources: ABAG Projections, 2009; BAE, 2010.

Commute Patterns. Commute data is consistent with the jobs-housing imbalance discussed above. Table 13 provides the commute patterns for North Fair Oaks residents and workers based on data from the 2000 Census. Approximately 92 percent of North Fair Oaks residents commute out of the community for work. The largest proportion of residents (18 percent) commuted to Palo Alto, while another nine percent commuted to Menlo Park. Roughly 15 percent of the approximately 3,600 people who worked in North Fair Oaks also lived in the community in 2000, while the remaining 85 percent commute from a location outside of North Fair Oaks.

Table 13: Commute Patterns, 2000

North Fair Oaks Residents to Place of Work	Number	Percent	North Fair Oaks Workers from Place of Residence	Number	Percent
Redwood City	1,595	23.2%	Redwood City	685	19.1%
Palo Alto	620	9.0%	*North Fair Oaks*	*530*	*14.7%*
North Fair Oaks	*530*	*7.7%*	San Mateo	215	6.0%
Menlo Park	495	7.2%	San Francisco	165	4.6%
San Carlos	470	6.8%	Menlo Park	150	4.2%
San Mateo	420	6.1%	San Jose	125	3.5%
Unincorporated County (a)	335	4.9%	Fremont	120	3.3%
San Jose	230	3.3%	Burlingame	110	3.1%
Other Bay Area Cities (b)	2,122	30.8%	Other Bay Area Cities (b)	1,250	34.8%
Other Cities in CA (c)	66	1.0%	Other Cities in CA (c)	245	6.8%
Total Residents	**6,883**	**100.0%**	**Total Workers**	**3,595**	**100.0%**
North Fair Oaks Residents Out-Commuting	**6,353**	**92.3%**	**North Fair Oaks Workers In-Commuting**	**3,065**	**85.3%**

Notes:
(a) "Unincorporated CA" does not include Census Designated Places (CDP's).
(b) The nine-county Bay Area includes cities contained within Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
(c) "Other Cities in CA" include Census Designated Places (CDP's), and consists of all remaining CA city places of work and residence.
Sources: U.S. Census Transportation Planning Package, 2000; BAE, 2010.

Claritas provides information on current commute trends, including means of transportation and commute time, in 2009. The large majority of employed residents in North Fair Oaks drove a private car, truck, or van to work in 2009. As shown in Table 14, 79 percent of Study Area employed residents and 85 percent of all San Mateo County employed residents took a private vehicle to work.

A larger proportion of North Fair Oaks employed residents commuted using "other" forms of transportation, besides private vehicles and public transportation, compared with County and Bay Area residents. Approximately 15 percent of North Fair Oaks employed residents biked, walked, or took some other form of transportation to work in 2009.

Table 14: Journey to Work, 2009

	North Fair Oaks		San Mateo County		Bay Area (a)	
Means of Transportation	**Workers**	**Percent**	**Workers**	**Percent**	**Workers**	**Percent**
Car, Truck, or Van	**5,750**	**78.5%**	**309,804**	**85.1%**	**2,870,314**	**81.3%**
Drove alone	4,520	61.7%	262,793	72.2%	2,412,024	68.3%
Carpooled	1,230	16.8%	47,011	12.9%	458,290	13.0%
Public Transportation	**473**	**6.5%**	**26,627**	**7.3%**	**332,262**	**9.4%**
Bus	412	5.6%	12,396	3.4%	184,317	5.2%
Streetcar	-	0.0%	322	0.1%	14,428	0.4%
Subway	-	0.0%	7,663	2.1%	103,066	2.9%
Railroad	46	0.6%	5,997	1.6%	21,126	0.6%
Ferry	-	0.0%	42	0.0%	5,968	0.2%
Taxicab	15	0.2%	207	0.1%	3,357	0.1%
Other	**1,102**	**15.0%**	**27,437**	**7.5%**	**328,672**	**9.3%**
Motorcycle	25	0.3%	897	0.2%	12,317	0.3%
Bicycle	168	2.3%	2,970	0.8%	37,258	1.1%
Walked	464	6.3%	7,852	2.2%	112,776	3.2%
Other	292	4.0%	2,489	0.7%	25,444	0.7%
Worked at home	153	2.1%	13,229	3.6%	140,877	4.0%
Total (b)	**7,325**	**100.0%**	**363,868**	**100.0%**	**3,531,248**	**100.0%**

	North Fair Oaks CDP		San Mateo County		Bay Area (a)	
Travel Time	**Workers**	**Percent**	**Workers**	**Percent**	**Workers**	**Percent**
Less than 15 minutes	1,770	24.2%	78,802	21.7%	744,524	21.1%
15 to 29 minutes	2,891	39.5%	128,659	35.4%	1,147,696	32.5%
30 minutes to 44 minutes	1,978	27.0%	83,792	23.0%	749,260	21.2%
45 minutes to 59 minutes	309	4.2%	32,253	8.9%	340,149	9.6%
60 minutes to 89 minutes	180	2.5%	20,188	5.5%	290,405	8.2%
90 minutes or more	44	0.6%	6,945	1.9%	118,337	3.4%
Worked at Home	153	2.1%	13,229	3.6%	140,877	4.0%
Total (b)	**7,325**	**100.0%**	**363,868**	**100.0%**	**3,531,248.0**	**100.0%**

Notes:
(a) The nine- county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo Santa Clara, Solano, and Sonoma counties.
(b) Total workers presented here varies slightly from total employed residents presented in Table 8 due to different population universes.
Sources: Claritas, 2009; BAE, 2010.

Projected Employment Growth. ABAG projects future employment in San Mateo County and the Bay Area. Employment growth at the Census Tract level is utilized to project trends for North Fair Oaks because ABAG does not provide projections for unincorporated CDPs. Between 2010 and 2030, North Fair Oaks is projected to increase its employment base by 1,150 jobs, an increase of 29 percent. The County and region are expected to experience more employment growth, with projected increases in jobs of 37 percent in the County and 36 percent in the Bay Area. Within North Fair Oaks, growth in the health, education, and recreational service industry is expected to outpace growth in all other employment categories across all three geographies, indicating increasing demand for medical and education space. Countywide, ABAG projects substantial job growth in the financial and professional service sector and the health, education, and recreational service sector.

Table 15: Employment Projections, 2010-2030

North Fair Oaks Area (a)

	2010		2030		Change
Employment Sector	**Number**	**Percent**	**Number**	**Percent**	**2010 - 2030**
Agriculture, Natural Resources	67	1.7%	67	1.3%	-
Manufacturing, Wholesale, Transportation	991	25.2%	1,189	23.4%	198
Retail	298	7.6%	447	8.8%	149
Financial & Professional Service	568	14.5%	784	15.4%	216
Health, Education, Recreational Service	1,108	28.2%	1,592	31.3%	484
Other (b)	897	22.8%	1,000	19.7%	103
Total	**3,929**	**100.0%**	**5,079**	**100.0%**	**1,150**

San Mateo County

	2010		2030		Change
Employment Sector	**Number**	**Percent**	**Number**	**Percent**	**2010 - 2030**
Agriculture, Natural Resources	1,900	0.5%	1,880	0.4%	(20)
Manufacturing, Wholesale, Transportation	73,940	21.4%	91,760	19.4%	17,820
Retail	33,840	9.8%	48,680	10.3%	14,840
Financial & Professional Service	90,990	26.3%	129,310	27.3%	38,320
Health, Education, Recreational Service	93,420	27.0%	127,020	26.8%	33,600
Other (b)	52,230	15.1%	74,640	15.8%	22,410
Total	**346,320**	**100.0%**	**473,290**	**100.0%**	**126,970**

Bay Area (c)

	2010		2030		Change
Employment Sector	**Number**	**Percent**	**Number**	**Percent**	**2010 - 2030**
Agriculture, Natural Resources	24,520	0.7%	25,470	0.5%	950
Manufacturing, Wholesale, Transportation	717,180	20.6%	913,960	19.3%	196,780
Retail	347,400	10.0%	491,310	10.4%	143,910
Financial & Professional Service	766,860	22.1%	1,076,540	22.7%	309,680
Health, Education, Recreational Service	1,120,700	32.2%	1,529,930	32.3%	409,230
Other (b)	499,180	14.4%	701,520	14.8%	202,340
Total	**3,475,840**	**100.0%**	**4,738,730**	**100.0%**	**1,262,890**

Notes:
(a) The North Fair Oaks Area consists of San Mateo County census tracts 610500, 610601, and 610602. ABAG does not provide projections for unincorporated CDPs.
(b) The "Other" sector includes construction, information, and government jobs.
(c) The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties.
Sources: ABAG, Projections, 2009; BAE, 2010.

5. Real Estate Market Overview

Even as the national economy continues to struggle and the residential and commercial real estate markets in Silicon Valley remain weak, the long-term economic prospects for San Mateo County and the Bay Area region appear relatively strong. As the regional economy begins to recover over the next several years, North Fair Oaks will be in a position to capture a portion of new demand for residential and commercial development given appropriate land planning and development policies. This section analyzes current conditions and long-term trends in the regional real estate markets to guide land planning efforts for the North Fair Oaks Community Plan.

Residential

New Residential Construction. New residential construction in North Fair Oaks has largely consisted of single-family residences. As shown in Table 16, North Fair Oaks has seen an increase of 155 housing units between 2000 and 2009. The large majority of new housing has been single-family homes, which represented 74 percent of new units during this time frame. By comparison, just 54 percent of San Mateo County's new homes were single-family.

Table 16: Housing Units by Type, North Fair Oaks, 2000-2009

	2000		2009		Increase in Units (2000-2009)	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
North Fair Oaks						
Single Family	2,578	63.5%	2,692	63.9%	114	73.5%
Multifamily	1,285	31.6%	1,326	31.5%	41	26.5%
Mobile Homes	144	3.5%	142	3.4%	0	0.0%
Other (a)	55	1.4%	54	1.3%	0	0.0%
Total	**4,062**	**100.0%**	**4,214**	**100.0%**	**155**	**100.0%**
San Mateo County						
Single Family	173,002	66.4%	175,043	66.4%	2,041	53.6%
Multifamily	84,084	32.3%	85,586	32.3%	1,502	39.4%
Mobile Homes	2,969	1.1%	3,194	1.1%	225	5.9%
Other (a)	521	0.2%	563	0.2%	42	1.1%
Total	**260,576**	**100.0%**	**264,386**	**100.0%**	**3,810**	**100.0%**

Notes:
(a) Other includes boats, RVs, vans, etc.
Sources: Claritas, 2009; BAE, 2010.

Rental Housing Market. Evaluating the cost and affordability of the rental housing market is challenging due to limited data available regarding current market rents for available units in North Fair Oaks. Current rental rates in the market area were analyzed based on local rental listings for North Fair Oaks and data provided by RealFacts, a private data vendor, for Menlo Park and Redwood City. RealFacts provides market data for rental properties with 50 units or more.

Table 17 provides an overview of rental properties with 50 or more units in Menlo Park and Redwood City. The data is based on over 2,500 residential units in 18 properties. As shown, current rents range from $1,034 for studios to $2,973 for two-bedroom townhouses. The average monthly rent across all unit types was $1,877 during the third quarter of 2009. Overall, rental rates in this area have increased by approximately one percent between 2007 and 2009. The highest proportion of large rental properties in Menlo Park and

Redwood City were built in the 1960s, with 44 percent of projects falling within this category. Rental properties in the area have enjoyed a stable vacancy rate of 95 percent to 96 percent since 2005.

Table 17: Overview of Rental Housing Market, Menlo Park and Redwood City, Q3 2009 (a)

CURRENT MARKET DATA - Q3 2009

Unit Type	Number	Percent of Mix	Avg. Sq. Ft.	Avg. Rent	Avg. Rent/Sq. Ft.
Studio	190	7.5%	452	$1,034	$2.29
Jr 1 BR	64	2.5%	572	$1,670	$3.03
1 BR, 1 BA	1,111	43.7%	701	$1,545	$2.08
2 BR, 1 BA	224	8.8%	885	$1,790	$2.02
2 BR, 2 BA	892	35.0%	1,102	$2,399	$2.18
2BR TH	11	0.4%	1,406	$2,973	$2.11
3 BR 2 BA	53	2.1%	1,484	$3,447	$2.32
Total	**2,545**	**100%**	**873**	**$1,877**	**$2.15**

AVERAGE RENT HISTORY - ANNUAL

Unit Type	2007	2008	2007-2008 % Change	2009 (b)	2007- 2009 % Change
Studio	$846	$915	8.2%	$1,038	22.7%
Jr 1 BR	$1,722	$1,733	0.6%	$1,761	2.3%
1 BR 1 BA	$1,591	$1,610	1.2%	$1,549	-2.6%
2 BR 1 BA	$1,817	$1,869	2.9%	$1,822	0.3%
2 BR 2 BA	$2,314	$2,420	4.6%	$2,387	3.2%
2 BR TH	$2,724	$2,900	6.5%	$2,973	9.1%
3 BR 2 BA	$3,438	$3,518	2.3%	$3,507	2.0%
Average	**$1,862**	**$1,913**	**2.7%**	**$1,881**	**1.0%**

OCCUPANCY RATE

Year	Average Occupancy
2005	94.6%
2006	95.6%
2007	95.3%
2008	95.4%
2009	95.1%

AGE OF HOUSING INVENTORY (by Project)

Year	Percent of Projects
Pre 1960's	11.1%
1960's	44.4%
1970's	16.7%
1980's	5.6%
1990's	16.7%
2000's	5.6%

Note:
(a) The rental overview contains information on eighteen properties containing 50+ units located within Redwood City and Menlo Park. Data current through third quarter 2009 (January 2009- September 2009).
(b) Rents represent 2009 average and may differ from data presented above for Q3 2009.
Sources: Realfacts, 2009; BAE, 2010

Market rents in North Fair Oaks are substantially more affordable than those in the larger market area of Menlo Park and Redwood City. Because RealFacts data for North Fair Oaks is not available, market rent information for the Project Area was gathered from local rental listings. As shown in Table 18, average apartment rental rates in December 2009 ranged from $870 for studios to $1,132 for one-bedroom units or $1,834 for two-bedroom units. Single-family homes had an average asking rent of $1,709 for two-bedroom homes and $2,643 for three-bedroom homes.

The average monthly rent for single-family homes in North Fair Oaks is more affordable than similarly sized apartment units in the larger market area of Menlo Park and Redwood City. This is indicative of the relative affordability of rental housing in North Fair Oaks compared to surrounding areas.

Table 18: Rental Housing Units in North Fair Oaks, December 2009

Address	Rent	Sq. Ft.
Apartments		
Studios		
10th Ave	$630	NA
Fair Oaks Ave	$925	NA
2711 Blenheim Ave	$995	410
Spring St	$1,000	400
El Camino Real At Selby Ln	$800	NA
Average	**$870**	**405**
One-Bedrooms		
Curtis Ave	$1,204	1,320
Bay Rd At Marsh Rd	$975	NA
4th Ave At Williams Ave	$1,150	NA
El Camino Real At Renato Ct	$1,495	NA
4th Ave At Williams Ave	$1,100	NA
792 9th Ave	$800	NA
Glendale Ave At Columbia Ave	$1,200	NA
Average	**$1,132**	**1,320**
Two-Bedrooms		
110 Loyola Ave	$2,400	1,080
Blenheim Ave	$1,406	NA
555 Marsh Rd	$1,695	NA
Average	**$1,834**	**1,080**
Single Family Residences		
One-Bedrooms		
823 Marsh Rd	$800	NA
Two-Bedrooms		
3123 Fair Oaks Ave	$695	NA
554 Stanford Ave	$1,600	850
3270 Glendale Av	$2,100	NA
3243 Spring St	$2,150	1,110
Fair Oaks Ave At 14th Ave	$2,000	NA
Average	**$1,709**	**980**
Three-Bedrooms		
843 14th Ave	$3,650	1,600
Middlefield Rd At 6th Ave	$2,500	NA
679 Hurlingame Ave	$1,995	1,200
Loyola Ave	$2,550	NA
Palmer Ln	$3,500	NA
Glendale Ave At Markham Ave	$2,100	NA
416 7th Ave	$3,000	2,000
Dumbarton Ave At Devonshire Ave	$1,850	NA
Average	**$2,643**	**1,600**

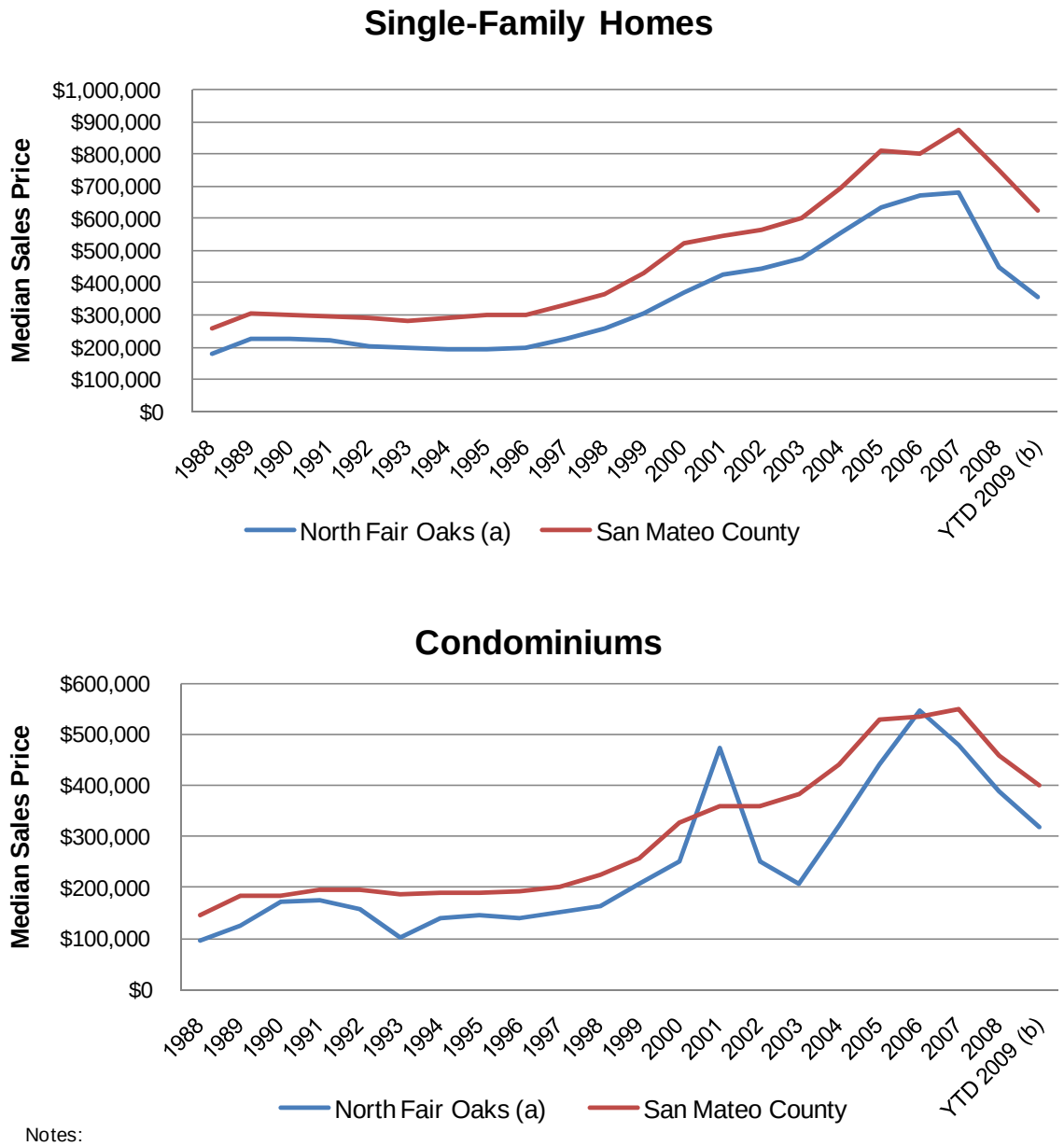
Sources: Zilpy.com, December 2009; BAE, 2010

Lower rental rates in North Fair Oaks may be attributed to the age of the housing stock, condition of units, and amenities offered. Although the age of units is not provided in rental listings, other data sources indicate that housing units in North Fair Oaks are relatively older than those in Redwood City but newer than units in Menlo Park. According to Claritas, the median year housing units were built in North Fair Oaks is 1960, compared to 1958 in Menlo Park and 1965 in Redwood City.

New construction in North Fair Oaks would likely command higher rents per square foot. However, it should be noted that current rent levels, coupled with relatively high construction and land costs prevalent in the Bay Area, generally have resulted in few new rental housing projects developed during the past several years. Exceptions have been affordable rental housing projects financed with low-income housing tax credits and units targeting underserved niche markets or units with unique amenities.

For Sale Housing Market. Similar to other residential real estate markets in the Bay Area, North Fair Oaks and surrounding areas have experienced rapid increases in home prices between 1999 and 2007. Since 2007, however, home values for both single-family homes and condominiums and townhouses have declined as a result of the economic recession. As shown in Figure 3 below, North Fair Oaks is located in a high cost housing market. At the peak of the housing boom in 2007, the median sales price for a single-family home was $875,000 in San Mateo County and $681,000 in North Fair Oaks. Prices in North Fair Oaks have been and continue to be lower than in the County for both single-family homes and condominiums.

Figure 3: Median Sales Price Trends, San Mateo County and North Fair Oaks, 1988-2009



Notes:
(a) North Fair Oaks consists of zip code 94063.
(b) YTD 2009 includes January - October, 2009.
Sources: DataQuick, 2009; BAE, 2010.

Housing Affordability. As discussed previously, housing in North Fair Oaks is relatively affordable compared to neighboring jurisdictions and the County. Table 19 demonstrates the affordability of the for-sale market by comparing the maximum affordable sales price for households with various incomes to market rate prices in North Fair Oaks between July 1, 2009 and December 1, 2009. The maximum affordable sales price was calculated using household income limits published by the California Department of Housing and Community Development, conventional financing terms, and assuming that households spend 30 percent of their gross income on mortgage payments, taxes, and insurance.

As shown in Table 19, the median home price for single-family homes with three or more bedrooms between July 1, 2009 and December 1, 2009 was $414,000. According to this analysis, the maximum affordable sales price a moderate-income, four-person household could afford is $486,300, which is higher than the median sales price during this time period. Approximately 64 percent of the single-family homes sold on the market would be affordable to moderate-income households while 49 percent of homes would fall into the affordable range of median-income households. Low-income households would be able to afford 32 percent of the homes sold on the market in North Fair Oaks. However, current market prices would be an obstacle to single-family homeownership for extremely low and very low-income households.

Condominiums were slightly more affordable than single-family homes in North Fair Oaks. As shown, 55 percent of condominiums sold on the market between January 1, 2009 and December 1 2009 would be affordable to low-income households while 73 percent would be affordable to moderate-income households.[5] Nevertheless, current condominium prices are beyond reach for extremely low- and very low-income households.

[5] Due to the low number of condominium sales, this analysis is not limited to condominiums with three or more bedrooms.

Table 19: Affordability of Market-Rate Housing in North Fair Oaks (a)

Single-Family Residences

Income Level	Income Limit (b)	Max. Affordable Sale Price (c)	Percent of 3+ BR SFRs on Market Within Price Range (d)
Extremely Low-Income (Up to 30% AMI)	$33,950	$142,100	0.0%
Very Low-Income (Up to 50% AMI)	$56,550	$236,800	7.3%
Low-Income (Up to 80% AMI)	$90,500	$378,900	31.7%
Median-Income (Up to 100% AMI)	$96,800	$405,300	48.8%
Moderate-Income (Up to 120% AMI)	$116,150	$486,300	63.4%
Median Sale Price			$414,000
Number of Units Sold			41

Condominiums

Income Level	Income Limit (b)	Max. Affordable Sale Price (c)	Percent of Condos on Market Within Price Range (e)
Extremely Low-Income (Up to 30% AMI)	$33,950	$74,600	0.0%
Very Low-Income (Up to 50% AMI)	$56,550	$168,600	9.1%
Low-Income (Up to 80% AMI)	$90,500	$309,800	54.5%
Median-Income (Up to 100% AMI)	$96,800	$336,000	63.6%
Moderate-Income (Up to 120% AMI)	$116,150	$416,500	72.7%
Median Sale Price			$305,000
Number of Units Sold			11

Notes:
(a) The "North Fair Oaks Area" defined as zip code 94063.
(b) Income limits published by CA Department of Housing and Community Development for four-person household in San Mateo County, 2009.
(c) Assumptions used to calculate affordable sales price:

Annual Interest Rate (Fixed)	6.53%	Freddie Mac historical monthly Primary Mortgage Market Survey data tables. Ten-year average.
Term of mortgage (Years)	30	
Percent of sale price as down payment	20%	
Initial property tax (annual)	1.00%	
Mortgage Insurance as percent of loan amount	0.00%	
Annual homeowner's insurance rate as percent of sale	0.08%	CA Dept. of Insurance website, based on average of all quotes, assuming $150,000 of coverage and a 41-70 year old home.
Homeowners Association Fee (monthly)	$400	(Condominium units only)
PITI = Principal, Interest, Taxes, and Insurance		
Percent of household income available for PITI	30.00%	

(d) Analysis based on all full and verified sales of 3+ bedroom single-family units between July 1, 2009 and December 1, 2009.
(e) Due to small number of condominium units sold, analysis based on all full and verified sales of all condominium sales between January 1, 2009 and December 1, 2009
Sources: U.S. HUD, 2009; DataQuick, 2009; BAE, 2010.

Table 20 compares the maximum affordable monthly rent for four-person households with varying income levels with the market-rate rent in North Fair Oaks and the larger market area of Menlo Park and Redwood City. The maximum affordable monthly rent assumes households spend 30 percent of their income on rent and utilities. As shown, the maximum affordable rent ranges from $720 for extremely low-income households to $2,775 for moderate-income households. By comparison, the average rent for a three-bedroom single-family house in North Fair Oaks was $2,643, based on rental listings in December 2009. Rents for three-bedroom apartments in Menlo Park and Redwood City averaged $3,447 during the third quarter of 2009. Based on this analysis, only moderate- and above-moderate income households could afford the average rent in North Fair Oaks. It should be noted, however, that market rate rental data is based on averages, meaning that a portion of the rental inventory would be priced below these levels and likely affordable to households earning less than 120 percent of AMI.

Table 20: Affordability of Market-Rate Rent

Income Level	Income Limit (a)	Max. Affordable Rent (b)
Extremely Low-Income (Up to 30% AMI)	$33,950	$720
Very Low-Income (Up to 50% AMI)	$56,550	$1,285
Low-Income (Up to 80% AMI)	$90,500	$2,134
Median-Income (Up to 100% AMI)	$96,800	$2,291
Moderate-Income (Up to 120% AMI)	$116,150	$2,775
Average Rent, Menlo Park and Redwood City (c)		$3,447
Average Rent, North Fair Oaks (d)		$2,643

Notes:
(a) Income limits published by CA Department of Housing and Community Development for four-person household in San Mateo County, 2009.
(b) Assumes 30 percent of household income spent on rent and utilities, based on San Mateo County Housing Authority utility allowance.
(c) Average rent for a 3 bedroom, 2 bath apartment, 3Q 2009.
(d) Average rent for a 3 bedroom single-family home, December 2009.
Sources: CA HCD, 2009; San Mateo County Housing Authority, 2008; BAE, 2010.

Industrial and R&D

According to BT Commercial both the industrial and R&D markets remained weak in the third quarter of 2009.

Industrial Market. The County's industrial market reached an 11 percent vacancy rate at the close of the third quarter, its highest point since 2003. The increase in industrial vacancy, which was just six percent in 2008, is due to sizeable increases across all listing segments and particularly for larger product types. The Redwood City and Menlo Park submarkets both had a vacancy rate of 10 percent, substantially higher than during the third quarter of 2008. The increased vacancies contributed to negative net absorption in the County's industrial market.[6]

Available industrial space in North Fair Oaks.

Research and Development Market. San Mateo County's R&D market also witnessed double digit vacancy rates during the third quarter. Vacancy reached 16 percent, largely due to an increase in spaces larger than 100,000 square feet. Within the County, vacancy was highest in Redwood City, with 22 percent of space available for lease.[7]

Available manufacturing and R&D space in the market area was identified and is summarized in Table 21. Appendix A provides greater detail on these available spaces. Research conducted by BVAE for this report identified one manufacturing property and one R&D property in North Fair Oaks, which had asking rents of $1.00 per square foot, full service and triple-net, respectively. Within the larger market area that includes Redwood City and Menlo Park, asking rents for manufacturing space averaged $0.99 per square foot while R&D rents averaged $1.48 per square foot. The R&D property in North Fair Oaks offered substantially lower rents compared to properties in neighboring Menlo Park and Redwood City.

[6] BT Commercial, San Mateo County Industrial Report, Third Quarter 2009.

[7] BT Commercial, San Mateo County R&D Report, Third Quarter 2009.

Manufacturing space ranged in size from 900 square feet to over 84,000 square feet, averaging 27,500 square feet. Available R&D space ranged from 7,000 square feet to 165,000 square feet, averaging 39,000 square feet.

Table 21: Manufacturing and R&D Comparables, November 2009

	Number of Properties	Asking Rate ($/sf/mo)	Avg. Sq. Ft. Available	Total Sq. Ft. Available
Manufacturing	**11**	**$0.99**	**27,500**	**302,503**
North Fair Oaks	1	$1.00	900	900
Menlo Park	9	$1.00	28,706	258,353
Redwood City	1	$0.85	43,250	43,250
R&D	**10**	**$1.48**	**39,123**	**391,232**
North Fair Oaks	1	$1.00	15,200	15,200
Menlo Park	5	$1.41	32,144	160,718
Redwood City	4	$1.69	53,829	215,314
Total	**21**	**$1.23**	**34,642**	**693,735**

Sources: Loopnet.com, November 2009; BAE, 2010.

Office

North Fair Oaks does not have a strong market for Class A office space though there is some existing Class B space with small, local-serving office tenants. According to BT Commercial's most recent third quarter 2009 report, San Mateo County's office market is beginning to stabilize after a five-quarter freefall beginning in the second quarter of 2008. Nevertheless, the vacancy rate for office space remained high, at 19 percent. Grubb and Ellis, another data provider, confirms that Silicon Valley layoffs, consolidations, and business downsizing will continue to supply the market with both direct- and sublease space. Companies based in Silicon Valley, such as Santa Clara-based Sun Microsystems, continue to shed jobs due to either low revenue generation or corporate-level restructuring. In this uncertain business environment, business-owners seeking to lower their bottom line are increasingly turning to Class B office space as a cost-effective alternative to more expensive Class A space.[8]

Retail

Terranomics, the retail arm of BT Commercial, published a San Mateo County Mid-Year 2009 Shopping Centers report, focusing on large retail centers with greater than 30,000 square feet. Menlo Park contains three such shopping centers while Redwood City has 13. Vacancies in these centers stood at six percent in Menlo Park and two percent in Redwood City, with average asking annualized triple-net rates of $47 in Menlo Park and $29 in Redwood City. San Mateo's "South County" submarket, which includes Redwood City and Menlo Park, had the largest overall vacancy rate in the County at two percent.[9]

[8] Class A space refers to the highest quality office space in professionally managed buildings with excellent location and access. Class B buildings generally have good locations, management, construction, and tenant standards.

[9] Terranomics, San Mateo County Retail Report, Mid Year 2009.

Available retail space in the market area was identified and is summarized in Table 22. Appendix A provides greater detail on these available spaces. Retail space in North Fair Oaks is primarily limited to smaller, neighborhood serving retail establishments rather than larger shopping centers. The majority of available retail space in Menlo Park and Redwood City is also found in smaller formats along commercial corridors.

There are three retail properties for lease in North Fair Oaks, with an average asking rent of $2.12 per square foot per month. The average asking rate is higher than in Redwood City but lower than in Menlo Park.

Table 22: Retail Comparables, November 2009

Retail	Number of Properties	Asking Rate ($/sf/mo)	Avg. Sq. Ft. Available	Total Sq. Ft. Available
North Fair Oaks CDP	3	$2.12	6,115	18,344
Menlo Park	4	$3.08	3,119	12,477
Redwood City	16	$1.91	5,959	95,347
Total	**23**	**$2.12**	**5,486**	**126,168**

Sources: Loopnet.com, November 2009; BAE, 2010.

Retail Leakage Analysis. An analysis of consumer expenditures and local retail sales in North Fair Oaks provides information on the area's relative strengths and weaknesses in the retail market. Claritas, Inc. provides estimates of retail demand (consumer expenditures) and supply (retail sales) by store type for 2009. Consumer expenditure data is estimated from typical household spending based on the Bureau of Labor Statistics' Consumer Expenditure Survey while retail sales data is gathered from the U.S. Census. As shown in Table 23, North Fair Oaks residents spent an estimated $187.6 million at retail stores in 2009. By comparison, local retailers in North Fair Oaks generated approximately $147.1 million in sales. This indicates that there was an overall net leakage of sales (sales by North Fair Oaks retailers is less than household spending by residents) in the amount of $40.5 million in 2009. In other words, North Fair Oaks residents are leaving the community for their some of their shopping needs.

Retail categories that experience a sales leakage represent opportunities for new retail development. The largest sales leakage occurs in the general merchandise category, which includes department stores and big-box stores like Target or Wal-Mart. North Fair Oaks retailers generated approximately $1.0 million in general merchandise sales, compared to the $26.7 million in resident expenditures in this category during 2009. General merchandise stores are stores that sell a number of product lines, such as dry goods, apparel and accessories, furniture and home furnishings, small wares, hardware, and food. This category includes big-box stores such as Wal-Mart and Target, department stores, variety stores, among others. The $25.7 million of sales leakage in the general merchandise category is not surprising given the lack of department and big-box stores in the community. North Fair Oaks also sees leakage in the Health and Personal Care stores category ($4.4 million), such as drug stores and pharmacies. The sales leakage in the general merchandise category and health and personal care stores category suggests potential opportunity for a new drug store in North Fair Oaks. However, it is unlikely that the community could support a larger format store like Wal-Mart or Target due to existing competitive supply and the amount of sales needed to support a store of that size.[10] While North Fair Oaks sees retail leakage in other categories, including clothing and clothing accessories stores and furniture and home furnishings stores, the amount of leakage is likely insufficient to support an additional store.

[10] There is a Target Store just north of North Fair Oaks on El Camino Real in Redwood City.

Chavez Supermarket on 5th Avenue in North Fair Oaks

North Fair Oaks does see a net injection of sales in some retail categories. The largest net injection is seen in the food and beverage stores category, where local sales exceeded resident expenditures by $10.9 million. While all subcategories within the food and beverage store group experienced a net injection, over $8.9 million of the net injection was from the beer, wine, and liquor stores subcategory. The strength of this category may be partially due to the K&L Wine Merchants, a large wine retailer on El Camino Real. The grocery store subcategory saw a net injection of $1.7 million. In addition to the food and beverage store category, North Fair Oaks saw a net injection in electronics and appliances stores; building material and garden equipment stores; sporting goods, hobby, book, and music stores; miscellaneous store retailers; and foodservice and drinking places.

Table 23: Retail Leakage Analysis, 2009

Retail Stores	2009 Demand (Consumer Expenditures)	2009 Supply (Retail Sales)	Retail Capture/ Leakage (b)
Motor Vehicle and Parts Dealers	$29,015,655	$20,202,958	($8,812,697)
Furniture and Home Furnishings Stores	$3,905,083	$2,766,049	($1,139,034)
Electronics and Appliance Stores	$4,816,212	$7,913,502	$3,097,290
Building Material, Garden Equip Stores	$17,195,296	$18,935,031	$1,739,735
Food and Beverage Stores	$26,692,417	$37,563,523	$10,871,106
Health and Personal Care Stores	$9,354,555	$4,998,903	($4,355,652)
Gasoline Stations	$20,037,728	$12,811,761	($7,225,967)
Clothing and Clothing Accessories Stores	$10,349,960	$7,645,666	($2,704,294)
Sporting Goods, Hobby, Book, Music Stores	$4,050,591	$6,865,351	$2,814,760
General Merchandise Stores	$26,712,928	$1,002,031	($25,710,897)
Miscellaneous Store Retailers	$3,973,963	$6,091,969	$2,118,006
Non-Store Retailers	$11,895,681	$549,477	($11,346,204)
Foodservice and Drinking Places	$19,599,970	$19,728,831	$128,861
Total Retail Sales	**$187,600,039**	**$147,075,052**	**($40,524,987)**

Notes:
(a) Claritas derives retail data from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the U.S. Census.
(b) The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in North Fair Oaks. When the consumer demand is greater than retail sales in North Fair Oaks, this signifies retail leakage (a negative value). When consumer demand is less than retail sales amount in North Fair Oaks, this signifies retail capture from surrounding geographies (a positive value).
Sources: Claritas, 2009; BAE, 2010

Planned and Proposed Development

Current planned and proposed projects were investigated within North Fair Oaks, Menlo Park, and Redwood City. Planned and proposed development provides insight into the future competitive supply and potential changes in local real estate market conditions. Table 24 summarizes the planned and proposed developments for the Study Area and adjacent areas. Appendix B provides a more detailed listing of planned and proposed projects within North Fair Oaks, Menlo Park, and Redwood City.

Residential. Planned and proposed residential developments in North Fair Oaks will contribute 48 total residential units, spread throughout several small condominium and townhouse projects averaging five units each. In Menlo Park and Redwood City, multifamily projects are substantially larger, averaging 74 units per project. Combined, these two cities will add 663 multifamily units to the region's housing market. Redwood City has the largest pipeline of proposed residential development with 438 units.

Retail. Together the cities of Menlo Park and Redwood City expect more than 200,000 square feet in new retail development, spread between seven different projects. There are no new retail developments proposed for North Fair Oaks. In Menlo Park, two grocery stores will be added to the El Camino Real corridor, at 1300 and 525 El Camino respectively. A 65,000 square foot Safeway will be built at 525 El Camino Real and another unnamed grocery store will be developed at 1300 El Camino Real.

In Redwood City, two new retail projects will add an In 'N Out Burger restaurant and a Mi Rancho grocery store, respectively, to the city's retail space inventory. Square footage information is not available for these two projects.

Industrial. North Fair is the only area expecting new industrial development in the area. The project pipeline currently includes three new warehouse facilities, all of which are located along Barron and Warrington Avenues. Square footage for these projects is not available.

Office. North Fair Oaks will contribute a two-storey 2,400 square-foot commercial space to the area's supply of office space. Menlo Park expects more than one million square feet of office space, more than 700,000 square feet of which will be included in the Menlo Park Gateway project. Combined, Menlo Park and North Fair Oaks are slated to produce approximately 1.1 million square feet of office space. There are no planned or proposed office developments in Redwood City.

Table 24: Planned and Proposed Projects, North Fair Oaks, Menlo Park, and Redwood City, 2009

Projects by City

Residential	Units	Number of Projects	Percent
North Fair Oaks CDP	48	9	6.8%
Menlo Park	225	5	31.6%
Redwood City	438	4	61.6%

Retail	Sq. Ft.	Projects	Percent
North Fair Oaks CDP	NA	-	0.0%
Menlo Park	201,246	5	71.4%
Redwood City	NA	2	28.6%

Office	Sq. Ft.	Projects	Percent
North Fair Oaks CDP	2,400	1	0.2%
Menlo Park	1,072,988	5	99.8%
Redwood City	-	-	0.0%

Industrial/ R& D	Sq. Ft.	Projects	Percent
North Fair Oaks CDP	NA	3	100.0%
Menlo Park	-	-	0.0%
Redwood City	-	-	0.0%

Projects by Type

Type	Units	Number of Projects	Percent
Residential Projects	**711**	**18**	**100.0%**

Type	Square Sq. Feet	Number of Projects	Percent
Retail	201,246	7	15.8%
Office	1,075,388	6	84.2%
Industrial/ R&D	NA	3	0.0%
Total North Fair Oaks Area	**1,276,634**	**16**	**100.0%**

Note:
(a) Some projects listed in North Fair Oaks, Menlo Park, and Redwood City did not list square footage.
Sources: Phone Conversation with Redwood City Planning Department, November 3, 2009; Menlo Park Community Development Project List, November 2009; BAE, 2010.

6. Market Demand Estimates

Residential Demand

As displayed in Table 25, North Fair Oaks will add an estimated 583 new households between 2010 and 2030, or approximately 29 new households per year. This is based on the projected household growth for San Mateo County between 2010 and 2030 and North Fair Oaks' historic share of County growth between 2000 and 2009. Each new household represents demand for an additional housing unit. After netting out the planned and proposed residential development in North Fair Oaks, this analysis estimates that there will be a net demand for 535 new housing units between 2010 and 2030. Depending on the density of new housing development, this demand could be accommodated on nine to 27 acres of land. This residential demand estimate is based on existing conditions, existing land use policies, and current demand factors. Changes in land use policies could alter these demand estimates.

Table 25: Residential Market Demand, 2010-2030 (a)

	North Fair Oaks
New Households, San Mateo County, 2010-2030 (b)	46,570
North Fair Oaks Historic Share of County Growth (c)	1.3%
North Fair Oaks Projected Growth, 2010-2030	583
Less Planned and Proposed Units	48
Net New Housing Units, 2010-2030	535
Acreage Demanded	
at 20 DU/Acre	26.8
at 35 DU/Acre	15.3
at 60 DU/Acre	8.9

Notes:
(a) Based on existing conditions and land use policies. Changes in land use policies may alter estimates.
(a) New Households based on ABAG 2009 Projections.
(b) Based on North Fair Oaks share of County growth between 2000 and 2009.
Sources: ABAG, 2009; Claritas, 2009; CA Dept. of Finance, 2009; BAE, 2010.

It should be noted that this demand estimate is based on the expected number of new households in North Fair Oaks going forward and does not address existing demand for housing that may be present in the community among households living in overcrowded situations or in illegal accessory dwelling units (i.e. converted garages). As discussed previously, North Fair Oaks has a substantially higher rate of overcrowding compared to San Mateo County as a whole. The high degree of overcrowding suggests need for more affordable housing, particularly among renter households.

Commercial Demand

Projected employment growth in North Fair Oaks indicates support for new commercial development in the Study Area between 2010 and 2030. Based on assumptions of where employees in different sectors work and using standard employee density factors, the growth in employment projected by ABAG can be used to estimate potential demand for new commercial space. It should be noted that some employment could be accommodated by planned or proposed developments in the area. Table 26 presents market demand estimates for commercial space in North Fair Oaks while Table 27 estimates the amount of land needed to accommodate the space. As with the residential demand, estimates for commercial demand are based on existing conditions and land use policies; changes to these policies could alter these estimates.

Tables 26 and 27 below provide demand estimates for office, retail and industrial uses in North Fair Oaks over the course of the 20-year plan period. It should be noted that current (2010) commercial vacancy rates in North Fair Oaks and across San Mateo County do not indicate immediate demand for these uses in the context of the current economic downturn. The following estimates are long-term in nature and are based on the assumption that job growth and commercial real estate demand will experience a recovery over the course of the Plan period.

Table 26: Commercial Market Demand, 2010-2030

		Jobs by Place of Work (a)					
	New Jobs	Office		Retail		Industrial	
	2010-2030 (b)	Percent	Number	Percent	Number	Percent	Number
Agriculture, Natural Resources	0	0%	0	0%	0	0%	0
Manufacturing, Wholesale, Transportation	198	0%	0	0%	0	70%	139
Retail	149	10%	15	75%	112	0%	0
Financial & Professional Service	216	70%	151	0%	0	5%	11
Health, Education, Recreational Service	484	20%	97	30%	145	5%	24
Other (c)	103	30%	31	0%	0	5%	5
Total New Jobs, 2010-2030	**1,150**		**294**		**257**		**179**
Sq. Ft. per Employee (d)		350		700		850	
Projected Demand		102,830		179,865		151,938	
Less Planned and Proposed		2,400		0		NA	
Net Projected Demand (Sq. Ft.)		**100,430**		**179,865**		**151,938**	

Notes:
(a) The percent of jobs by place of work is estimated by BAE based on distribution by place of work data by NAICS category from the Florida Agency for Workforce Innovation and on the distribution of NAICS job categories for each ABAG job sector. Within each sector, the percentage of jobs in office, retail, and PDR locations do not total 100% because some jobs are in other locations. These jobs at other locations include government-owned buildings, schools, non-place-based workers, hotels, hospitals, and home-based workers.
(b) New jobs based on ABAG 2009 Projections.
(c) The "Other" sector includes construction, information, and government jobs.
(d) Sq. Ft. per employee based on Southern California Association of Governments (SCAG) *Employment Density Study* completed in 2001.
Sources: Labor Market Statistics from Florida Agency for Workforce Innovation, 2006; SCAG, 2001; BAE, 2010.

Table 27: Commercial Acreage Demanded, 2010-2030

	Office	Retail	Industrial
Net Projected Demand (Sq. Ft.)	100,430	179,865	151,938
Acreage Demanded			
at 0.25 FAR	9.2	16.5	14.0
at 0.35 FAR	6.6	11.8	10.0
at 0.50 FAR	4.6	(a)	(a)
at 1.00 FAR	2.3	(a)	(a)
at 1.50 FAR	1.5	(a)	(a)

Notes:
(a) This FAR is not achievable with typical retail or industrial development.
Sources: BAE, 2010.

Retail Space. The majority of new retail workers and new health, education, and recreational service workers are expected to work in retail locations. In total, approximately 257 new jobs are projected for retail locations in North Fair Oaks between 2010 and 2030. Assuming an employee density of 700 square feet of retail space per person, new employees would generate a demand for approximately 179,865 square feet over the next 20 years. There is no new retail development currently planned for North Fair Oaks. Depending on the density of development, the new retail space could be accommodated on 12 acres to 17 acres of land. As described above, it is likely that the majority of this new retail space would cater to local demand for goods not currently available in the Study Area. Vacant and underutilized parcels along El Camino Real and Middlefield Road provide opportunities for new retail development.

Industrial and R&D Space. The manufacturing, wholesale, and transportation industry is expected to see an increase of 198 jobs between 2010 and 2030. The large majority of these workers would be located in industrial and R&D space. In additional, a small proportion of finance and professional service sector, health, education, and recreational service sector, and other sectors workers are expected to work in industrial locations. Assuming an average employee density of 850 square feet per person, the new employees in North Fair Oaks would generate a demand for approximately 151,900 square feet of industrial space. There are three planned and proposed industrial developments in North Fair Oaks, however, the amount of space proposed for each development is not available. Depending on the density of development, the new industrial and R&D space could be accommodated on 10 acres to 14 acres of land.

Office Space. Although the office market is not one of the three land uses that this study focuses on, this analysis presents the estimated market demand for office space in North Fair Oaks based on ABAG projections. North Fair Oaks is expected to see an additional 294 office jobs between 2010 and 2030. Many of these jobs are in the finance and professional services sector and the health, education, and recreational services sector. Assuming an average employment density of 350 square feet of office space per person, new employees would generate a demand for approximately 102,830 square feet of new office space between 2010 and 2030. After subtracting out the planned and proposed office development in the City, the net projected demand for office space in North Fair Oaks is 100,430 square feet. Depending on the density of development, the new office space could be accommodated on two acres to nine acres of land.

It should be noted that the markedly weak market for Class A office space in North Fair Oaks and Silicon Valley generally make new Class A office projects in the Study Area somewhat unlikely in the near-term. As discussed previously, office workers could also occupy industrial and R&D space that is configured as "flex" space.

Mixed-Use Development and TOD

Two distinct types of transit services could potentially be developed in North Fair Oaks over the course of the Plan period. The first of these is Bus Rapid Transit along El Camino Real and/or Middlefield Road. The second is a potential Dumbarton commuter rail station. Either type of transit service would help to catalyze new development and support demand for the retail, office and residential uses described above. North Fair Oaks is already relatively densely populated by suburban standards, and new infill development located within one-quarter to one-half mile of a transit station would have the potential to support both transit ridership and the development of a vibrant mixed-use neighborhood.

Mixed-use development –as described in other sections of this Plan – can take a "vertical" form in a single multi-use building developed at a key node or neighborhood center, or may take the form of single-use buildings built in a "horizontal" mixed-use neighborhood. Whether vertical or horizontal, mixed-use development in North Fair Oaks will likely be the predominant land use pattern over the Plan period given the community's evolving land use patterns and current market demand trends.

Appendix

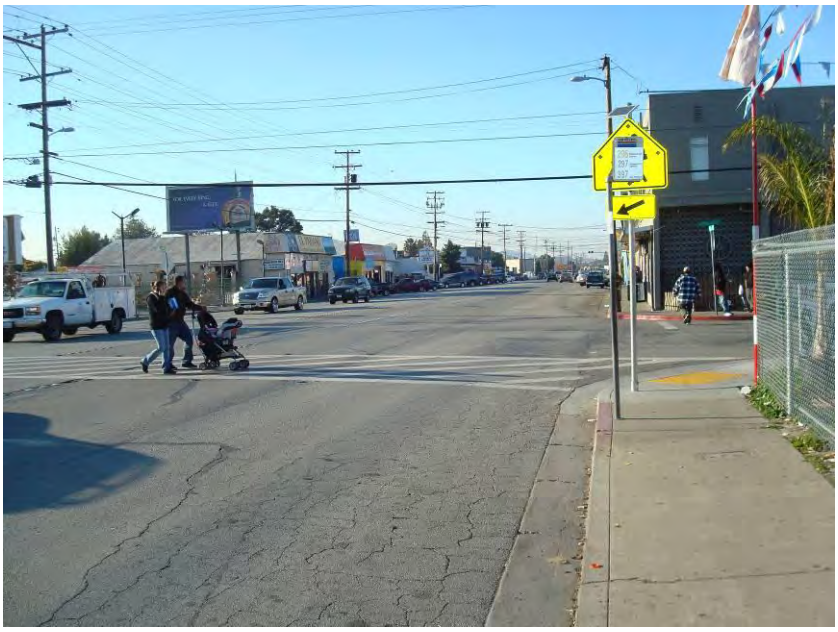
Existing Conditions Photographs

Existing Conditions Photographs

High utilization of on-street parking in residential neighborhoods.

While fencing along the railroad enhances safety for residents, this creates a barrier to pedestrian/bike connectivity.

Angled parking exists through the Middlefield Road commercial district. This configuration is subject to change in conjunction with a planned utility undergrounding project from PG&E.



Marked unsignalized pedestrian crossing on Middlefield Road. Several pedestrian crossings on Middlefield have recently received new pedestrian activated flashing crossing signs and in-roadway beacons.

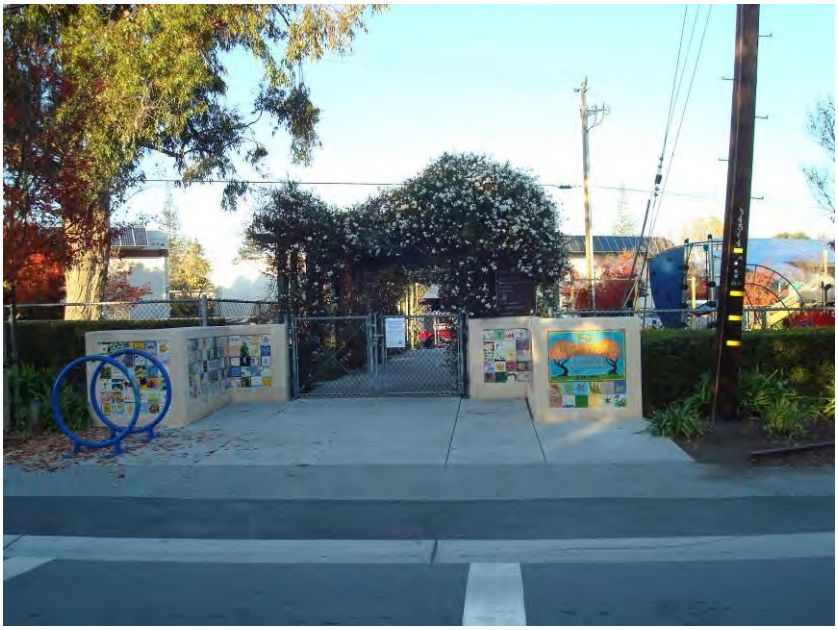
Some pedestrian facilities in North Fair Oaks lack ADA ramps. ADA improvements are typically built with project funding and planning. For example, the planned improvement projects along Middlefield Road provide opportunities to upgrade pedestrian facilities per ADA guidelines.

On Middlefield Road west of Fifth Avenue, buildings have been built to the property line close to the street. For this reason, sidewalks are often narrow and have utility poles placed in them that impede pedestrian access. A planned utility undergrounding project will result in wider sidewalk clearance and improved pedestrian access.

Several streets in North Fair Oaks were designed with narrow roadway widths or sidewalks, which can create parking, vehicular and pedestrian accessibility issues. Some communities prefer rolled curbs, as shown above, where narrow streets exist, as they can use some sidewalk area for on-street parking; however, this can create pedestrian accessibility issues.

Several roadways in North Fair Oaks were designed based on rural street standards, providing relatively narrow, or in some cases unpaved sidewalks. In many cases, this configuration is preferred by the residents of these neighborhoods.

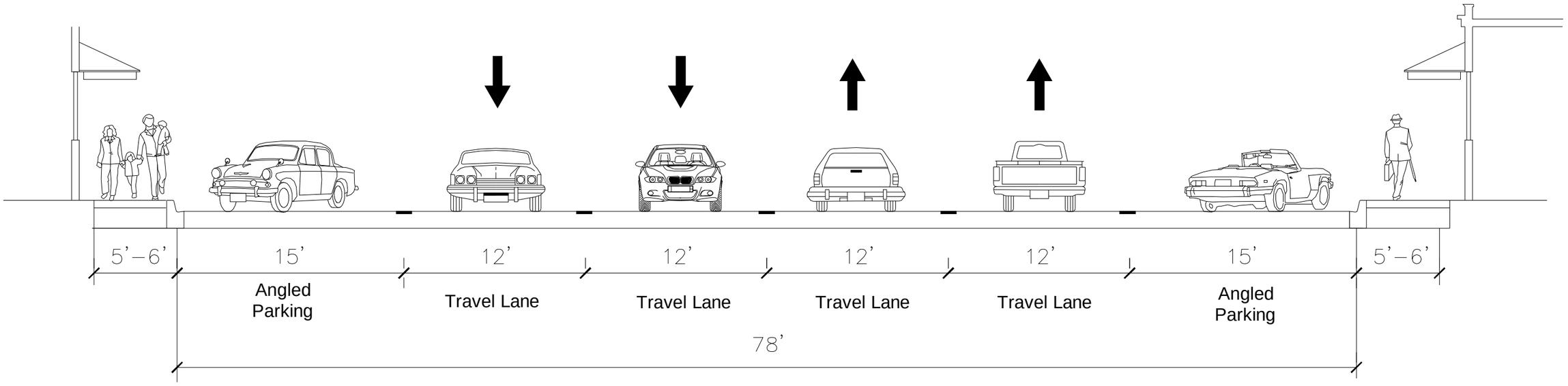
Some sidewalks in the neighborhoods within the eastern area of North Fair Oaks lack adequate pedestrian facilities.



Primary pedestrian routes provide connections to key community destinations, such as schools, playgrounds and parks.

Existing Conditions
Typical Street Cross Sections

Middlefield Road
(Pacific Street to Fifth Avenue)



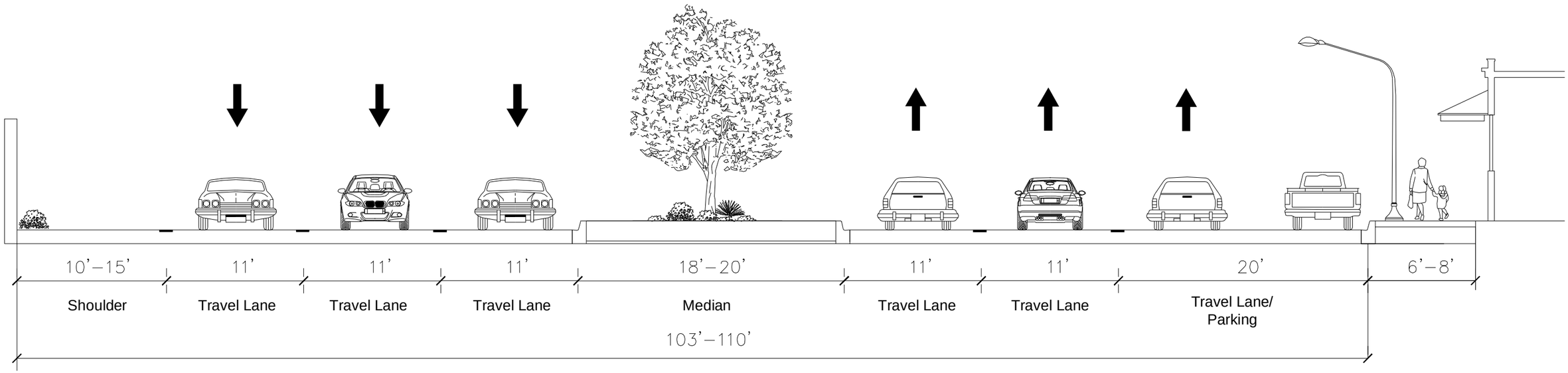
Notes:

- Commercial District with angled parking.
- Clearance reduced to 3.5'-4' where utility poles exist in sidewalks. A utility undergrounding project is currently planned for this section of Middlefield Road, which would potentially improve sidewalk clearance.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

El Camino Real
(Dumbarton Avenue to Fifth Avenue)



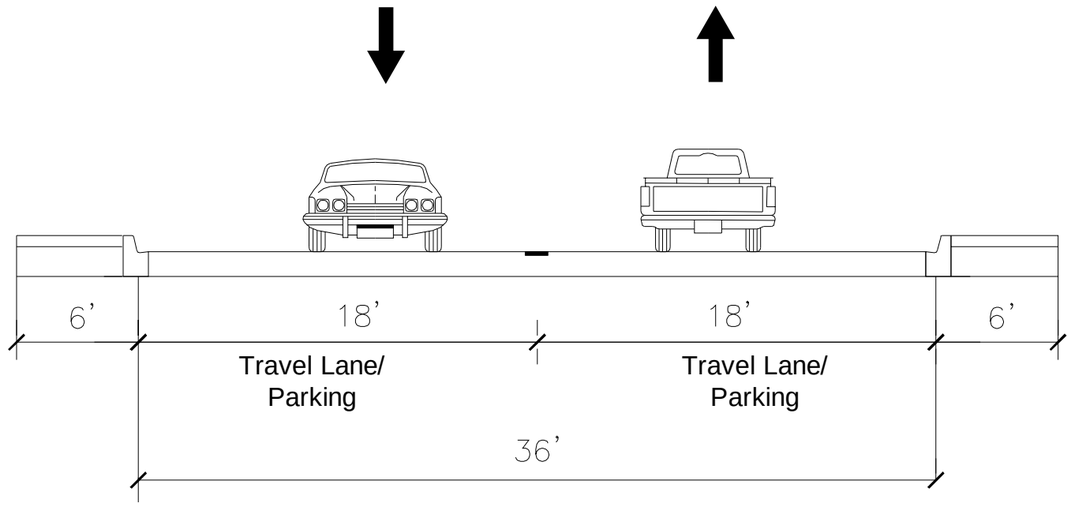
Notes:

- Primary commercial/transit corridor.
- Potential for future improvements in conjunction with Grand Boulevard Initiative.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Fair Oaks Avenue
(West of Fifth Avenue)



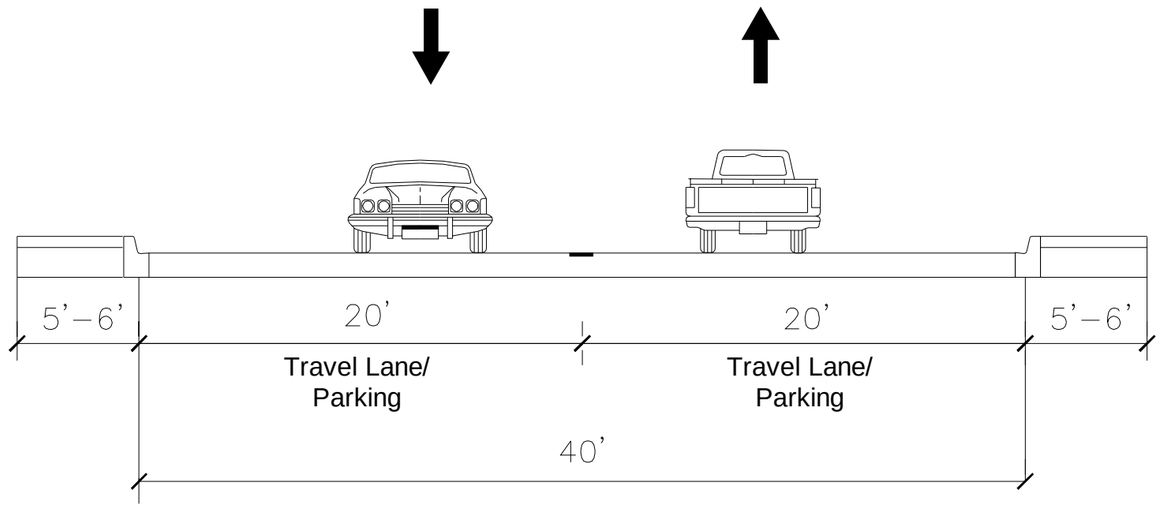
Notes:

- Local Street with on-street parking.
- Travels through mix of residential and industrial uses.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Dumbarton Avenue
(El Camino Real to Caltrain Tracks)



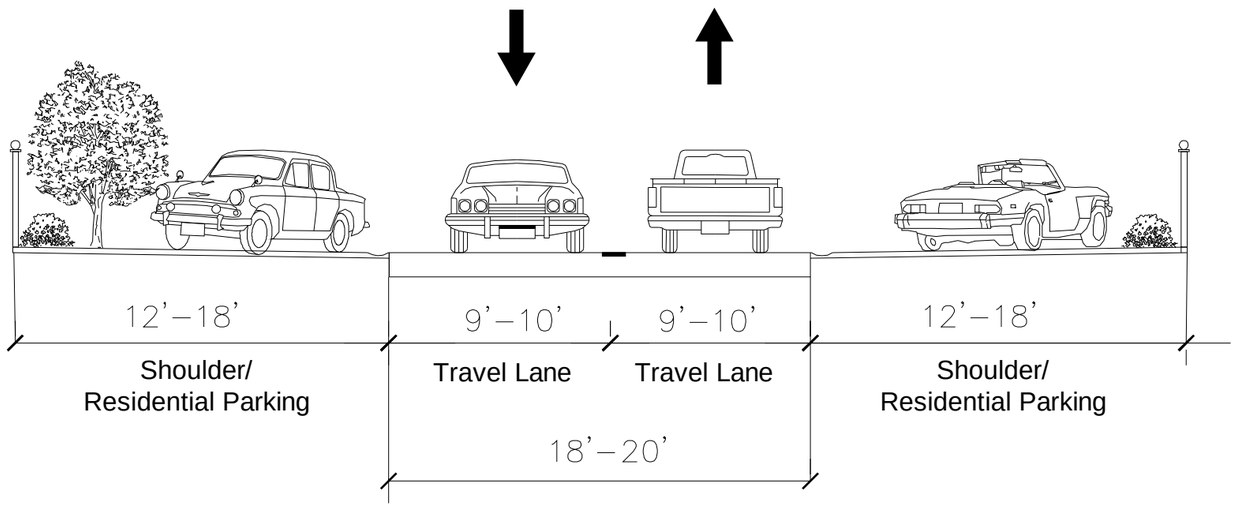
Notes:

- Local Street through residential neighborhood.
- Fitting location for additional pedestrian/bicycle crossing over Caltrain tracks.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Ninth Avenue
(Middlefield Road to Edison Way)



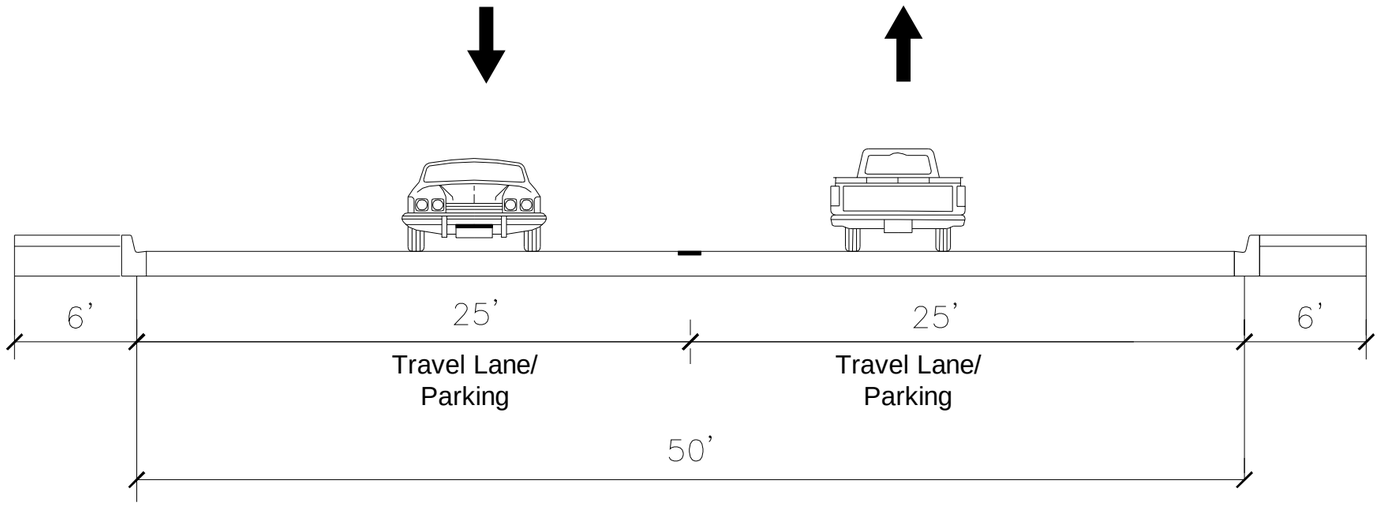
Notes:

- Unimproved local street through residential neighborhood.
- No existing curb and gravel or no sidewalks.
- Chicanes were installed at some locations along Ninth Avenue to address speeding and cut-through problems.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Fifth Avenue
(North of Middlefield Road)



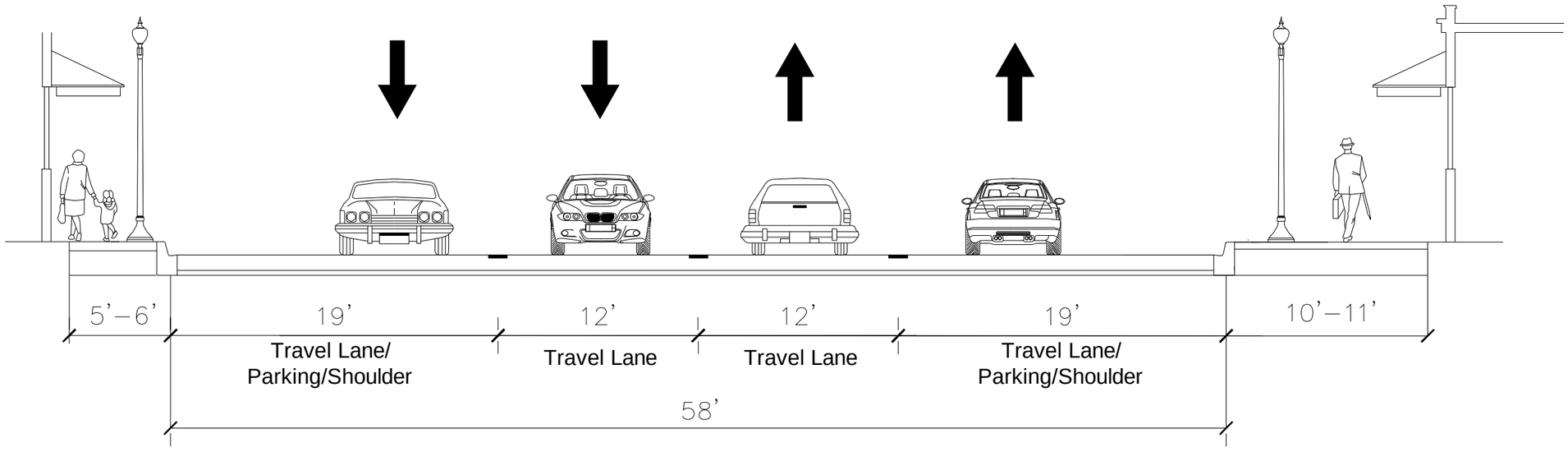
Notes:

- Only continuous north-south connection through North Fair Oaks.
- Travels through primarily residential neighborhood, with some commercial uses near Bay Road to the north.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Fifth Avenue
(El Camino Real to Caltrain Overcrossing)



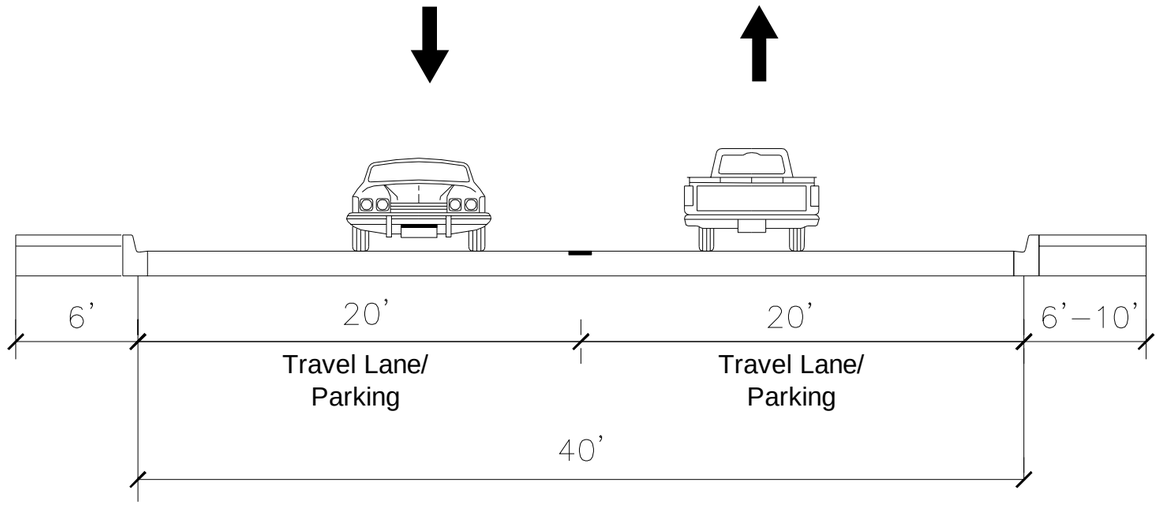
Notes:

- Only continuous north-south connection through North Fair Oaks.
- Travels through primarily commercial uses.
- Primary vehicular, bicycle and pedestrian connection between Middlefield Road and El Camino Real.
- On-street parking provided along some sections.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Spring Street
(Douglas Avenue to Ninth Avenue)



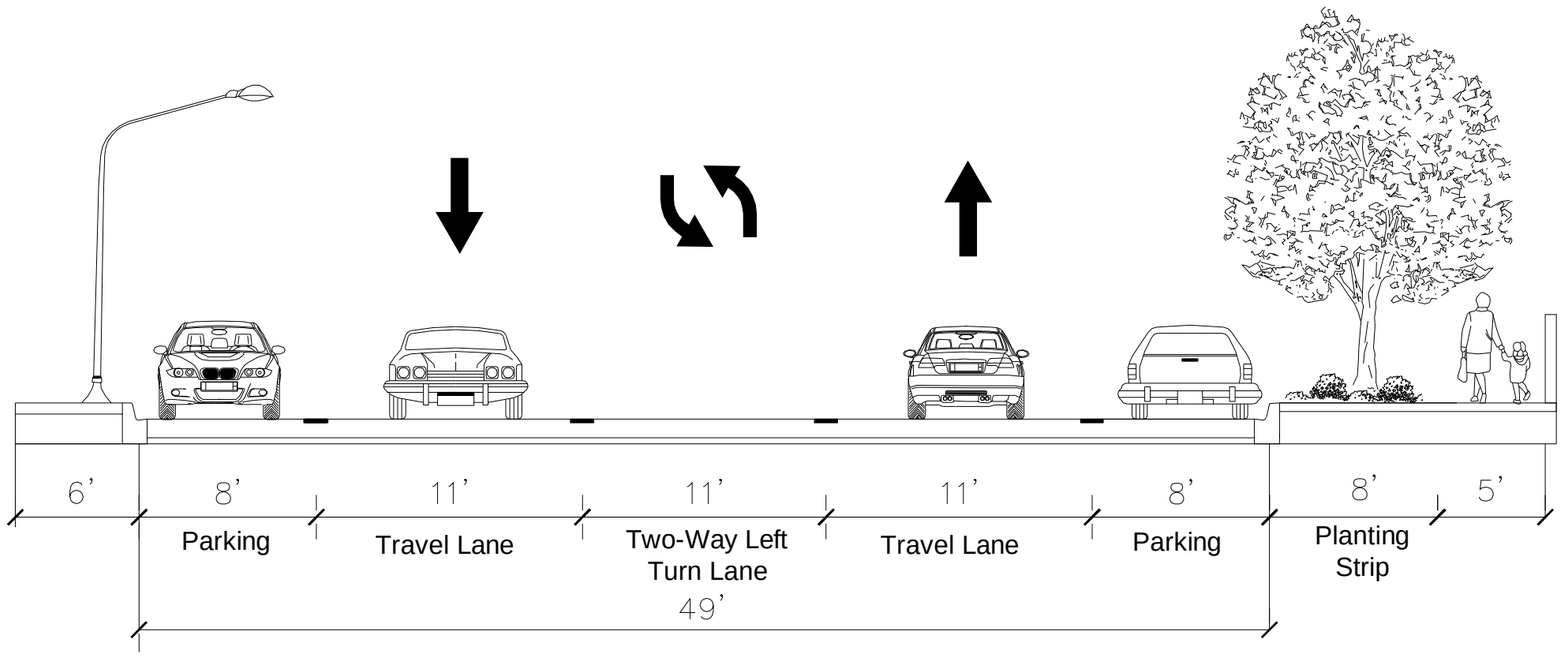
Notes:

- Travels through mix of industrial and residential uses.
- Speed humps were installed at three locations along Spring Street to address speeding and cut-through issues.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Bay Road
(East of Fifth Avenue)



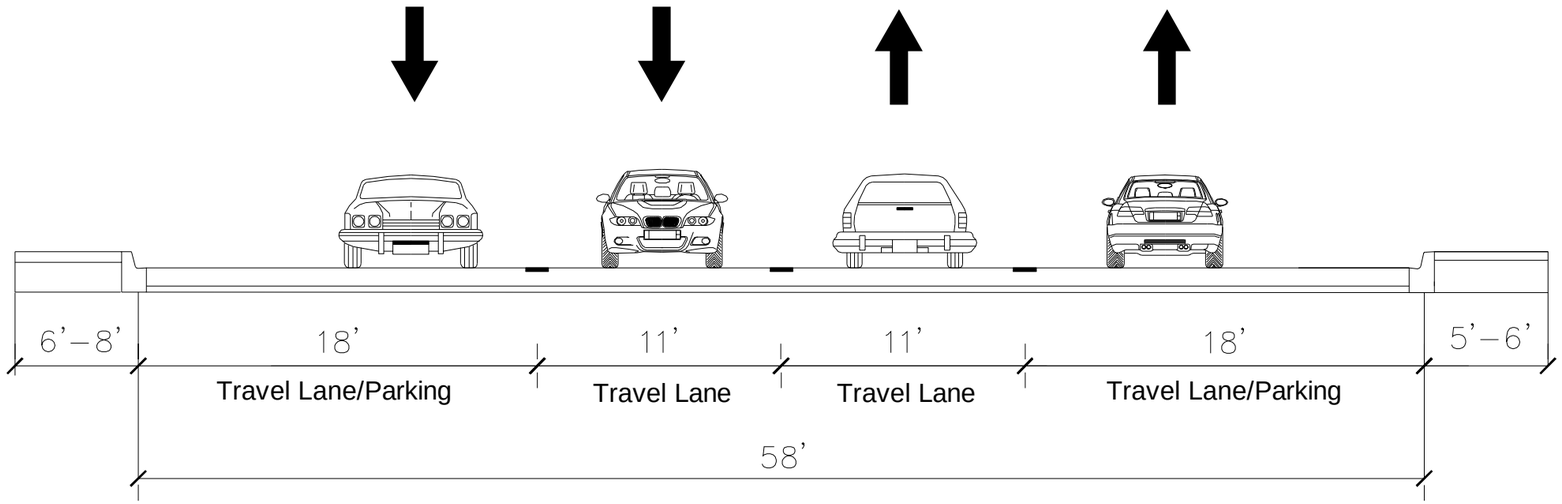
Notes:

- Key east-west connection along northern North Fair Oaks.
- Travels through mix of residential, commercial and civic uses.
- Several transit routes operate along Bay Road, providing connections to key points of interest, such as Redwood City Caltrain.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Bay Road
(West of Fifth Avenue)



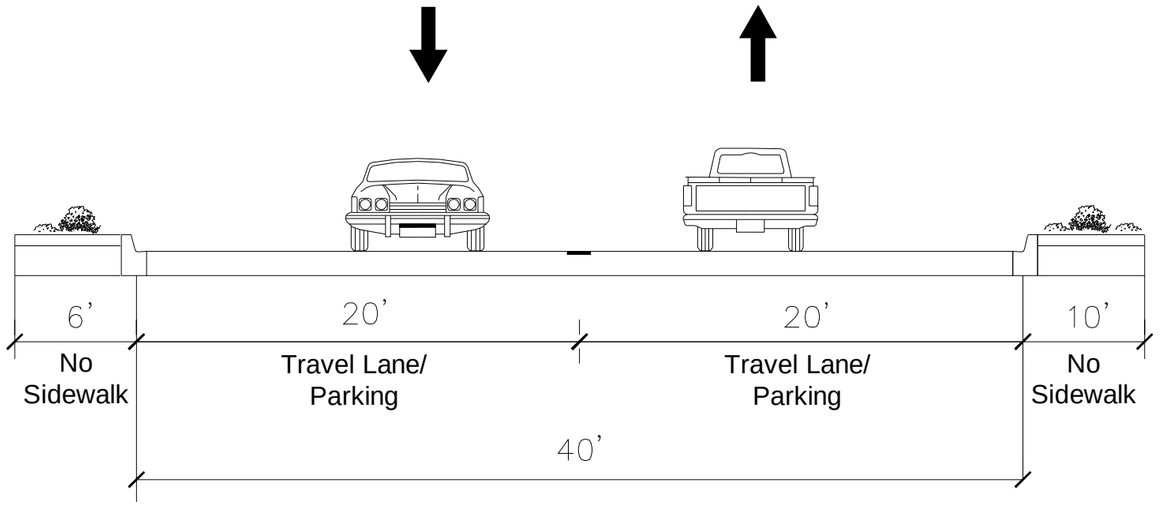
Notes:

- Key east-west connection along northern North Fair Oaks.
- Travels through mix of residential, commercial and civic uses.
- Several transit routes operate along Bay Road, providing connections to key points of interest, such as Redwood City Caltrain.

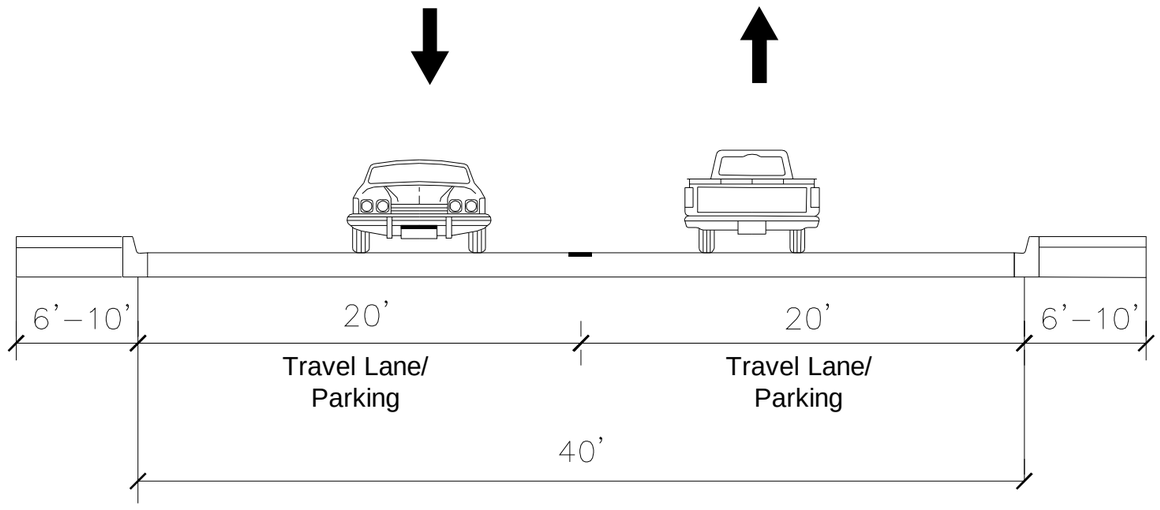
NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

Second Avenue
(Middlefield Road to Edison Way)



Second Avenue
(Edison Way to Bay Road)



Notes:

- One of few crossing points over Southern Pacific Railroad Tracks.
- Travels through mix of residential and commercial uses.
- No sidewalks exist between Middlefield Road and Edison Way. In some cases, this is prefered by residents of these neighborhoods.
- North of Edison Way, sidwalks range from 6' through residential neighborhoods to 10' along the commercial uses Near Bay Road.

NORTH FAIR OAKS COMMUNITY PLAN UPDATE
EXISTING CONDITIONS - TYPICAL STREET CROSS SECTIONS

NOT TO SCALE

San Mateo County Roadway Traffic Volumes

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
14th ave
15th ave to Athlone wy
Latitude: 0' 0.000 Undefined

Start	03-Mar-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	10	2	8	2	9
01:00	*	*	*	*	*	*	*	*	*	*	3	4	4	4	4	4
02:00	*	*	*	*	*	*	*	*	*	*	2	2	2	6	2	4
03:00	*	*	*	*	*	*	*	*	*	*	0	3	1	4	0	4
04:00	*	*	*	*	*	*	*	*	*	*	1	1	2	1	2	1
05:00	*	*	*	*	*	*	*	*	*	*	0	1	1	1	0	1
06:00	*	*	*	*	*	*	*	*	*	*	2	0	2	1	2	0
07:00	*	*	*	*	*	*	*	*	*	*	3	6	4	3	4	4
08:00	*	*	*	*	*	*	*	*	*	*	14	4	5	4	10	4
09:00	*	*	*	*	*	*	*	*	*	*	24	14	9	2	16	8
10:00	*	*	*	*	*	*	*	*	*	*	**57**	23	20	7	**38**	15
11:00	*	*	*	*	*	*	*	*	*	*	29	**29**	**21**	**9**	25	**19**
12:00 PM	*	*	*	*	*	*	*	*	*	*	31	**35**	15	17	23	26
01:00	*	*	*	*	*	*	*	*	*	*	27	28	25	21	26	24
02:00	*	*	*	*	*	*	*	*	*	*	**41**	27	**26**	20	**34**	24
03:00	*	*	*	*	*	*	*	*	*	*	18	22	21	**31**	20	26
04:00	*	*	*	*	*	*	*	*	*	*	37	15	26	31	32	23
05:00	*	*	*	*	*	*	*	*	23	30	24	29	15	23	21	27
06:00	*	*	*	*	*	*	*	*	**37**	**38**	20	30	23	28	27	**32**
07:00	*	*	*	*	*	*	*	*	35	33	24	23	11	25	23	27
08:00	*	*	*	*	*	*	*	*	20	26	18	17	10	15	16	19
09:00	*	*	*	*	*	*	*	*	13	12	5	8	9	17	9	12
10:00	*	*	*	*	*	*	*	*	11	14	6	11	6	10	8	12
11:00	*	*	*	*	*	*	*	*	4	13	6	13	1	5	4	10
Lane	0	0	0	0	0	0	0	0	143	166	395	355	261	293	348	335
Day	0		0		0		0		309		750		554		683	
AM Peak											10:00	11:00	11:00	11:00	10:00	11:00
Vol.											57	29	21	9	38	19
PM Peak									18:00	18:00	14:00	12:00	14:00	15:00	14:00	18:00
Vol.									37	38	41	35	26	31	34	32

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
14th ave
15th ave to Athlone wy
Latitude: 0' 0.000 Undefined

Start	10-Mar-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	1	3	2	2	0	4	1	2	1	1	*	*	*	*	1	2
01:00	0	2	0	0	5	0	0	2	2	2	*	*	*	*	1	1
02:00	1	0	0	0	2	0	0	0	1	0	*	*	*	*	1	0
03:00	0	1	1	0	2	0	1	0	2	0	*	*	*	*	1	0
04:00	1	0	1	2	1	1	3	1	1	2	*	*	*	*	1	1
05:00	0	1	2	1	4	1	4	0	2	1	*	*	*	*	2	1
06:00	13	2	13	4	16	2	11	3	15	1	*	*	*	*	14	2
07:00	34	14	30	12	32	15	27	13	25	12	*	*	*	*	30	13
08:00	**57**	13	**70**	20	**58**	**26**	**66**	**21**	**52**	**20**	*	*	*	*	**61**	**20**
09:00	29	12	39	**21**	37	20	40	12	50	15	*	*	*	*	39	16
10:00	27	16	24	15	24	18	25	13	24	14	*	*	*	*	25	15
11:00	16	**21**	18	12	19	15	12	16	15	6	*	*	*	*	16	14
12:00 PM	21	27	18	11	22	22	20	19	**19**	28	*	*	*	*	20	21
01:00	27	23	26	20	23	25	18	19	19	**31**	*	*	*	*	23	24
02:00	24	31	9	26	22	22	18	13	*	*	*	*	*	*	18	23
03:00	25	25	21	19	18	13	14	31	*	*	*	*	*	*	20	22
04:00	26	**32**	27	26	27	33	30	24	*	*	*	*	*	*	28	29
05:00	35	29	**40**	**47**	34	34	21	**35**	*	*	*	*	*	*	32	**36**
06:00	**38**	30	29	30	**38**	**35**	**31**	30	*	*	*	*	*	*	**34**	31
07:00	28	22	15	30	21	30	20	24	*	*	*	*	*	*	21	26
08:00	14	22	9	21	9	28	6	14	*	*	*	*	*	*	10	21
09:00	8	10	11	14	12	17	10	17	*	*	*	*	*	*	10	14
10:00	5	11	4	10	8	5	4	16	*	*	*	*	*	*	5	10
11:00	0	3	0	2	1	5	1	5	*	*	*	*	*	*	0	4
Lane	430	350	409	345	435	371	383	330	228	133	0	0	0	0	413	346
Day	780		754		806		713		361		0		0		759	
AM Peak	08:00	11:00	08:00	09:00	08:00	08:00	08:00	08:00	08:00	08:00					08:00	08:00
Vol.	57	21	70	21	58	26	66	21	52	20					61	20
PM Peak	18:00	16:00	17:00	17:00	18:00	18:00	18:00	17:00	12:00	13:00					18:00	17:00
Vol.	38	32	40	47	38	35	31	35	19	31					34	36

Comb. Total	780	754	806	713	670	750	554	1442
ADT	ADT 731	AADT 731						

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
15th av
Bay to 16th av
Latitude: 0' 0.000 Undefined

Start	01-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	4	8	6	**5**	5	6
01:00	*	*	*	*	*	*	*	*	*	*	2	4	1	4	2	4
02:00	*	*	*	*	*	*	*	*	*	*	0	1	1	1	0	1
03:00	*	*	*	*	*	*	*	*	*	*	0	1	1	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	0	1	0	1	0	1
05:00	*	*	*	*	*	*	*	*	*	*	0	0	0	1	0	0
06:00	*	*	*	*	*	*	*	*	*	*	2	0	1	0	2	0
07:00	*	*	*	*	*	*	*	*	*	*	1	0	1	1	1	0
08:00	*	*	*	*	*	*	*	*	*	*	0	0	3	0	2	0
09:00	*	*	*	*	*	*	*	*	*	*	5	3	3	3	4	3
10:00	*	*	*	*	*	*	*	*	*	*	**15**	2	10	2	**12**	2
11:00	*	*	*	*	*	*	*	*	*	*	8	**14**	**16**	2	12	**8**
12:00 PM	*	*	*	*	*	*	*	*	*	*	**25**	8	6	13	16	10
01:00	*	*	*	*	*	*	*	*	*	*	16	15	**19**	11	**18**	13
02:00	*	*	*	*	*	*	*	*	*	*	17	11	17	8	17	10
03:00	*	*	*	*	*	*	*	*	16	9	18	13	18	7	17	10
04:00	*	*	*	*	*	*	*	*	16	**15**	16	12	11	9	14	12
05:00	*	*	*	*	*	*	*	*	12	10	12	**17**	12	14	12	14
06:00	*	*	*	*	*	*	*	*	17	14	11	15	15	**15**	14	**15**
07:00	*	*	*	*	*	*	*	*	**18**	10	11	10	5	10	11	10
08:00	*	*	*	*	*	*	*	*	8	4	6	8	7	7	7	6
09:00	*	*	*	*	*	*	*	*	7	13	12	6	5	5	8	8
10:00	*	*	*	*	*	*	*	*	8	6	6	2	8	2	7	3
11:00	*	*	*	*	*	*	*	*	3	4	5	8	4	5	4	6
Lane	0	0	0	0	0	0	0	0	105	85	192	159	170	126	185	142
Day	0		0		0		0		190		351		296		327	
AM Peak											10:00	11:00	11:00	00:00	10:00	11:00
Vol.											15	14	16	5	12	8
PM Peak									19:00	16:00	12:00	17:00	13:00	18:00	13:00	18:00
Vol.									18	15	25	17	19	15	18	15

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
15th av
Bay to 16th av
Latitude: 0' 0.000 Undefined

Start	08-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	8	1	2	2	3	3	4	1	*	*	*	*	*	*	4	2
01:00	0	0	0	0	2	1	0	0	*	*	*	*	*	*	0	0
02:00	0	1	3	0	0	0	1	0	*	*	*	*	*	*	1	0
03:00	0	0	0	0	0	1	0	0	*	*	*	*	*	*	0	0
04:00	0	2	1	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	0	0	0	2	0	1	1	1	*	*	*	*	*	*	0	1
06:00	2	0	3	0	3	0	2	0	*	*	*	*	*	*	2	0
07:00	2	0	1	1	2	1	2	0	*	*	*	*	*	*	2	0
08:00	4	2	0	2	2	2	1	0	*	*	*	*	*	*	2	2
09:00	20	3	14	6	16	**15**	14	6	*	*	*	*	*	*	16	8
10:00	**25**	8	**30**	**12**	**29**	10	**19**	5	*	*	*	*	*	*	**26**	**9**
11:00	21	**12**	15	8	16	4	16	**7**	*	*	*	*	*	*	17	8
12:00 PM	6	6	12	8	15	10	**13**	**2**	*	*	*	*	*	*	12	6
01:00	13	8	13	9	16	10	10	0	*	*	*	*	*	*	13	7
02:00	14	10	10	8	10	8	12	0	*	*	*	*	*	*	12	6
03:00	7	13	16	11	17	10	*	*	*	*	*	*	*	*	13	11
04:00	16	9	12	11	16	9	*	*	*	*	*	*	*	*	15	10
05:00	5	6	13	12	8	11	*	*	*	*	*	*	*	*	9	10
06:00	**32**	9	**23**	11	**32**	8	*	*	*	*	*	*	*	*	**29**	9
07:00	25	**14**	9	**15**	19	**17**	*	*	*	*	*	*	*	*	18	**15**
08:00	9	10	13	10	12	11	*	*	*	*	*	*	*	*	11	10
09:00	8	12	5	7	10	10	*	*	*	*	*	*	*	*	8	10
10:00	4	4	2	7	8	7	*	*	*	*	*	*	*	*	5	6
11:00	1	4	4	7	2	6	*	*	*	*	*	*	*	*	2	6
Lane	222	134	201	149	238	155	95	22	0	0	0	0	0	0	217	136
Day	356		350		393		117		0		0		0		353	
AM Peak	10:00	11:00	10:00	10:00	10:00	09:00	10:00	11:00							10:00	10:00
Vol.	25	12	30	12	29	15	19	7							26	9
PM Peak	18:00	19:00	18:00	19:00	18:00	19:00	12:00	12:00							18:00	19:00
Vol.	32	14	23	15	32	17	13	2							29	15

Comb. Total	356		350		393		117		190		351		296		680	

ADT ADT 349 AADT 349

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
15 th avenue
Fair Oaks avenue to Middlefield road
Latitude: 0' 0.000 Undefined

Start	23-Feb-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	2	2	0	3	1	2
01:00	*	*	*	*	*	*	*	*	*	*	0	0	0	1	0	0
02:00	*	*	*	*	*	*	*	*	*	*	0	1	0	1	0	1
03:00	*	*	*	*	*	*	*	*	*	*	0	1	0	1	0	1
04:00	*	*	*	*	*	*	*	*	*	*	0	1	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	0	1	0	1	0	1
06:00	*	*	*	*	*	*	*	*	*	*	1	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	*	*	0	2	1	1	0	2
08:00	*	*	*	*	*	*	*	*	*	*	5	7	4	3	4	5
09:00	*	*	*	*	*	*	*	*	*	*	17	16	7	8	12	12
10:00	*	*	*	*	*	*	*	*	*	*	**25**	11	10	14	**18**	12
11:00	*	*	*	*	*	*	*	*	*	*	10	**21**	**14**	**20**	12	**20**
12:00 PM	*	*	*	*	*	*	*	*	*	*	**23**	24	**14**	21	**18**	22
01:00	*	*	*	*	*	*	*	*	*	*	13	23	13	17	13	20
02:00	*	*	*	*	*	*	*	*	*	*	19	20	11	14	15	17
03:00	*	*	*	*	*	*	*	*	*	*	12	**26**	8	20	10	23
04:00	*	*	*	*	*	*	*	*	10	**40**	15	17	14	**24**	13	**27**
05:00	*	*	*	*	*	*	*	*	**22**	34	13	25	10	18	15	26
06:00	*	*	*	*	*	*	*	*	11	34	8	20	9	20	9	25
07:00	*	*	*	*	*	*	*	*	9	22	5	17	7	22	7	20
08:00	*	*	*	*	*	*	*	*	7	13	8	11	4	11	6	12
09:00	*	*	*	*	*	*	*	*	7	3	7	8	5	10	6	7
10:00	*	*	*	*	*	*	*	*	1	7	6	5	1	5	3	6
11:00	*	*	*	*	*	*	*	*	4	4	0	2	2	4	2	3
Lane	0	0	0	0	0	0	0	0	71	157	189	261	134	239	164	264
Day	0		0		0		0		228		450		373		428	
AM Peak											10:00	11:00	11:00	11:00	10:00	11:00
Vol.											25	21	14	20	18	20
PM Peak									17:00	16:00	12:00	15:00	12:00	16:00	12:00	16:00
Vol.									22	40	23	26	14	24	18	27

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
15 th avenue
Fair Oaks avenue to Middlefield road
Latitude: 0' 0.000 Undefined

Start	02-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	3	0	1	0	3	*	*	*	*	*	*	*	*	0	2
01:00	0	1	0	1	0	1	*	*	*	*	*	*	*	*	0	1
02:00	0	0	1	0	0	0	*	*	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	*	*	*	*	*	*	*	*	0	0
05:00	0	1	0	1	2	1	*	*	*	*	*	*	*	*	1	1
06:00	4	3	6	2	10	1	*	*	*	*	*	*	*	*	7	2
07:00	**22**	6	**31**	7	**31**	11	*	*	*	*	*	*	*	*	**28**	8
08:00	22	**19**	24	14	28	12	*	*	*	*	*	*	*	*	25	15
09:00	14	13	15	13	18	**16**	*	*	*	*	*	*	*	*	16	14
10:00	9	9	13	13	13	9	*	*	*	*	*	*	*	*	12	10
11:00	12	13	19	**23**	16	14	*	*	*	*	*	*	*	*	16	**17**
12:00 PM	14	16	12	28	*	*	*	*	*	*	*	*	*	*	13	22
01:00	8	17	**16**	18	*	*	*	*	*	*	*	*	*	*	12	18
02:00	17	22	15	16	*	*	*	*	*	*	*	*	*	*	16	19
03:00	12	21	16	29	*	*	*	*	*	*	*	*	*	*	14	25
04:00	17	**34**	10	21	*	*	*	*	*	*	*	*	*	*	14	28
05:00	**20**	34	15	31	*	*	*	*	*	*	*	*	*	*	**18**	**32**
06:00	13	23	13	**37**	*	*	*	*	*	*	*	*	*	*	13	30
07:00	5	16	7	19	*	*	*	*	*	*	*	*	*	*	6	18
08:00	8	16	6	15	*	*	*	*	*	*	*	*	*	*	7	16
09:00	4	8	4	7	*	*	*	*	*	*	*	*	*	*	4	8
10:00	1	3	0	4	*	*	*	*	*	*	*	*	*	*	0	4
11:00	1	2	0	6	*	*	*	*	*	*	*	*	*	*	0	4
Lane	203	280	223	306	118	68	0	0	0	0	0	0	0	0	222	294
Day	483		529		186		0		0		0		0		516	
AM Peak	07:00	08:00	07:00	11:00	07:00	09:00									07:00	11:00
Vol.	22	19	31	23	31	16									28	17
PM Peak	17:00	16:00	13:00	18:00											17:00	17:00
Vol.	20	34	16	37											18	32

Comb. Total	483	529	186	0	228	450	373	944

ADT ADT 459 AADT 459

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
15th av
Fair Oaks av to Palmer av
Latitude: 0' 0.000 Undefined

Start	22-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	6	2	0	1	3	2
01:00	*	*	*	*	*	*	*	*	*	*	0	0	0	1	0	0
02:00	*	*	*	*	*	*	*	*	*	*	2	0	0	1	1	0
03:00	*	*	*	*	*	*	*	*	*	*	0	1	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	1	2	1	2	1	2
05:00	*	*	*	*	*	*	*	*	*	*	2	2	4	6	3	4
06:00	*	*	*	*	*	*	*	*	*	*	4	3	3	4	4	4
07:00	*	*	*	*	*	*	*	*	*	*	9	8	**15**	7	12	8
08:00	*	*	*	*	*	*	*	*	*	*	13	21	11	16	12	18
09:00	*	*	*	*	*	*	*	*	*	*	19	**29**	12	**17**	16	**23**
10:00	*	*	*	*	*	*	*	*	*	*	16	27	11	17	14	22
11:00	*	*	*	*	*	*	*	*	*	*	**23**	24	13	15	**18**	20
12:00 PM	*	*	*	*	*	*	*	*	*	*	18	**26**	**17**	15	**18**	20
01:00	*	*	*	*	*	*	*	*	*	*	12	22	14	18	13	20
02:00	*	*	*	*	*	*	*	*	*	*	15	11	7	18	11	14
03:00	*	*	*	*	*	*	*	*	13	**34**	12	23	9	**25**	11	**27**
04:00	*	*	*	*	*	*	*	*	24	27	**19**	18	9	11	17	19
05:00	*	*	*	*	*	*	*	*	**25**	28	16	21	10	13	17	21
06:00	*	*	*	*	*	*	*	*	9	23	14	15	11	19	11	19
07:00	*	*	*	*	*	*	*	*	11	23	11	18	7	12	10	18
08:00	*	*	*	*	*	*	*	*	5	14	12	21	11	12	9	16
09:00	*	*	*	*	*	*	*	*	10	12	3	16	5	9	6	12
10:00	*	*	*	*	*	*	*	*	2	8	4	4	3	9	3	7
11:00	*	*	*	*	*	*	*	*	8	3	1	7	3	2	4	4
Lane	0	0	0	0	0	0	0	0	107	172	232	321	176	250	214	300
Day	0		0		0		0		279		553		426		514	
AM Peak											11:00	09:00	07:00	09:00	11:00	09:00
Vol.											23	29	15	17	18	23
PM Peak									17:00	15:00	16:00	12:00	12:00	15:00	12:00	15:00
Vol.									25	34	19	26	17	25	18	27

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
15th av
Fair Oaks av to Palmer av
Latitude: 0' 0.000 Undefined

Start	29-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	1	0	0	0	0	0	0	2	*	*	*	*	*	*	0	0
01:00	0	0	0	0	0	0	1	0	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	1	0	0	*	*	*	*	*	*	0	0
03:00	0	1	2	1	0	1	0	1	*	*	*	*	*	*	0	1
04:00	2	1	0	1	0	0	1	1	*	*	*	*	*	*	1	1
05:00	5	1	1	1	3	3	5	2	*	*	*	*	*	*	4	2
06:00	15	9	18	9	16	6	10	11	*	*	*	*	*	*	15	9
07:00	**24**	9	**21**	14	**27**	18	**28**	10	*	*	*	*	*	*	**25**	13
08:00	11	14	18	13	21	18	24	**16**	*	*	*	*	*	*	18	15
09:00	9	**26**	9	10	20	24	15	14	*	*	*	*	*	*	13	18
10:00	11	15	15	**22**	9	20	3	8	*	*	*	*	*	*	10	16
11:00	17	20	14	16	24	**28**	*	*	*	*	*	*	*	*	18	**21**
12:00 PM	11	29	19	23	17	15	*	*	*	*	*	*	*	*	16	22
01:00	13	20	**21**	25	12	33	*	*	*	*	*	*	*	*	15	26
02:00	14	15	13	23	11	14	*	*	*	*	*	*	*	*	13	17
03:00	17	33	12	26	10	25	*	*	*	*	*	*	*	*	13	28
04:00	11	**34**	15	35	**22**	**38**	*	*	*	*	*	*	*	*	16	**36**
05:00	**20**	27	18	**39**	16	31	*	*	*	*	*	*	*	*	**18**	32
06:00	10	15	21	28	16	30	*	*	*	*	*	*	*	*	16	24
07:00	20	17	8	17	10	21	*	*	*	*	*	*	*	*	13	18
08:00	4	13	5	10	7	12	*	*	*	*	*	*	*	*	5	12
09:00	0	10	5	9	4	5	*	*	*	*	*	*	*	*	3	8
10:00	1	4	3	4	4	2	*	*	*	*	*	*	*	*	3	3
11:00	5	0	1	2	0	1	*	*	*	*	*	*	*	*	2	1
Lane	221	313	239	328	249	346	87	65	0	0	0	0	0	0	237	323
Day	534		567		595		152		0		0		0		560	
AM Peak	07:00	09:00	07:00	10:00	07:00	11:00	07:00	08:00							07:00	11:00
Vol.	24	26	21	22	27	28	28	16							25	21
PM Peak	17:00	16:00	13:00	17:00	16:00	16:00									17:00	16:00
Vol.	20	34	21	39	22	38									18	36

Comb. Total	534		567		595		152		279		553		426		1074	

ADT ADT 535 AADT 535

County of San Mateo
Department of Public Works

752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
17th Ave
Middlefield to Fair Oaks
Latitude: 0' 0.000 Undefined

Start	23-Feb-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	1	1	3	2	2	2
01:00	*	*	*	*	*	*	*	*	*	*	1	0	1	0	1	0
02:00	*	*	*	*	*	*	*	*	*	*	0	0	2	0	1	0
03:00	*	*	*	*	*	*	*	*	*	*	0	2	0	0	0	1
04:00	*	*	*	*	*	*	*	*	*	*	0	1	0	1	0	1
05:00	*	*	*	*	*	*	*	*	*	*	0	2	2	1	1	2
06:00	*	*	*	*	*	*	*	*	*	*	2	3	0	1	1	2
07:00	*	*	*	*	*	*	*	*	*	*	5	6	2	3	4	4
08:00	*	*	*	*	*	*	*	*	*	*	5	9	5	10	5	10
09:00	*	*	*	*	*	*	*	*	*	*	8	**18**	10	10	9	14
10:00	*	*	*	*	*	*	*	*	*	*	12	18	8	6	10	12
11:00	*	*	*	*	*	*	*	*	*	*	**20**	14	**13**	**16**	**16**	**15**
12:00 PM	*	*	*	*	*	*	*	*	*	*	18	11	13	13	16	12
01:00	*	*	*	*	*	*	*	*	*	*	**25**	15	10	13	18	14
02:00	*	*	*	*	*	*	*	*	*	*	21	16	**17**	**15**	19	**16**
03:00	*	*	*	*	*	*	*	*	**45**	**21**	13	**19**	10	8	**23**	16
04:00	*	*	*	*	*	*	*	*	34	20	9	9	17	7	20	12
05:00	*	*	*	*	*	*	*	*	29	15	19	14	14	7	21	12
06:00	*	*	*	*	*	*	*	*	32	21	11	8	11	9	18	13
07:00	*	*	*	*	*	*	*	*	15	13	8	5	7	5	10	8
08:00	*	*	*	*	*	*	*	*	12	4	4	1	8	4	8	3
09:00	*	*	*	*	*	*	*	*	12	7	5	3	7	2	8	4
10:00	*	*	*	*	*	*	*	*	4	4	5	3	2	2	4	3
11:00	*	*	*	*	*	*	*	*	5	3	7	2	5	3	6	3
Lane	0	0	0	0	0	0	0	0	188	108	199	180	167	138	221	179
Day	0		0		0		0		296		379		305		400	
AM Peak											11:00	09:00	11:00	11:00	11:00	11:00
Vol.											20	18	13	16	16	15
PM Peak									15:00	15:00	13:00	15:00	14:00	14:00	15:00	14:00
Vol.									45	21	25	19	17	15	23	16

County of San Mateo
Department of Public Works

752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
17th Ave
Middlefield to Fair Oaks
Latitude: 0' 0.000 Undefined

Start	02-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	3	1	3	1	0	1	2	1	*	*	*	*	*	*	2	1
01:00	0	0	1	0	0	0	1	0	*	*	*	*	*	*	0	0
02:00	0	0	0	0	1	0	0	0	*	*	*	*	*	*	0	0
03:00	0	2	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	1	0	1	1	0	0	0	0	*	*	*	*	*	*	0	0
05:00	1	4	3	5	1	5	1	4	*	*	*	*	*	*	2	4
06:00	3	4	4	6	5	5	8	6	*	*	*	*	*	*	5	5
07:00	11	**75**	16	**97**	13	**109**	17	**96**	*	*	*	*	*	*	14	**94**
08:00	**25**	44	**19**	71	**31**	82	**24**	57	*	*	*	*	*	*	**25**	64
09:00	17	13	18	13	16	11	17	16	*	*	*	*	*	*	17	13
10:00	11	9	15	7	13	11	9	16	*	*	*	*	*	*	12	11
11:00	15	8	8	13	11	15	10	16	*	*	*	*	*	*	11	13
12:00 PM	11	10	17	9	20	18	**15**	**14**	*	*	*	*	*	*	16	13
01:00	19	18	23	12	13	17	2	0	*	*	*	*	*	*	14	12
02:00	17	15	17	17	12	18	*	*	*	*	*	*	*	*	15	17
03:00	32	18	24	10	19	15	*	*	*	*	*	*	*	*	25	14
04:00	30	18	19	12	**32**	13	*	*	*	*	*	*	*	*	27	14
05:00	**35**	22	**44**	**27**	27	19	*	*	*	*	*	*	*	*	**35**	**23**
06:00	21	**23**	22	11	22	**21**	*	*	*	*	*	*	*	*	22	18
07:00	13	10	19	10	22	10	*	*	*	*	*	*	*	*	18	10
08:00	15	1	9	5	12	4	*	*	*	*	*	*	*	*	12	3
09:00	8	4	8	3	6	7	*	*	*	*	*	*	*	*	7	5
10:00	5	3	9	8	4	2	*	*	*	*	*	*	*	*	6	4
11:00	0	2	4	0	1	0	*	*	*	*	*	*	*	*	2	1
Lane	293	304	303	338	281	383	106	226	0	0	0	0	0	0	287	339
Day	597		641		664		332		0		0		0		626	
AM Peak	08:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00							08:00	07:00
Vol.	25	75	19	97	31	109	24	96							25	94
PM Peak	17:00	18:00	17:00	17:00	16:00	18:00	12:00	12:00							17:00	17:00
Vol.	35	23	44	27	32	21	15	14							35	23

Comb. Total	597	641	664	332	296	379	305	1026

ADT ADT 517 AADT 517

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
18th ave
15th ave to Bay rd
Latitude: 0' 0.000 Undefined

Start	01-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	5	6	10	4	8
01:00	*	*	*	*	*	*	*	*	*	*	7	2	**10**	5	**8**	4
02:00	*	*	*	*	*	*	*	*	*	*	0	2	4	2	2	2
03:00	*	*	*	*	*	*	*	*	*	*	0	0	2	0	1	0
04:00	*	*	*	*	*	*	*	*	*	*	2	0	3	0	2	0
05:00	*	*	*	*	*	*	*	*	*	*	0	1	2	0	1	0
06:00	*	*	*	*	*	*	*	*	*	*	3	3	0	0	2	2
07:00	*	*	*	*	*	*	*	*	*	*	1	1	1	2	1	2
08:00	*	*	*	*	*	*	*	*	*	*	0	4	1	4	0	4
09:00	*	*	*	*	*	*	*	*	*	*	4	19	4	11	4	15
10:00	*	*	*	*	*	*	*	*	*	*	6	26	7	15	6	20
11:00	*	*	*	*	*	*	*	*	*	*	**8**	**39**	8	**44**	8	**42**
12:00 PM	*	*	*	*	*	*	*	*	*	*	7	39	12	**41**	10	40
01:00	*	*	*	*	*	*	*	*	*	*	21	36	8	41	14	38
02:00	*	*	*	*	*	*	*	*	*	*	12	**51**	11	32	12	42
03:00	*	*	*	*	*	*	*	*	12	34	16	36	10	32	13	34
04:00	*	*	*	*	*	*	*	*	19	37	**22**	42	**15**	32	19	37
05:00	*	*	*	*	*	*	*	*	21	52	13	42	15	34	16	43
06:00	*	*	*	*	*	*	*	*	**26**	**70**	20	44	13	41	**20**	**52**
07:00	*	*	*	*	*	*	*	*	18	58	16	29	14	28	16	38
08:00	*	*	*	*	*	*	*	*	8	40	5	22	10	8	8	23
09:00	*	*	*	*	*	*	*	*	11	17	9	24	6	11	9	17
10:00	*	*	*	*	*	*	*	*	6	18	6	12	6	14	6	15
11:00	*	*	*	*	*	*	*	*	5	8	7	9	0	1	4	6
Lane	0	0	0	0	0	0	0	0	126	334	188	488	168	408	186	484
Day	0		0		0		0		460		676		576		670	
AM Peak											11:00	11:00	01:00	11:00	01:00	11:00
Vol.											8	39	10	44	8	42
PM Peak									18:00	18:00	16:00	14:00	16:00	12:00	18:00	18:00
Vol.									26	70	22	51	15	41	20	52

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
18th ave
15th ave to Bay rd
Latitude: 0' 0.000 Undefined

Start	08-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	0	2	4	3	4	0	0	*	*	*	*	*	*	1	2
01:00	0	0	5	1	0	0	0	0	*	*	*	*	*	*	1	0
02:00	0	0	2	2	0	0	0	0	*	*	*	*	*	*	0	0
03:00	0	0	1	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	0	0	2	0	0	0	0	0	*	*	*	*	*	*	0	0
06:00	0	0	1	3	0	7	0	0	*	*	*	*	*	*	0	2
07:00	0	0	0	7	1	6	0	0	*	*	*	*	*	*	0	3
08:00	2	21	0	22	3	25	0	0	*	*	*	*	*	*	1	17
09:00	**12**	70	**15**	63	13	70	0	0	*	*	*	*	*	*	**10**	51
10:00	10	**71**	9	**87**	**22**	**91**	0	0	*	*	*	*	*	*	10	**62**
11:00	12	38	7	40	10	68	0	0	*	*	*	*	*	*	7	36
12:00 PM	8	39	15	31	11	**48**	0	0	*	*	*	*	*	*	8	30
01:00	9	37	9	34	7	39	0	0	*	*	*	*	*	*	6	28
02:00	9	55	11	38	13	35	0	**2**	*	*	*	*	*	*	8	32
03:00	9	40	12	33	**16**	29	*	*	*	*	*	*	*	*	12	34
04:00	14	39	12	31	10	27	*	*	*	*	*	*	*	*	12	32
05:00	20	38	17	40	11	16	*	*	*	*	*	*	*	*	**16**	31
06:00	12	**74**	**22**	**64**	0	1	*	*	*	*	*	*	*	*	11	**46**
07:00	19	49	20	37	0	0	*	*	*	*	*	*	*	*	13	29
08:00	**21**	30	21	29	0	0	*	*	*	*	*	*	*	*	14	20
09:00	16	20	16	15	0	0	*	*	*	*	*	*	*	*	11	12
10:00	8	10	2	13	0	0	*	*	*	*	*	*	*	*	3	8
11:00	3	10	11	14	0	0	*	*	*	*	*	*	*	*	5	8
Lane	184	641	212	608	120	466	0	2	0	0	0	0	0	0	149	483
Day	825		820		586		2		0		0		0		632	
AM Peak	09:00	10:00	09:00	10:00	10:00	10:00									09:00	10:00
Vol.	12	71	15	87	22	91									10	62
PM Peak	20:00	18:00	18:00	18:00	15:00	12:00		14:00							17:00	18:00
Vol.	21	74	22	64	16	48		2							16	46

Comb. Total	825		820		586		2		460		676		576		1302	

ADT ADT 564 AADT 564

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
2nd ave
Middlefield rd and Park ave
Latitude: 0' 0.000 Undefined

Start	08-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	36	50	23	**40**	30	**45**
01:00	*	*	*	*	*	*	*	*	*	*	28	27	26	19	27	23
02:00	*	*	*	*	*	*	*	*	*	*	11	20	15	23	13	22
03:00	*	*	*	*	*	*	*	*	*	*	8	7	10	16	9	12
04:00	*	*	*	*	*	*	*	*	*	*	8	11	9	11	8	11
05:00	*	*	*	*	*	*	*	*	*	*	3	3	3	4	3	4
06:00	*	*	*	*	*	*	*	*	*	*	3	3	2	3	2	3
07:00	*	*	*	*	*	*	*	*	*	*	2	4	1	9	2	6
08:00	*	*	*	*	*	*	*	*	*	*	6	16	8	11	7	14
09:00	*	*	*	*	*	*	*	*	*	*	19	37	12	13	16	25
10:00	*	*	*	*	*	*	*	*	*	*	41	42	30	35	36	38
11:00	*	*	*	*	*	*	*	*	*	*	**62**	**54**	**72**	20	**67**	37
12:00 PM	*	*	*	*	*	*	*	*	*	*	50	77	41	44	46	60
01:00	*	*	*	*	*	*	*	*	*	*	69	77	55	61	62	69
02:00	*	*	*	*	*	*	*	*	*	*	**73**	84	**64**	51	68	68
03:00	*	*	*	*	*	*	*	*	*	*	69	**86**	46	66	58	76
04:00	*	*	*	*	*	*	*	*	*	*	63	71	54	**91**	58	**81**
05:00	*	*	*	*	*	*	*	*	*	*	71	58	53	60	62	59
06:00	*	*	*	*	*	*	*	*	**125**	97	62	72	52	62	**80**	77
07:00	*	*	*	*	*	*	*	*	110	**105**	64	71	58	56	77	77
08:00	*	*	*	*	*	*	*	*	83	96	61	54	39	45	61	65
09:00	*	*	*	*	*	*	*	*	66	76	54	50	55	50	58	59
10:00	*	*	*	*	*	*	*	*	44	38	42	38	36	44	41	40
11:00	*	*	*	*	*	*	*	*	44	53	36	29	20	26	33	36
Lane	0	0	0	0	0	0	0	0	472	465	941	1041	784	860	924	1007
Day	0		0		0		0		937		1982		1644		1931	
AM Peak											11:00	11:00	11:00	00:00	11:00	00:00
Vol.											62	54	72	40	67	45
PM Peak									18:00	19:00	14:00	15:00	14:00	16:00	18:00	16:00
Vol.									125	105	73	86	64	91	80	81

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
2nd ave
Middlefield rd and Park ave
Latitude: 0' 0.000 Undefined

Start	15-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	20	15	25	18	25	28	29	23	*	*	*	*	*	*	25	21
01:00	11	10	10	19	21	9	8	11	*	*	*	*	*	*	12	12
02:00	5	10	5	10	4	7	5	10	*	*	*	*	*	*	5	9
03:00	3	4	7	5	4	3	11	5	*	*	*	*	*	*	6	4
04:00	6	4	3	0	5	3	5	2	*	*	*	*	*	*	5	2
05:00	3	4	1	1	3	2	3	2	*	*	*	*	*	*	2	2
06:00	1	10	3	9	1	3	5	10	*	*	*	*	*	*	2	8
07:00	5	10	7	6	6	13	7	12	*	*	*	*	*	*	6	10
08:00	29	33	34	30	29	34	46	32	*	*	*	*	*	*	34	32
09:00	68	110	66	84	74	99	58	119	*	*	*	*	*	*	66	103
10:00	**109**	**122**	**102**	**122**	**90**	**145**	**98**	**127**	*	*	*	*	*	*	**100**	**129**
11:00	49	64	52	60	55	78	53	75	*	*	*	*	*	*	52	69
12:00 PM	42	82	58	75	55	78	59	82	*	*	*	*	*	*	54	79
01:00	51	68	36	81	51	67	64	55	*	*	*	*	*	*	50	68
02:00	88	89	58	83	64	78	71	78	*	*	*	*	*	*	70	82
03:00	72	71	59	74	77	77	**80**	**99**	*	*	*	*	*	*	72	80
04:00	85	78	88	97	67	90	58	75	*	*	*	*	*	*	74	85
05:00	72	**99**	**94**	90	75	62	*	*	*	*	*	*	*	*	80	84
06:00	84	91	86	97	96	88	*	*	*	*	*	*	*	*	89	92
07:00	**139**	97	80	95	**108**	**110**	*	*	*	*	*	*	*	*	**109**	**101**
08:00	70	90	66	**110**	71	88	*	*	*	*	*	*	*	*	69	96
09:00	63	49	44	69	78	53	*	*	*	*	*	*	*	*	62	57
10:00	54	43	33	38	49	44	*	*	*	*	*	*	*	*	45	42
11:00	47	32	33	46	49	33	*	*	*	*	*	*	*	*	43	37
Lane	1176	1285	1050	1319	1157	1292	660	817	0	0	0	0	0	0	1132	1304
Day	2461		2369		2449		1477		0		0		0		2436	
AM Peak	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00							10:00	10:00
Vol.	109	122	102	122	90	145	98	127							100	129
PM Peak	19:00	17:00	17:00	20:00	19:00	19:00	15:00	15:00							19:00	19:00
Vol.	139	99	94	110	108	110	80	99							109	101

Comb. Total	2461	2369	2449	1477	937	1982	1644	4367

ADT ADT 1,903 AADT 1,903

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 00000001
Station ID:

Latitude: 0' 0.000 South

Start	19-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	0	0	2	3	4	1	5	6	5	5	3	3
01:00	*	*	*	*	0	0	1	1	1	2	3	2	5	3	2	2
02:00	*	*	*	*	0	0	0	0	0	3	3	2	2	2	1	1
03:00	*	*	*	*	0	1	1	2	0	3	2	0	4	4	1	2
04:00	*	*	*	*	0	1	0	4	0	0	0	3	4	1	1	2
05:00	*	*	*	*	0	3	3	1	1	3	2	0	2	2	2	2
06:00	*	*	*	*	6	4	4	16	1	15	1	6	0	1	2	8
07:00	*	*	*	*	7	9	16	**25**	14	**35**	11	19	5	8	11	19
08:00	*	*	*	*	19	**33**	**20**	24	11	18	9	**22**	5	16	13	**23**
09:00	*	*	*	*	20	15	14	14	**21**	17	21	11	23	20	**20**	15
10:00	*	*	*	*	14	22	10	25	3	17	**24**	20	**25**	**30**	15	23
11:00	*	*	*	*	**21**	18	12	11	12	11	24	21	21	24	18	17
12:00 PM	*	*	12	11	23	18	16	25	21	14	21	20	**34**	20	21	18
01:00	*	*	12	13	25	16	24	16	14	12	32	21	21	19	21	16
02:00	*	*	19	13	23	18	27	16	17	14	18	20	21	21	21	17
03:00	*	*	33	**22**	42	25	29	20	33	27	31	23	23	**22**	32	23
04:00	*	*	34	14	36	34	24	21	35	15	26	37	15	12	28	22
05:00	*	*	**35**	21	**59**	**40**	31	30	35	28	**34**	28	17	18	**35**	28
06:00	*	*	26	10	38	33	**38**	**31**	**52**	**40**	33	**41**	24	19	35	**29**
07:00	*	*	6	7	33	14	24	22	31	24	34	27	17	21	24	19
08:00	*	*	6	1	19	13	18	21	32	21	18	24	17	20	18	17
09:00	*	*	7	4	16	13	17	11	17	17	15	21	11	8	14	12
10:00	*	*	0	3	15	9	7	5	14	10	15	16	6	9	10	9
11:00	*	*	0	0	5	8	1	4	8	10	10	11	9	4	6	6
Lane	0	0	190	119	421	347	339	348	377	357	392	401	316	309	354	333
Day	0		309		768		687		734		793		625		687	
AM Peak					11:00	08:00	08:00	07:00	09:00	07:00	10:00	08:00	10:00	10:00	09:00	08:00
Vol.					21	33	20	25	21	35	24	22	25	30	20	23
PM Peak			17:00	15:00	17:00	17:00	18:00	18:00	18:00	18:00	17:00	18:00	12:00	15:00	17:00	18:00
Vol.			35	22	59	40	38	31	52	40	34	41	34	22	35	29

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 00000001
Station ID:

Latitude: 0' 0.000 South

Start	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	2	0	0	**1**	*	*	*	*	*	*	*	*	*	*	1	0
01:00	3	1	*	*	*	*	*	*	*	*	*	*	*	*	3	1
02:00	1	2	*	*	*	*	*	*	*	*	*	*	*	*	1	2
03:00	1	2	*	*	*	*	*	*	*	*	*	*	*	*	1	2
04:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*	0	1
05:00	2	2	*	*	*	*	*	*	*	*	*	*	*	*	2	2
06:00	3	13	*	*	*	*	*	*	*	*	*	*	*	*	3	13
07:00	**18**	18	*	*	*	*	*	*	*	*	*	*	*	*	**18**	18
08:00	18	**33**	*	*	*	*	*	*	*	*	*	*	*	*	18	**33**
09:00	14	17	*	*	*	*	*	*	*	*	*	*	*	*	14	17
10:00	17	16	*	*	*	*	*	*	*	*	*	*	*	*	17	16
11:00	6	12	*	*	*	*	*	*	*	*	*	*	*	*	6	12
12:00 PM	16	22	*	*	*	*	*	*	*	*	*	*	*	*	16	22
01:00	15	11	*	*	*	*	*	*	*	*	*	*	*	*	15	11
02:00	17	17	*	*	*	*	*	*	*	*	*	*	*	*	17	17
03:00	27	38	*	*	*	*	*	*	*	*	*	*	*	*	27	38
04:00	43	21	*	*	*	*	*	*	*	*	*	*	*	*	43	21
05:00	**49**	28	*	*	*	*	*	*	*	*	*	*	*	*	**49**	28
06:00	32	**40**	*	*	*	*	*	*	*	*	*	*	*	*	32	**40**
07:00	25	19	*	*	*	*	*	*	*	*	*	*	*	*	25	19
08:00	22	11	*	*	*	*	*	*	*	*	*	*	*	*	22	11
09:00	14	10	*	*	*	*	*	*	*	*	*	*	*	*	14	10
10:00	16	7	*	*	*	*	*	*	*	*	*	*	*	*	16	7
11:00	5	4	*	*	*	*	*	*	*	*	*	*	*	*	5	4
Lane	366	345	0	1	0	0	0	0	0	0	0	0	0	0	365	345
Day	711		1		0		0		0		0		0		710	
AM Peak	07:00	08:00		00:00											07:00	08:00
Vol.	18	33		1											18	33
PM Peak	17:00	18:00													17:00	18:00
Vol.	49	40													49	40

Comb. Total	711	310	768	687	734	793	625	1397

ADT ADT 720 AADT 720

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
3rd ave
Spring st to Fair Oaks ave
Latitude: 0' 0.000 Undefined

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	4	4	2	2	3	3
01:00	*	*	*	*	*	*	*	*	*	*	6	3	1	2	4	2
02:00	*	*	*	*	*	*	*	*	*	*	0	3	1	2	0	2
03:00	*	*	*	*	*	*	*	*	*	*	1	0	3	1	2	0
04:00	*	*	*	*	*	*	*	*	*	*	1	2	1	3	1	2
05:00	*	*	*	*	*	*	*	*	*	*	0	3	1	2	0	2
06:00	*	*	*	*	*	*	*	*	*	*	3	14	1	2	2	8
07:00	*	*	*	*	*	*	*	*	*	*	11	9	5	5	8	7
08:00	*	*	*	*	*	*	*	*	*	*	19	7	6	**14**	12	10
09:00	*	*	*	*	*	*	*	*	*	*	**26**	8	9	14	**18**	11
10:00	*	*	*	*	*	*	*	*	*	*	16	15	**14**	9	15	12
11:00	*	*	*	*	*	*	*	*	*	*	12	**18**	12	11	12	**14**
12:00 PM	*	*	*	*	*	*	*	*	*	*	15	16	9	12	12	14
01:00	*	*	*	*	*	*	*	*	*	*	**23**	14	**15**	**18**	**19**	**16**
02:00	*	*	*	*	*	*	*	*	*	*	13	12	11	12	12	12
03:00	*	*	*	*	*	*	*	*	21	15	19	**17**	15	13	18	15
04:00	*	*	*	*	*	*	*	*	12	**19**	21	12	6	16	13	16
05:00	*	*	*	*	*	*	*	*	**28**	16	16	13	13	11	19	13
06:00	*	*	*	*	*	*	*	*	14	17	12	14	9	13	12	15
07:00	*	*	*	*	*	*	*	*	12	8	17	14	10	7	13	10
08:00	*	*	*	*	*	*	*	*	16	10	11	8	3	8	10	9
09:00	*	*	*	*	*	*	*	*	10	14	9	6	8	2	9	7
10:00	*	*	*	*	*	*	*	*	3	6	4	6	3	3	3	5
11:00	*	*	*	*	*	*	*	*	2	2	2	1	2	0	2	1
Lane	0	0	0	0	0	0	0	0	118	107	261	219	160	182	219	206
Day	0		0		0		0		225		480		342		425	
AM Peak											09:00	11:00	10:00	08:00	09:00	11:00
Vol.											26	18	14	14	18	14
PM Peak									17:00	16:00	13:00	15:00	13:00	13:00	13:00	13:00
Vol.									28	19	23	17	15	18	19	16

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
3rd ave
Spring st to Fair Oaks ave
Latitude: 0' 0.000 Undefined

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	1	1	1	0	0	0	1	*	*	*	*	*	*	0	1
01:00	1	0	0	0	0	1	0	0	*	*	*	*	*	*	0	0
02:00	0	1	1	1	0	0	0	0	*	*	*	*	*	*	0	0
03:00	0	1	0	0	0	2	0	0	*	*	*	*	*	*	0	1
04:00	1	9	2	5	0	6	0	11	*	*	*	*	*	*	1	8
05:00	2	10	2	9	0	12	0	7	*	*	*	*	*	*	1	10
06:00	11	**20**	8	**17**	0	24	0	**31**	*	*	*	*	*	*	5	**23**
07:00	12	16	8	12	0	28	0	21	*	*	*	*	*	*	5	19
08:00	4	12	8	7	0	17	0	21	*	*	*	*	*	*	3	14
09:00	9	7	6	9	0	26	0	13	*	*	*	*	*	*	4	14
10:00	**17**	9	5	11	0	**29**	0	22	*	*	*	*	*	*	6	18
11:00	17	12	**10**	13	0	24	0	24	*	*	*	*	*	*	**7**	18
12:00 PM	12	13	6	9	0	31	0	**18**	*	*	*	*	*	*	4	18
01:00	16	13	15	11	0	23	*	*	*	*	*	*	*	*	10	16
02:00	13	13	**21**	19	0	35	*	*	*	*	*	*	*	*	11	22
03:00	17	17	12	13	0	34	*	*	*	*	*	*	*	*	10	21
04:00	**31**	14	19	13	0	**39**	*	*	*	*	*	*	*	*	**17**	22
05:00	12	**20**	6	24	0	34	*	*	*	*	*	*	*	*	6	**26**
06:00	11	12	0	17	0	31	*	*	*	*	*	*	*	*	4	20
07:00	10	11	0	**25**	0	23	*	*	*	*	*	*	*	*	3	20
08:00	7	4	0	14	0	17	*	*	*	*	*	*	*	*	2	12
09:00	1	4	0	5	0	5	*	*	*	*	*	*	*	*	0	5
10:00	3	3	0	5	0	2	*	*	*	*	*	*	*	*	1	3
11:00	3	2	0	3	0	4	*	*	*	*	*	*	*	*	1	3
Lane	210	224	130	243	0	447	0	169	0	0	0	0	0	0	101	314
Day	434		373		447		169		0		0		0		415	
AM Peak	10:00	06:00	11:00	06:00		10:00		06:00							11:00	06:00
Vol.	17	20	10	17		29		31							7	23
PM Peak	16:00	17:00	14:00	19:00		16:00		12:00							16:00	17:00
Vol.	31	20	21	25		39		18							17	26

Comb. Total	434	373	447	169	225	480	342	840

ADT ADT 415 AADT 415

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 00000002
Station ID:

Latitude: 0' 0.000 South

Start	19-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	6	1	7	4	3	13	5	6
01:00	*	*	*	*	*	*	*	*	1	0	5	7	6	4	4	4
02:00	*	*	*	*	*	*	*	*	2	1	4	3	4	2	3	2
03:00	*	*	*	*	*	*	*	*	2	2	2	0	6	4	3	2
04:00	*	*	*	*	*	*	*	*	0	1	4	2	0	1	1	1
05:00	*	*	*	*	*	*	*	*	0	7	0	1	1	1	0	3
06:00	*	*	*	*	*	*	*	*	6	5	1	0	1	1	3	2
07:00	*	*	*	*	*	*	*	*	13	**26**	4	16	7	8	8	17
08:00	*	*	*	*	*	*	*	*	**18**	22	**15**	**21**	8	12	14	**18**
09:00	*	*	*	*	*	*	*	*	14	19	8	17	9	12	10	16
10:00	*	*	*	*	*	*	*	*	13	17	13	17	18	**17**	15	17
11:00	*	*	*	*	*	*	**16**	**10**	12	13	13	14	**22**	16	**16**	13
12:00 PM	*	*	*	*	*	*	18	12	19	17	18	24	16	**22**	18	19
01:00	*	*	*	*	*	*	13	11	15	19	12	20	11	20	13	18
02:00	*	*	*	*	*	*	10	11	20	20	15	17	15	22	15	18
03:00	*	*	*	*	*	*	30	17	27	17	16	20	17	19	22	18
04:00	*	*	*	*	*	*	31	23	**30**	18	**38**	17	22	16	**30**	18
05:00	*	*	*	*	*	*	**32**	**32**	22	20	30	24	15	11	25	22
06:00	*	*	*	*	*	*	29	28	28	**27**	25	23	15	11	24	22
07:00	*	*	*	*	*	*	21	24	30	25	19	**35**	**23**	12	23	**24**
08:00	*	*	*	*	*	*	15	12	18	11	19	11	18	21	18	14
09:00	*	*	*	*	*	*	12	15	14	23	17	13	17	19	15	18
10:00	*	*	*	*	*	*	5	8	13	7	14	9	8	9	10	8
11:00	*	*	*	*	*	*	5	4	8	6	11	3	2	9	6	6
Lane	0	0	0	0	0	0	237	207	331	324	310	318	264	282	301	306
Day	0		0		0		444		655		628		546		607	
AM Peak							11:00	11:00	08:00	07:00	08:00	08:00	11:00	10:00	11:00	08:00
Vol.							16	10	18	26	15	21	22	17	16	18
PM Peak							17:00	17:00	16:00	18:00	16:00	19:00	19:00	12:00	16:00	19:00
Vol.							32	32	30	27	38	35	23	22	30	24

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 00000002
Station ID:

Latitude: 0' 0.000 South

Start	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	3	2	2	0	1	1	0	1	*	*	*	*	*	*	2	1
01:00	1	1	2	0	2	3	1	1	*	*	*	*	*	*	2	1
02:00	1	3	0	0	1	0	1	0	*	*	*	*	*	*	1	1
03:00	1	2	1	2	0	3	0	0	*	*	*	*	*	*	0	2
04:00	0	0	1	0	2	2	6	4	*	*	*	*	*	*	2	2
05:00	1	6	0	8	2	7	1	10	*	*	*	*	*	*	1	8
06:00	5	12	4	8	6	11	6	12	*	*	*	*	*	*	5	11
07:00	7	**27**	8	**25**	13	23	12	**25**	*	*	*	*	*	*	10	**25**
08:00	17	17	**17**	19	14	**24**	**17**	22	*	*	*	*	*	*	**16**	20
09:00	10	13	10	6	7	10	6	18	*	*	*	*	*	*	8	12
10:00	14	7	14	10	13	12	12	16	*	*	*	*	*	*	13	11
11:00	**20**	18	3	15	**19**	17	*	*	*	*	*	*	*	*	14	17
12:00 PM	13	22	18	15	21	14	*	*	*	*	*	*	*	*	17	17
01:00	15	17	11	18	26	14	*	*	*	*	*	*	*	*	17	16
02:00	18	16	17	21	12	20	*	*	*	*	*	*	*	*	16	19
03:00	26	20	24	13	**30**	18	*	*	*	*	*	*	*	*	27	17
04:00	**36**	17	**27**	15	28	25	*	*	*	*	*	*	*	*	**30**	19
05:00	31	**30**	26	**23**	29	24	*	*	*	*	*	*	*	*	29	**26**
06:00	29	24	22	20	28	**32**	*	*	*	*	*	*	*	*	26	25
07:00	22	18	16	23	17	22	*	*	*	*	*	*	*	*	18	21
08:00	20	16	18	14	17	14	*	*	*	*	*	*	*	*	18	15
09:00	15	10	13	6	17	12	*	*	*	*	*	*	*	*	15	9
10:00	6	12	5	6	4	4	*	*	*	*	*	*	*	*	5	7
11:00	6	1	3	2	7	2	*	*	*	*	*	*	*	*	5	2
Lane	317	311	262	269	316	314	62	109	0	0	0	0	0	0	297	304
Day	628		531		630		171		0		0		0		601	
AM Peak	11:00	07:00	08:00	07:00	11:00	08:00	08:00	07:00							08:00	07:00
Vol.	20	27	17	25	19	24	17	25							16	25
PM Peak	16:00	17:00	16:00	17:00	15:00	18:00									16:00	17:00
Vol.	36	30	27	23	30	32									30	26

Comb. Total	628		531		630		615		655		628		546		1208	

ADT ADT 603 AADT 603

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
4th ave
Fair oaks av to end of rd
Latitude: 0' 0.000 Undefined

Start	15-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	0	1	2	0	1
01:00	*	*	*	*	*	*	*	*	*	*	0	0	1	1	0	0
02:00	*	*	*	*	*	*	*	*	*	*	0	0	2	2	1	1
03:00	*	*	*	*	*	*	*	*	*	*	1	0	0	1	0	0
04:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	5	2	2	1	4	2
06:00	*	*	*	*	*	*	*	*	*	*	2	3	3	3	2	3
07:00	*	*	*	*	*	*	*	*	*	*	6	6	4	0	5	3
08:00	*	*	*	*	*	*	*	*	*	*	3	3	8	6	6	4
09:00	*	*	*	*	*	*	*	*	*	*	**12**	**13**	**10**	7	**11**	**10**
10:00	*	*	*	*	*	*	*	*	6	3	10	2	7	**8**	8	4
11:00	*	*	*	*	*	*	*	*	**7**	**9**	9	9	3	8	6	9
12:00 PM	*	*	*	*	*	*	*	*	5	6	6	6	9	7	7	6
01:00	*	*	*	*	*	*	*	*	6	**10**	3	8	9	6	6	8
02:00	*	*	*	*	*	*	*	*	4	8	7	10	5	**9**	5	**9**
03:00	*	*	*	*	*	*	*	*	6	8	**8**	4	8	7	7	6
04:00	*	*	*	*	*	*	*	*	**9**	4	8	**11**	2	4	6	6
05:00	*	*	*	*	*	*	*	*	9	9	5	3	0	0	5	4
06:00	*	*	*	*	*	*	*	*	6	9	5	4	0	0	4	4
07:00	*	*	*	*	*	*	*	*	5	8	6	11	**13**	9	**8**	9
08:00	*	*	*	*	*	*	*	*	2	5	5	8	6	5	4	6
09:00	*	*	*	*	*	*	*	*	2	8	6	4	2	4	3	5
10:00	*	*	*	*	*	*	*	*	1	3	0	0	0	2	0	2
11:00	*	*	*	*	*	*	*	*	4	3	0	3	0	2	1	3
Lane	0	0	0	0	0	0	0	0	72	93	107	110	95	94	99	105
Day	0		0		0		0		165		217		189		204	
AM Peak									11:00	11:00	09:00	09:00	09:00	10:00	09:00	09:00
Vol.									7	9	12	13	10	8	11	10
PM Peak									16:00	13:00	15:00	16:00	19:00	14:00	19:00	14:00
Vol.									9	10	8	11	13	9	8	9

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
4th ave
Fair oaks av to end of rd
Latitude: 0' 0.000 Undefined

Start	22-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	1	2	0	0	0	0	0	0	0	1	*	*	*	*	0	1
01:00	1	1	0	0	0	1	0	0	0	0	*	*	*	*	0	0
02:00	0	0	1	0	1	1	0	0	0	0	*	*	*	*	0	0
03:00	0	0	1	0	1	1	0	1	0	0	*	*	*	*	0	0
04:00	1	1	2	1	1	1	0	0	0	0	*	*	*	*	1	1
05:00	5	4	9	3	7	4	**8**	**6**	7	**5**	*	*	*	*	7	4
06:00	7	2	6	4	10	3	5	3	8	2	*	*	*	*	7	3
07:00	**12**	2	**11**	3	**12**	2	8	1	**9**	3	*	*	*	*	**10**	2
08:00	3	6	3	4	7	**8**	4	4	4	0	*	*	*	*	4	4
09:00	6	5	8	**13**	9	6	5	4	*	*	*	*	*	*	7	**7**
10:00	11	**10**	7	5	8	7	6	4	*	*	*	*	*	*	8	6
11:00	8	3	5	7	9	5	3	2	*	*	*	*	*	*	6	4
12:00 PM	5	**12**	9	5	6	5	**11**	9	*	*	*	*	*	*	8	8
01:00	1	3	4	7	5	6	5	9	*	*	*	*	*	*	4	6
02:00	5	10	7	7	5	7	3	6	*	*	*	*	*	*	5	8
03:00	**11**	8	8	**14**	**11**	**12**	7	9	*	*	*	*	*	*	**9**	**11**
04:00	6	6	6	8	4	8	6	**15**	*	*	*	*	*	*	6	9
05:00	6	12	6	8	3	5	5	7	*	*	*	*	*	*	5	8
06:00	9	5	**12**	8	8	11	7	7	*	*	*	*	*	*	9	8
07:00	5	6	1	4	6	9	10	10	*	*	*	*	*	*	6	7
08:00	3	10	2	6	5	7	3	10	*	*	*	*	*	*	3	8
09:00	1	2	5	5	4	3	4	9	*	*	*	*	*	*	4	5
10:00	2	2	3	7	2	6	2	3	*	*	*	*	*	*	2	4
11:00	1	2	2	2	0	1	1	0	*	*	*	*	*	*	1	1
Lane	110	114	118	121	124	119	103	119	28	11	0	0	0	0	112	115
Day	224		239		243		222		39		0		0		227	
AM Peak	07:00	10:00	07:00	09:00	07:00	08:00	05:00	05:00	07:00	05:00					07:00	09:00
Vol.	12	10	11	13	12	8	8	6	9	5					10	7
PM Peak	15:00	12:00	18:00	15:00	15:00	15:00	12:00	16:00							15:00	15:00
Vol.	11	12	12	14	11	12	11	15							9	11

Comb. Total	224	239	243	222	204	217	189	431

ADT ADT 222 AADT 222

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
5th ave
Fair Oaks av to Sprng st
Latitude: 0' 0.000 Undefined

Start	24-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	46	51	41	54	44	52
01:00	*	*	*	*	*	*	*	*	*	*	59	37	43	51	51	44
02:00	*	*	*	*	*	*	*	*	*	*	15	30	24	33	20	32
03:00	*	*	*	*	*	*	*	*	*	*	20	18	21	18	20	18
04:00	*	*	*	*	*	*	*	*	*	*	19	22	10	14	14	18
05:00	*	*	*	*	*	*	*	*	*	*	40	32	19	25	30	28
06:00	*	*	*	*	*	*	*	*	*	*	124	153	64	92	94	122
07:00	*	*	*	*	*	*	*	*	*	*	170	235	111	149	140	192
08:00	*	*	*	*	*	*	*	*	*	*	254	255	170	179	212	217
09:00	*	*	*	*	*	*	*	*	*	*	283	297	**277**	250	280	274
10:00	*	*	*	*	*	*	*	*	*	*	305	329	252	**296**	278	312
11:00	*	*	*	*	*	*	*	*	*	*	**349**	**356**	276	282	**312**	**319**
12:00 PM	*	*	*	*	*	*	*	*	*	*	330	**333**	**308**	294	**319**	314
01:00	*	*	*	*	*	*	*	*	*	*	**331**	326	304	280	318	303
02:00	*	*	*	*	*	*	*	*	370	392	295	325	246	288	304	335
03:00	*	*	*	*	*	*	*	*	399	390	307	310	251	274	319	325
04:00	*	*	*	*	*	*	*	*	404	**465**	261	310	277	256	314	**344**
05:00	*	*	*	*	*	*	*	*	**425**	445	253	296	223	286	300	342
06:00	*	*	*	*	*	*	*	*	344	411	256	294	237	**297**	279	334
07:00	*	*	*	*	*	*	*	*	297	318	250	278	255	262	267	286
08:00	*	*	*	*	*	*	*	*	279	248	238	230	199	214	239	231
09:00	*	*	*	*	*	*	*	*	194	176	196	177	127	140	172	164
10:00	*	*	*	*	*	*	*	*	132	145	133	140	70	74	112	120
11:00	*	*	*	*	*	*	*	*	67	78	77	74	38	40	61	64
Lane	0	0	0	0	0	0	0	0	2911	3068	4611	4908	3843	4148	4499	4790
Day	0		0		0		0		5979		9519		7991		9289	
AM Peak											11:00	11:00	09:00	10:00	11:00	11:00
Vol.											349	356	277	296	312	319
PM Peak									17:00	16:00	13:00	12:00	12:00	18:00	12:00	16:00
Vol.									425	465	331	333	308	297	319	344

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
5th ave
Fair Oaks av to Sprng st
Latitude: 0' 0.000 Undefined

Start	31-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	16	18	19	19	21	18	19	24	*	*	*	*	*	*	19	20
01:00	28	15	14	9	17	16	12	3	*	*	*	*	*	*	18	11
02:00	6	9	4	13	12	13	7	5	*	*	*	*	*	*	7	10
03:00	20	16	14	12	11	13	14	11	*	*	*	*	*	*	15	13
04:00	32	30	39	24	34	22	32	27	*	*	*	*	*	*	34	26
05:00	78	75	90	71	88	86	89	89	*	*	*	*	*	*	86	80
06:00	217	247	207	272	206	**311**	229	276	*	*	*	*	*	*	215	276
07:00	**357**	**461**	**333**	**469**	**439**	304	**341**	**483**	*	*	*	*	*	*	**368**	**429**
08:00	259	330	266	323	258	300	247	289	*	*	*	*	*	*	258	310
09:00	227	250	202	245	213	240	223	231	*	*	*	*	*	*	216	242
10:00	232	278	259	260	248	264	227	266	*	*	*	*	*	*	242	267
11:00	308	299	288	305	281	266	265	285	*	*	*	*	*	*	286	289
12:00 PM	330	290	260	322	279	282	**313**	**321**	*	*	*	*	*	*	296	304
01:00	318	315	308	314	285	283	133	149	*	*	*	*	*	*	261	265
02:00	363	378	373	386	370	375	*	*	*	*	*	*	*	*	369	380
03:00	**418**	426	361	384	402	431	*	*	*	*	*	*	*	*	394	414
04:00	418	**443**	**441**	**461**	**407**	476	*	*	*	*	*	*	*	*	**422**	**460**
05:00	344	399	375	413	365	**489**	*	*	*	*	*	*	*	*	361	434
06:00	329	332	370	331	295	358	*	*	*	*	*	*	*	*	331	340
07:00	248	285	281	300	245	267	*	*	*	*	*	*	*	*	258	284
08:00	214	188	218	210	235	215	*	*	*	*	*	*	*	*	222	204
09:00	118	122	144	139	158	135	*	*	*	*	*	*	*	*	140	132
10:00	68	71	62	52	72	75	*	*	*	*	*	*	*	*	67	66
11:00	31	21	39	43	40	48	*	*	*	*	*	*	*	*	37	37
Lane	4979	5298	4967	5377	4981	5287	2151	2459	0	0	0	0	0	0	4922	5293
Day	10277		10344		10268		4610		0		0		0		10215	
AM Peak	07:00	07:00	07:00	07:00	07:00	06:00	07:00	07:00							07:00	07:00
Vol.	357	461	333	469	439	311	341	483							368	429
PM Peak	15:00	16:00	16:00	16:00	16:00	17:00	12:00	12:00							16:00	16:00
Vol.	418	443	441	461	407	489	313	321							422	460

Comb. Total	10277	10344	10268	4610	5979	9519	7991	19504

ADT ADT 9,680 AADT 9,680

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
5th ave
Middlefield road to Park avenue
Latitude: 0' 0.000 Undefined

Start	08-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	125	135	115	111	120	123
01:00	*	*	*	*	*	*	*	*	*	*	85	72	78	75	82	74
02:00	*	*	*	*	*	*	*	*	*	*	58	52	66	50	62	51
03:00	*	*	*	*	*	*	*	*	*	*	40	30	75	0	58	15
04:00	*	*	*	*	*	*	*	*	*	*	18	15	49	2	34	8
05:00	*	*	*	*	*	*	*	*	*	*	8	11	13	5	10	8
06:00	*	*	*	*	*	*	*	*	*	*	8	12	6	7	7	10
07:00	*	*	*	*	*	*	*	*	*	*	24	28	10	18	17	23
08:00	*	*	*	*	*	*	*	*	*	*	37	48	23	26	30	37
09:00	*	*	*	*	*	*	*	*	*	*	75	134	50	113	62	124
10:00	*	*	*	*	*	*	*	*	*	*	146	199	94	137	120	168
11:00	*	*	*	*	*	*	*	*	*	*	**181**	**265**	**179**	**235**	**180**	**250**
12:00 PM	*	*	*	*	*	*	*	*	*	*	216	286	215	271	216	278
01:00	*	*	*	*	*	*	*	*	*	*	258	**374**	216	267	237	320
02:00	*	*	*	*	*	*	*	*	*	*	360	218	258	322	309	270
03:00	*	*	*	*	*	*	*	*	279	315	**452**	105	250	360	**327**	260
04:00	*	*	*	*	*	*	*	*	251	395	280	339	**298**	309	276	348
05:00	*	*	*	*	*	*	*	*	283	394	278	312	226	**397**	262	368
06:00	*	*	*	*	*	*	*	*	294	**442**	255	329	262	348	270	**373**
07:00	*	*	*	*	*	*	*	*	**372**	350	279	335	269	307	307	331
08:00	*	*	*	*	*	*	*	*	367	292	197	242	257	265	274	266
09:00	*	*	*	*	*	*	*	*	246	311	210	222	179	191	212	241
10:00	*	*	*	*	*	*	*	*	243	236	176	151	151	150	190	179
11:00	*	*	*	*	*	*	*	*	240	163	147	132	123	125	170	140
Lane	0	0	0	0	0	0	0	0	2575	2898	3913	4046	3462	4091	3832	4265
Day	0		0		0		0		5473		7959		7553		8097	
AM Peak											11:00	11:00	11:00	11:00	11:00	11:00
Vol.											181	265	179	235	180	250
PM Peak									19:00	18:00	15:00	13:00	16:00	17:00	15:00	18:00
Vol.									372	442	452	374	298	397	327	373

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
5th ave
Middlefield road to Park avenue
Latitude: 0' 0.000 Undefined

Start	15-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	89	83	80	77	63	54	*	*	*	*	*	*	*	*	77	71
01:00	38	43	27	34	42	38	*	*	*	*	*	*	*	*	36	38
02:00	19	23	26	13	18	19	*	*	*	*	*	*	*	*	21	18
03:00	14	6	16	11	14	6	*	*	*	*	*	*	*	*	15	8
04:00	10	19	5	3	7	6	*	*	*	*	*	*	*	*	7	9
05:00	10	16	5	9	8	5	*	*	*	*	*	*	*	*	8	10
06:00	5	14	5	7	3	13	*	*	*	*	*	*	*	*	4	11
07:00	33	46	26	41	24	36	*	*	*	*	*	*	*	*	28	41
08:00	75	141	60	101	69	109	*	*	*	*	*	*	*	*	68	117
09:00	259	**397**	196	298	194	340	*	*	*	*	*	*	*	*	216	345
10:00	**285**	397	**315**	**337**	**269**	**348**	*	*	*	*	*	*	*	*	**290**	**361**
11:00	216	305	185	263	173	234	*	*	*	*	*	*	*	*	191	267
12:00 PM	248	335	194	237	**148**	**235**	*	*	*	*	*	*	*	*	197	269
01:00	251	388	221	293	*	*	*	*	*	*	*	*	*	*	236	340
02:00	296	**451**	223	329	*	*	*	*	*	*	*	*	*	*	260	390
03:00	291	373	256	287	*	*	*	*	*	*	*	*	*	*	274	330
04:00	325	435	272	358	*	*	*	*	*	*	*	*	*	*	298	396
05:00	**334**	390	**348**	372	*	*	*	*	*	*	*	*	*	*	**341**	381
06:00	297	425	299	**376**	*	*	*	*	*	*	*	*	*	*	298	**400**
07:00	261	271	269	255	*	*	*	*	*	*	*	*	*	*	265	263
08:00	261	306	300	300	*	*	*	*	*	*	*	*	*	*	280	303
09:00	222	228	202	223	*	*	*	*	*	*	*	*	*	*	212	226
10:00	175	174	163	155	*	*	*	*	*	*	*	*	*	*	169	164
11:00	124	104	128	121	*	*	*	*	*	*	*	*	*	*	126	112
Lane	4138	5370	3821	4500	1032	1443	0	0	0	0	0	0	0	0	3917	4870
Day	9508		8321		2475		0		0		0		0		8787	
AM Peak	10:00	09:00	10:00	10:00	10:00	10:00									10:00	10:00
Vol.	285	397	315	337	269	348									290	361
PM Peak	17:00	14:00	17:00	18:00	12:00	12:00									17:00	18:00
Vol.	334	451	348	376	148	235									341	400

Comb. Total	9508	8321	2475	0	5473	7959	7553	16884

ADT ADT 6,882 AADT 6,882

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
5th ave
Middlefield to Semicircle
Latitude: 0' 0.000 Undefined

Start	08-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	198	167	175	142	186	154
01:00	*	*	*	*	*	*	*	*	*	*	139	102	118	85	128	94
02:00	*	*	*	*	*	*	*	*	*	*	107	90	96	88	102	89
03:00	*	*	*	*	*	*	*	*	*	*	64	60	57	52	60	56
04:00	*	*	*	*	*	*	*	*	*	*	55	43	40	31	48	37
05:00	*	*	*	*	*	*	*	*	*	*	22	11	17	16	20	14
06:00	*	*	*	*	*	*	*	*	*	*	33	10	23	9	28	10
07:00	*	*	*	*	*	*	*	*	*	*	57	28	36	16	46	22
08:00	*	*	*	*	*	*	*	*	*	*	84	33	54	21	69	27
09:00	*	*	*	*	*	*	*	*	*	*	257	104	134	63	196	84
10:00	*	*	*	*	*	*	*	*	*	*	374	180	230	120	302	150
11:00	*	*	*	*	*	*	*	*	*	*	**439**	**207**	**323**	**190**	**381**	**198**
12:00 PM	*	*	*	*	*	*	*	*	*	*	477	286	388	256	432	271
01:00	*	*	*	*	*	*	*	*	*	*	551	272	415	250	483	261
02:00	*	*	*	*	*	*	*	*	*	*	610	257	456	254	533	256
03:00	*	*	*	*	*	*	*	*	486	268	608	280	535	274	543	274
04:00	*	*	*	*	*	*	*	*	599	271	554	290	**553**	**308**	569	**290**
05:00	*	*	*	*	*	*	*	*	626	**303**	**626**	**294**	533	262	595	286
06:00	*	*	*	*	*	*	*	*	748	283	592	278	535	288	**625**	283
07:00	*	*	*	*	*	*	*	*	**755**	269	570	285	441	281	589	278
08:00	*	*	*	*	*	*	*	*	581	289	442	250	358	266	460	268
09:00	*	*	*	*	*	*	*	*	458	280	378	243	261	234	366	252
10:00	*	*	*	*	*	*	*	*	361	257	234	195	198	161	264	204
11:00	*	*	*	*	*	*	*	*	259	229	202	185	140	149	200	188
Lane	0	0	0	0	0	0	0	0	4873	2449	7673	4150	6116	3816	7225	4046
Day	0		0		0		0		7322		11823		9932		11271	
AM Peak											11:00	11:00	11:00	11:00	11:00	11:00
Vol.											439	207	323	190	381	198
PM Peak									19:00	17:00	17:00	17:00	16:00	16:00	18:00	16:00
Vol.									755	303	626	294	553	308	625	290

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
5th ave
Middlefield to Semicircle
Latitude: 0' 0.000 Undefined

Start	15-Dec-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	130	122	141	131	106	106	137	109	*	*	*	*	*	*	128	117
01:00	68	48	71	48	62	62	72	63	*	*	*	*	*	*	68	55
02:00	22	26	37	32	35	24	58	47	*	*	*	*	*	*	38	32
03:00	22	25	15	28	12	22	27	34	*	*	*	*	*	*	19	27
04:00	19	19	4	13	9	14	19	15	*	*	*	*	*	*	13	15
05:00	6	18	17	6	9	5	12	9	*	*	*	*	*	*	11	10
06:00	1	17	24	8	27	5	23	9	*	*	*	*	*	*	19	10
07:00	48	56	95	32	81	32	91	28	*	*	*	*	*	*	79	37
08:00	186	63	192	76	152	72	193	81	*	*	*	*	*	*	181	73
09:00	632	206	581	197	**686**	197	696	178	*	*	*	*	*	*	649	194
10:00	**634**	**284**	**649**	**317**	673	**280**	**718**	**266**	*	*	*	*	*	*	**668**	**287**
11:00	395	263	486	264	434	250	465	231	*	*	*	*	*	*	445	252
12:00 PM	439	285	429	274	449	253	390	292	*	*	*	*	*	*	427	276
01:00	482	287	459	305	452	247	478	286	*	*	*	*	*	*	468	281
02:00	535	290	593	259	555	266	**521**	**300**	*	*	*	*	*	*	551	279
03:00	516	294	534	286	515	281	499	244	*	*	*	*	*	*	516	276
04:00	**670**	298	**689**	323	638	288	*	*	*	*	*	*	*	*	**666**	303
05:00	603	**340**	684	356	607	327	*	*	*	*	*	*	*	*	631	**341**
06:00	645	332	610	326	652	**351**	*	*	*	*	*	*	*	*	636	336
07:00	594	330	459	**381**	**721**	278	*	*	*	*	*	*	*	*	591	330
08:00	511	290	431	299	576	298	*	*	*	*	*	*	*	*	506	296
09:00	354	279	361	213	488	246	*	*	*	*	*	*	*	*	401	246
10:00	290	217	297	200	288	235	*	*	*	*	*	*	*	*	292	217
11:00	174	171	193	166	275	194	*	*	*	*	*	*	*	*	214	177
Lane	7976	4560	8051	4540	8502	4333	4399	2192	0	0	0	0	0	0	8217	4467
Day	12536		12591		12835		6591		0		0		0		12684	
AM Peak	10:00	10:00	10:00	10:00	09:00	10:00	10:00	10:00							10:00	10:00
Vol.	634	284	649	317	686	280	718	266							668	287
PM Peak	16:00	17:00	16:00	19:00	19:00	18:00	14:00	14:00							16:00	17:00
Vol.	670	340	689	381	721	351	521	300							666	341

Comb. Total	12536	12591	12835	6591	7322	11823	9932	23955

ADT ADT 10,519 AADT 10,519

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
6th avenue
Middlefield road to Park ave
Latitude: 0' 0.000 Undefined

Start	29-Oct-07		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction	Direction
12:00 AM	*	*	*	*	*	*	*	*	*	*	5	5	4	4	4	4
01:00	*	*	*	*	*	*	*	*	*	*	0	2	4	6	2	4
02:00	*	*	*	*	*	*	*	*	*	*	4	0	1	3	2	2
03:00	*	*	*	*	*	*	*	*	*	*	2	3	1	5	2	4
04:00	*	*	*	*	*	*	*	*	*	*	1	2	3	0	2	1
05:00	*	*	*	*	*	*	*	*	*	*	3	1	0	2	2	2
06:00	*	*	*	*	*	*	*	*	*	*	4	2	9	1	6	2
07:00	*	*	*	*	*	*	*	*	*	*	13	9	4	6	8	8
08:00	*	*	*	*	*	*	*	*	*	*	22	16	6	4	14	10
09:00	*	*	*	*	*	*	*	*	*	*	20	23	13	16	16	20
10:00	*	*	*	*	*	*	*	*	*	*	**33**	**31**	**32**	**27**	**32**	**29**
11:00	*	*	*	*	*	*	*	*	*	*	25	31	19	23	22	27
12:00 PM	*	*	*	*	*	*	*	*	*	*	25	40	21	25	23	32
01:00	*	*	*	*	*	*	*	*	*	*	**28**	31	25	30	26	30
02:00	*	*	*	*	*	*	*	*	*	*	25	**48**	25	33	25	40
03:00	*	*	*	*	*	*	*	*	*	*	28	39	25	31	26	35
04:00	*	*	*	*	*	*	*	*	34	78	24	32	19	**36**	26	**49**
05:00	*	*	*	*	*	*	*	*	54	83	23	29	**30**	17	**36**	43
06:00	*	*	*	*	*	*	*	*	**58**	**90**	26	27	25	27	36	48
07:00	*	*	*	*	*	*	*	*	23	36	21	36	19	34	21	35
08:00	*	*	*	*	*	*	*	*	20	43	15	14	9	18	15	25
09:00	*	*	*	*	*	*	*	*	22	22	10	14	2	20	11	19
10:00	*	*	*	*	*	*	*	*	6	8	14	13	9	16	10	12
11:00	*	*	*	*	*	*	*	*	9	8	4	8	12	9	8	8
Lane	0	0	0	0	0	0	0	0	226	368	375	456	317	393	375	489
Day	0		0		0		0		594		831		710		864	
AM Peak											10:00	10:00	10:00	10:00	10:00	10:00
Vol.											33	31	32	27	32	29
PM Peak									18:00	18:00	13:00	14:00	17:00	16:00	17:00	16:00
Vol.									58	90	28	48	30	36	36	49

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
6th avenue
Middlefield road to Park ave
Latitude: 0' 0.000 Undefined

Start Time	05-Nov-07 Direction		Tue Direction		Wed Direction		Thu Direction		Fri Direction		Sat Direction		Sun Direction		Week Average Direction	
12:00 AM	2	6	2	7	2	3	11	0	*	*	*	*	*	*	4	4
01:00	1	0	1	2	3	1	2	0	*	*	*	*	*	*	2	1
02:00	2	1	4	1	0	3	0	0	*	*	*	*	*	*	2	1
03:00	0	2	0	1	0	1	2	0	*	*	*	*	*	*	0	1
04:00	0	0	0	0	0	0	1	0	*	*	*	*	*	*	0	0
05:00	0	0	0	1	1	0	0	0	*	*	*	*	*	*	0	0
06:00	3	1	4	1	5	0	5	0	*	*	*	*	*	*	4	0
07:00	13	9	6	6	11	6	16	0	*	*	*	*	*	*	12	5
08:00	55	15	62	12	48	11	55	25	*	*	*	*	*	*	55	16
09:00	**58**	**64**	**85**	**51**	**91**	**47**	**79**	**46**	*	*	*	*	*	*	**78**	**52**
10:00	36	40	31	34	28	29	22	29	*	*	*	*	*	*	29	33
11:00	13	22	15	22	33	2	22	24	*	*	*	*	*	*	21	18
12:00 PM	28	31	28	29	48	0	**18**	25	*	*	*	*	*	*	30	21
01:00	15	33	21	37	53	1	18	**37**	*	*	*	*	*	*	27	27
02:00	16	30	16	31	22	28	*	*	*	*	*	*	*	*	18	30
03:00	23	49	21	31	18	33	*	*	*	*	*	*	*	*	21	38
04:00	34	52	15	46	20	**47**	*	*	*	*	*	*	*	*	23	48
05:00	54	59	50	**65**	84	4	*	*	*	*	*	*	*	*	63	43
06:00	**75**	**77**	**61**	63	**93**	25	*	*	*	*	*	*	*	*	**76**	**55**
07:00	60	62	48	49	83	0	*	*	*	*	*	*	*	*	64	37
08:00	23	29	21	26	47	0	*	*	*	*	*	*	*	*	30	18
09:00	14	19	17	26	27	0	*	*	*	*	*	*	*	*	19	15
10:00	7	15	13	16	24	0	*	*	*	*	*	*	*	*	15	10
11:00	4	8	4	5	10	0	*	*	*	*	*	*	*	*	6	4
Lane	536	624	525	562	751	241	251	186	0	0	0	0	0	0	599	477
Day	1160		1087		992		437		0		0		0		1076	
AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00							09:00	09:00
Vol.	58	64	85	51	91	47	79	46							78	52
PM Peak	18:00	18:00	18:00	17:00	18:00	16:00	12:00	13:00							18:00	18:00
Vol.	75	77	61	65	93	47	18	37							76	55

Comb. Total	1160	1087	992	437	594	831	710	1940
ADT	ADT 982	AADT 982						

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
7th av
Spring st to Fair Oaks av
Latitude: 0' 0.000 Undefined

Start	19-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	1	2	1	1	1
01:00	*	*	*	*	*	*	*	*	*	*	1	2	1	1	1	2
02:00	*	*	*	*	*	*	*	*	*	*	1	2	0	2	0	2
03:00	*	*	*	*	*	*	*	*	*	*	0	1	1	1	0	1
04:00	*	*	*	*	*	*	*	*	*	*	0	3	0	1	0	2
05:00	*	*	*	*	*	*	*	*	*	*	0	0	2	0	1	0
06:00	*	*	*	*	*	*	*	*	*	*	0	4	0	3	0	4
07:00	*	*	*	*	*	*	*	*	*	*	5	2	2	4	4	3
08:00	*	*	*	*	*	*	*	*	*	*	9	0	7	3	8	2
09:00	*	*	*	*	*	*	*	*	*	*	8	4	6	3	7	4
10:00	*	*	*	*	*	*	*	*	*	*	**15**	**7**	**9**	3	**12**	5
11:00	*	*	*	*	*	*	*	*	**7**	**8**	12	6	8	**5**	9	**6**
12:00 PM	*	*	*	*	*	*	*	*	6	6	6	9	5	**9**	6	8
01:00	*	*	*	*	*	*	*	*	7	6	9	5	7	5	8	5
02:00	*	*	*	*	*	*	*	*	10	7	5	10	6	6	7	8
03:00	*	*	*	*	*	*	*	*	12	8	8	7	6	7	9	7
04:00	*	*	*	*	*	*	*	*	**16**	8	**10**	8	4	7	10	8
05:00	*	*	*	*	*	*	*	*	14	**12**	10	9	9	9	**11**	**10**
06:00	*	*	*	*	*	*	*	*	11	4	8	**14**	1	3	7	7
07:00	*	*	*	*	*	*	*	*	11	4	2	11	**12**	5	8	7
08:00	*	*	*	*	*	*	*	*	6	2	4	6	4	6	5	5
09:00	*	*	*	*	*	*	*	*	5	3	4	3	1	8	3	5
10:00	*	*	*	*	*	*	*	*	5	1	2	9	2	0	3	3
11:00	*	*	*	*	*	*	*	*	0	1	2	1	2	1	1	1
Lane	0	0	0	0	0	0	0	0	110	70	121	124	97	93	121	106
Day	0		0		0		0		180		245		190		227	
AM Peak									11:00	11:00	10:00	10:00	10:00	11:00	10:00	11:00
Vol.									7	8	15	7	9	5	12	6
PM Peak									16:00	17:00	16:00	18:00	19:00	12:00	17:00	17:00
Vol.									16	12	10	14	12	9	11	10

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
7th av
Spring st to Fair Oaks av
Latitude: 0' 0.000 Undefined

Start	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	3	1	1	0	1	0	1	*	*	*	*	*	*	0	2
01:00	0	1	0	1	0	1	2	0	*	*	*	*	*	*	0	1
02:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	0	0	0	0	1	1	0	0	*	*	*	*	*	*	0	0
04:00	1	2	1	1	0	1	1	1	*	*	*	*	*	*	1	1
05:00	1	1	4	2	1	0	1	1	*	*	*	*	*	*	2	1
06:00	5	**10**	6	**7**	7	8	9	**8**	*	*	*	*	*	*	7	**8**
07:00	**16**	5	**13**	5	5	**10**	**10**	6	*	*	*	*	*	*	**11**	6
08:00	4	4	10	4	**10**	5	10	6	*	*	*	*	*	*	8	5
09:00	13	5	7	3	6	9	10	7	*	*	*	*	*	*	9	6
10:00	5	5	5	6	8	3	5	3	*	*	*	*	*	*	6	4
11:00	6	6	7	4	3	4	9	6	*	*	*	*	*	*	6	5
12:00 PM	9	7	7	2	**14**	4	*	*	*	*	*	*	*	*	10	4
01:00	7	8	9	7	10	5	*	*	*	*	*	*	*	*	9	7
02:00	6	10	10	6	9	9	*	*	*	*	*	*	*	*	8	8
03:00	9	11	9	11	11	9	*	*	*	*	*	*	*	*	10	10
04:00	10	9	**12**	5	14	6	*	*	*	*	*	*	*	*	**12**	7
05:00	**16**	**13**	7	**13**	14	**12**	*	*	*	*	*	*	*	*	12	**13**
06:00	7	9	11	11	10	10	*	*	*	*	*	*	*	*	9	10
07:00	3	7	7	1	8	4	*	*	*	*	*	*	*	*	6	4
08:00	3	2	5	3	4	3	*	*	*	*	*	*	*	*	4	3
09:00	0	0	0	2	3	2	*	*	*	*	*	*	*	*	1	1
10:00	3	4	2	1	1	0	*	*	*	*	*	*	*	*	2	2
11:00	0	1	3	1	1	3	*	*	*	*	*	*	*	*	1	2
Lane	124	123	136	97	140	110	57	39	0	0	0	0	0	0	134	110
Day	247		233		250		96		0		0		0		244	
AM Peak	07:00	06:00	07:00	06:00	08:00	07:00	07:00	06:00							07:00	06:00
Vol.	16	10	13	7	10	10	10	8							11	8
PM Peak	17:00	17:00	16:00	17:00	12:00	17:00									16:00	17:00
Vol.	16	13	12	13	14	12									12	13

Comb. Total	247	233	250	96	180	245	190	471
ADT	ADT 233	AADT 233						

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 00000002
Station ID:

Latitude: 0' 0.000 South

Start	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	2	2	3	1	2
01:00	*	*	*	*	*	*	*	*	*	*	2	0	0	2	1	1
02:00	*	*	*	*	*	*	*	*	*	*	0	5	2	1	1	3
03:00	*	*	*	*	*	*	*	*	*	*	1	0	3	1	2	0
04:00	*	*	*	*	*	*	*	*	*	*	2	0	2	0	2	0
05:00	*	*	*	*	*	*	*	*	*	*	0	1	2	0	1	0
06:00	*	*	*	*	*	*	*	*	*	*	4	1	1	1	2	1
07:00	*	*	*	*	*	*	*	*	*	*	7	5	3	2	5	4
08:00	*	*	*	*	*	*	*	*	*	*	4	**7**	**5**	0	4	4
09:00	*	*	*	*	*	*	*	*	*	*	6	7	3	2	4	4
10:00	*	*	*	*	*	*	*	*	*	*	9	7	5	2	7	4
11:00	*	*	*	*	*	*	*	*	**9**	**11**	**11**	3	5	**5**	**8**	**6**
12:00 PM	*	*	*	*	*	*	*	*	4	5	8	11	5	7	6	8
01:00	*	*	*	*	*	*	*	*	6	9	11	9	4	7	7	8
02:00	*	*	*	*	*	*	*	*	9	8	6	6	**9**	2	8	5
03:00	*	*	*	*	*	*	*	*	**10**	**10**	12	5	6	**8**	9	8
04:00	*	*	*	*	*	*	*	*	8	5	**17**	9	3	8	9	7
05:00	*	*	*	*	*	*	*	*	10	8	14	**12**	6	6	**10**	**9**
06:00	*	*	*	*	*	*	*	*	10	9	10	11	6	5	9	8
07:00	*	*	*	*	*	*	*	*	4	6	14	10	1	5	6	7
08:00	*	*	*	*	*	*	*	*	5	7	3	10	9	6	6	8
09:00	*	*	*	*	*	*	*	*	2	9	10	11	6	2	6	7
10:00	*	*	*	*	*	*	*	*	4	3	4	5	1	3	3	4
11:00	*	*	*	*	*	*	*	*	3	3	4	6	1	3	3	4
Lane	0	0	0	0	0	0	0	0	84	93	159	143	90	81	120	112
Day	0		0		0		0		177		302		171		232	
AM Peak									11:00	11:00	11:00	08:00	08:00	11:00	11:00	11:00
Vol.									9	11	11	7	5	5	8	6
PM Peak									15:00	15:00	16:00	17:00	14:00	15:00	17:00	17:00
Vol.									10	10	17	12	9	8	10	9

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code: 00000002
Station ID:

Latitude: 0' 0.000 South

Start	02-Nov-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	2	0	0	4	2	1	1	2	*	*	*	*	*	*	1	2
01:00	0	0	2	0	0	1	0	1	*	*	*	*	*	*	0	0
02:00	1	2	1	1	1	0	1	0	*	*	*	*	*	*	1	1
03:00	0	1	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	1	1	1	1	1	1	1	0	*	*	*	*	*	*	1	1
05:00	3	1	2	1	3	0	3	0	*	*	*	*	*	*	3	0
06:00	3	2	4	2	4	3	5	4	*	*	*	*	*	*	4	3
07:00	4	**9**	**8**	**9**	**7**	6	5	**10**	*	*	*	*	*	*	**6**	**8**
08:00	4	5	5	6	4	6	**8**	6	*	*	*	*	*	*	5	6
09:00	2	3	2	2	4	4	5	8	*	*	*	*	*	*	3	4
10:00	3	4	6	8	2	**7**	5	4	*	*	*	*	*	*	4	6
11:00	**9**	5	4	8	6	5	6	6	*	*	*	*	*	*	6	6
12:00 PM	6	7	9	8	5	4	*	*	*	*	*	*	*	*	7	6
01:00	5	12	7	6	7	7	*	*	*	*	*	*	*	*	6	8
02:00	**9**	6	10	5	5	9	*	*	*	*	*	*	*	*	8	7
03:00	7	**13**	6	7	6	3	*	*	*	*	*	*	*	*	6	8
04:00	9	8	9	13	7	7	*	*	*	*	*	*	*	*	8	9
05:00	8	10	**16**	**16**	**12**	9	*	*	*	*	*	*	*	*	**12**	**12**
06:00	4	11	12	3	5	**10**	*	*	*	*	*	*	*	*	7	8
07:00	5	8	9	9	6	6	*	*	*	*	*	*	*	*	7	8
08:00	3	5	6	5	6	3	*	*	*	*	*	*	*	*	5	4
09:00	2	5	1	7	1	3	*	*	*	*	*	*	*	*	1	5
10:00	0	4	2	2	4	4	*	*	*	*	*	*	*	*	2	3
11:00	2	1	1	3	2	4	*	*	*	*	*	*	*	*	2	3
Lane	92	123	123	126	100	103	40	41	0	0	0	0	0	0	105	118
Day	215		249		203		81		0		0		0		223	
AM Peak	11:00	07:00	07:00	07:00	07:00	10:00	08:00	07:00							07:00	07:00
Vol.	9	9	8	9	7	7	8	10							6	8
PM Peak	14:00	15:00	17:00	17:00	17:00	18:00									17:00	17:00
Vol.	9	13	16	16	12	10									12	12

Comb. Total	215	249	203	81	177	302	171	455

ADT ADT 228 AADT 228

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
8th av
Spring to Fair Oaks av
Latitude: 0' 0.000 Undefined

Start	19-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	0	0	0	2	0
01:00	*	*	*	*	*	*	*	*	*	*	1	2	1	2	1	2
02:00	*	*	*	*	*	*	*	*	*	*	2	2	0	2	1	2
03:00	*	*	*	*	*	*	*	*	*	*	0	1	4	0	2	0
04:00	*	*	*	*	*	*	*	*	*	*	1	1	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	2	0	0	1	1	0
06:00	*	*	*	*	*	*	*	*	*	*	1	1	2	2	2	2
07:00	*	*	*	*	*	*	*	*	*	*	4	4	1	0	2	2
08:00	*	*	*	*	*	*	*	*	*	*	4	4	3	2	4	3
09:00	*	*	*	*	*	*	*	*	*	*	2	1	**5**	5	4	3
10:00	*	*	*	*	*	*	*	*	**4**	1	**9**	8	4	3	**6**	4
11:00	*	*	*	*	*	*	*	*	4	**4**	8	**10**	5	**7**	6	**7**
12:00 PM	*	*	*	*	*	*	*	*	4	4	11	9	6	4	7	6
01:00	*	*	*	*	*	*	*	*	**18**	6	11	5	2	7	**10**	6
02:00	*	*	*	*	*	*	*	*	4	4	7	9	**10**	**12**	7	**8**
03:00	*	*	*	*	*	*	*	*	10	9	7	**12**	1	1	6	7
04:00	*	*	*	*	*	*	*	*	11	**10**	9	6	5	4	8	7
05:00	*	*	*	*	*	*	*	*	10	10	7	7	9	7	9	8
06:00	*	*	*	*	*	*	*	*	12	8	**12**	4	7	4	10	5
07:00	*	*	*	*	*	*	*	*	4	7	4	5	10	5	6	6
08:00	*	*	*	*	*	*	*	*	3	8	5	10	3	5	4	8
09:00	*	*	*	*	*	*	*	*	7	9	6	3	3	4	5	5
10:00	*	*	*	*	*	*	*	*	3	3	2	1	0	2	2	2
11:00	*	*	*	*	*	*	*	*	3	3	1	3	0	1	1	2
Lane	0	0	0	0	0	0	0	0	97	86	119	108	81	80	106	95
Day	0		0		0		0		183		227		161		201	
AM Peak									10:00	11:00	10:00	11:00	09:00	11:00	10:00	11:00
Vol.									4	4	9	10	5	7	6	7
PM Peak									13:00	16:00	18:00	15:00	14:00	14:00	13:00	14:00
Vol.									18	10	12	12	10	12	10	8

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
8th av
Spring to Fair Oaks av
Latitude: 0' 0.000 Undefined

Start	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	0	1	1	0	0	0	1	*	*	*	*	*	*	0	0
01:00	0	0	0	1	0	0	3	4	*	*	*	*	*	*	1	1
02:00	2	0	1	0	1	0	1	1	*	*	*	*	*	*	1	0
03:00	0	1	0	0	1	0	0	0	*	*	*	*	*	*	0	0
04:00	1	0	2	1	1	0	1	1	*	*	*	*	*	*	1	0
05:00	3	1	0	3	2	1	0	1	*	*	*	*	*	*	1	2
06:00	4	**6**	4	4	7	7	6	5	*	*	*	*	*	*	5	**6**
07:00	**8**	1	**9**	**6**	**10**	**8**	**15**	**8**	*	*	*	*	*	*	**10**	6
08:00	3	2	5	1	6	3	8	2	*	*	*	*	*	*	6	2
09:00	7	6	5	4	5	5	4	2	*	*	*	*	*	*	5	4
10:00	3	3	5	0	6	2	5	2	*	*	*	*	*	*	5	2
11:00	8	4	8	3	4	6	5	0	*	*	*	*	*	*	6	3
12:00 PM	8	11	6	6	6	3	*	*	*	*	*	*	*	*	7	7
01:00	5	3	6	7	10	7	*	*	*	*	*	*	*	*	7	6
02:00	3	2	7	8	11	6	*	*	*	*	*	*	*	*	7	5
03:00	10	7	**10**	10	9	10	*	*	*	*	*	*	*	*	10	9
04:00	8	9	5	9	11	11	*	*	*	*	*	*	*	*	8	10
05:00	**17**	**16**	10	**12**	**12**	**19**	*	*	*	*	*	*	*	*	**13**	**16**
06:00	11	8	4	8	12	8	*	*	*	*	*	*	*	*	9	8
07:00	5	7	6	6	12	2	*	*	*	*	*	*	*	*	8	5
08:00	2	3	7	4	5	6	*	*	*	*	*	*	*	*	5	4
09:00	5	3	3	7	1	3	*	*	*	*	*	*	*	*	3	4
10:00	3	4	4	3	4	1	*	*	*	*	*	*	*	*	4	3
11:00	2	1	2	3	3	4	*	*	*	*	*	*	*	*	2	3
Lane	118	98	110	107	139	112	48	27	0	0	0	0	0	0	124	106
Day	216		217		251		75		0		0		0		230	
AM Peak	07:00	06:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00	06:00
Vol.	8	6	9	6	10	8	15	8							10	6
PM Peak	17:00	17:00	15:00	17:00	17:00	17:00									17:00	17:00
Vol.	17	16	10	12	12	19									13	16

Comb. Total	216	217	251	75	183	227	161	431

ADT ADT 214 AADT 214

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
8th ave
Edison wy to Oak av
Latitude: 0' 0.000 Undefined

Start Time	18-Aug-08 WB	18-Aug-08 EB	Tue WB	Tue EB	Wed WB	Wed EB	Thu WB	Thu EB	Fri WB	Fri EB	Sat WB	Sat EB	Sun WB	Sun EB	Week Average WB	Week Average EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	8	5	9	12	8	8
01:00	*	*	*	*	*	*	*	*	*	*	3	3	2	4	2	4
02:00	*	*	*	*	*	*	*	*	*	*	8	2	5	5	6	4
03:00	*	*	*	*	*	*	*	*	*	*	2	1	4	4	3	2
04:00	*	*	*	*	*	*	*	*	*	*	1	1	1	1	1	1
05:00	*	*	*	*	*	*	*	*	*	*	1	2	1	1	1	2
06:00	*	*	*	*	*	*	*	*	*	*	3	2	0	3	2	2
07:00	*	*	*	*	*	*	*	*	*	*	7	4	2	3	4	4
08:00	*	*	*	*	*	*	*	*	*	*	5	14	5	19	5	16
09:00	*	*	*	*	*	*	*	*	*	*	10	16	9	18	10	17
10:00	*	*	*	*	*	*	*	*	*	*	15	17	**22**	19	**18**	18
11:00	*	*	*	*	*	*	*	*	*	*	**19**	**21**	12	**36**	16	**28**
12:00 PM	*	*	*	*	*	*	*	*	*	*	**26**	**30**	14	36	20	33
01:00	*	*	*	*	*	*	*	*	*	*	23	17	24	**59**	24	**38**
02:00	*	*	*	*	*	*	*	*	*	*	22	14	29	49	26	32
03:00	*	*	*	*	*	*	*	*	22	17	26	16	33	37	**27**	23
04:00	*	*	*	*	*	*	*	*	19	23	17	29	23	36	20	29
05:00	*	*	*	*	*	*	*	*	22	29	16	22	**35**	31	24	27
06:00	*	*	*	*	*	*	*	*	**25**	**38**	25	21	23	31	24	30
07:00	*	*	*	*	*	*	*	*	20	37	13	18	27	19	20	25
08:00	*	*	*	*	*	*	*	*	20	23	14	10	15	22	16	18
09:00	*	*	*	*	*	*	*	*	14	13	6	12	8	11	9	12
10:00	*	*	*	*	*	*	*	*	17	14	10	8	7	18	11	13
11:00	*	*	*	*	*	*	*	*	12	9	6	15	9	7	9	10
Lane	0	0	0	0	0	0	0	0	171	203	286	300	319	481	306	396
Day	0		0		0		0		374		586		800		702	
AM Peak											11:00	11:00	10:00	11:00	10:00	11:00
Vol.											19	21	22	36	18	28
PM Peak									18:00	18:00	12:00	12:00	17:00	13:00	15:00	13:00
Vol.									25	38	26	30	35	59	27	38

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
8th ave
Edison wy to Oak av
Latitude: 0' 0.000 Undefined

Start Time	25-Aug-08 WB	EB	Tue WB	EB	Wed WB	EB	Thu WB	EB	Fri WB	EB	Sat WB	EB	Sun WB	EB	Week Average WB	EB
12:00 AM	4	0	1	0	1	1	2	2	*	*	*	*	*	*	2	1
01:00	0	1	1	3	3	1	2	3	*	*	*	*	*	*	2	2
02:00	2	1	1	1	1	2	1	0	*	*	*	*	*	*	1	1
03:00	2	1	3	0	1	0	3	1	*	*	*	*	*	*	2	0
04:00	1	0	0	1	1	0	1	0	*	*	*	*	*	*	1	0
05:00	3	2	1	1	1	1	1	0	*	*	*	*	*	*	2	1
06:00	3	3	1	1	0	1	2	3	*	*	*	*	*	*	2	2
07:00	3	8	4	2	6	6	8	6	*	*	*	*	*	*	5	6
08:00	13	**38**	11	**34**	13	**28**	14	**39**	*	*	*	*	*	*	13	**35**
09:00	14	33	15	18	**25**	23	**19**	27	*	*	*	*	*	*	**18**	25
10:00	12	14	**19**	14	12	15	7	13	*	*	*	*	*	*	12	14
11:00	**17**	22	9	14	12	13	11	7	*	*	*	*	*	*	12	14
12:00 PM	23	13	12	18	8	13	12	11	*	*	*	*	*	*	14	14
01:00	15	17	15	20	10	22	13	**23**	*	*	*	*	*	*	13	20
02:00	15	11	**28**	15	19	21	**19**	13	*	*	*	*	*	*	20	15
03:00	12	23	15	20	17	18	15	20	*	*	*	*	*	*	15	20
04:00	23	25	23	14	20	19	*	*	*	*	*	*	*	*	22	19
05:00	19	28	23	29	**29**	27	*	*	*	*	*	*	*	*	**24**	28
06:00	19	32	18	**36**	20	**32**	*	*	*	*	*	*	*	*	19	**33**
07:00	**24**	**38**	19	30	25	27	*	*	*	*	*	*	*	*	23	32
08:00	19	12	22	20	16	20	*	*	*	*	*	*	*	*	19	17
09:00	19	16	18	16	16	13	*	*	*	*	*	*	*	*	18	15
10:00	7	7	7	6	7	11	*	*	*	*	*	*	*	*	7	8
11:00	6	5	13	15	12	6	*	*	*	*	*	*	*	*	10	9
Lane	275	350	279	328	275	320	130	168	0	0	0	0	0	0	276	331
Day	625		607		595		298		0		0		0		607	
AM Peak	11:00	08:00	10:00	08:00	09:00	08:00	09:00	08:00							09:00	08:00
Vol.	17	38	19	34	25	28	19	39							18	35
PM Peak	19:00	19:00	14:00	18:00	17:00	18:00	14:00	13:00							17:00	18:00
Vol.	24	38	28	36	29	32	19	23							24	33

Comb. Total	625		607		595		298		374		586		800		1309	

ADT ADT 643 AADT 643

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
8th ave
Oak av to Middlefield rd
Latitude: 0' 0.000 Undefined

Start	09-Jun-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	4	6	3	4	4	5
01:00	*	*	*	*	*	*	*	*	*	*	3	1	2	5	2	3
02:00	*	*	*	*	*	*	*	*	*	*	2	7	2	4	2	6
03:00	*	*	*	*	*	*	*	*	*	*	1	4	4	3	2	4
04:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	1	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	1	2	2	1	2	2
07:00	*	*	*	*	*	*	*	*	*	*	8	3	4	3	6	3
08:00	*	*	*	*	*	*	*	*	*	*	12	8	10	6	11	7
09:00	*	*	*	*	*	*	*	*	*	*	**23**	11	14	8	18	10
10:00	*	*	*	*	*	*	*	*	*	*	22	**20**	15	11	18	16
11:00	*	*	*	*	*	*	*	*	*	*	21	17	**24**	**18**	**22**	**18**
12:00 PM	*	*	*	*	*	*	*	*	*	*	28	22	**26**	10	27	16
01:00	*	*	*	*	*	*	*	*	*	*	**32**	**33**	16	19	24	26
02:00	*	*	*	*	*	*	*	*	*	*	22	26	14	19	18	22
03:00	*	*	*	*	*	*	*	*	*	*	23	21	21	**24**	22	22
04:00	*	*	*	*	*	*	*	*	*	*	29	28	21	15	25	22
05:00	*	*	*	*	*	*	*	*	37	38	31	21	17	12	28	24
06:00	*	*	*	*	*	*	*	*	**47**	**44**	31	25	23	16	**34**	**28**
07:00	*	*	*	*	*	*	*	*	42	21	28	25	22	18	31	21
08:00	*	*	*	*	*	*	*	*	16	17	8	16	13	15	12	16
09:00	*	*	*	*	*	*	*	*	23	22	23	21	15	10	20	18
10:00	*	*	*	*	*	*	*	*	15	8	9	17	15	17	13	14
11:00	*	*	*	*	*	*	*	*	12	10	6	13	7	8	8	10
Lane	0	0	0	0	0	0	0	0	192	160	368	347	290	246	349	313
Day	0		0		0		0		352		715		536		662	
AM Peak											09:00	10:00	11:00	11:00	11:00	11:00
Vol.											23	20	24	18	22	18
PM Peak									18:00	18:00	13:00	13:00	12:00	15:00	18:00	18:00
Vol.									47	44	32	33	26	24	34	28

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
8th ave
Oak av to Middlefield rd
Latitude: 0' 0.000 Undefined

Start	16-Jun-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB	WB	SB
12:00 AM	1	1	5	7	3	3	2	1	*	*	*	*	*	*	3	3
01:00	3	3	1	2	2	3	3	2	*	*	*	*	*	*	2	2
02:00	1	1	1	0	1	3	2	0	*	*	*	*	*	*	1	1
03:00	0	2	0	1	0	1	0	2	*	*	*	*	*	*	0	2
04:00	0	1	0	2	0	3	0	0	*	*	*	*	*	*	0	2
05:00	2	0	3	1	2	0	3	0	*	*	*	*	*	*	2	0
06:00	3	4	2	3	3	1	6	2	*	*	*	*	*	*	4	2
07:00	2	3	8	8	6	5	3	2	*	*	*	*	*	*	5	4
08:00	**39**	19	**35**	**31**	**39**	19	**38**	12	*	*	*	*	*	*	**38**	20
09:00	29	**29**	33	20	37	21	25	**18**	*	*	*	*	*	*	31	22
10:00	18	29	20	28	25	25	16	14	*	*	*	*	*	*	20	**24**
11:00	38	24	21	22	22	**30**	14	14	*	*	*	*	*	*	24	22
12:00 PM	27	23	28	21	33	21	**22**	12	*	*	*	*	*	*	28	19
01:00	30	34	19	28	25	26	20	17	*	*	*	*	*	*	24	26
02:00	24	27	19	28	28	24	13	**24**	*	*	*	*	*	*	21	26
03:00	27	**37**	25	19	23	24	*	*	*	*	*	*	*	*	25	27
04:00	38	34	26	26	21	25	*	*	*	*	*	*	*	*	28	**28**
05:00	22	19	36	**32**	23	**29**	*	*	*	*	*	*	*	*	27	27
06:00	**41**	24	**40**	30	**39**	25	*	*	*	*	*	*	*	*	**40**	26
07:00	25	26	33	19	35	19	*	*	*	*	*	*	*	*	31	21
08:00	24	25	13	18	22	23	*	*	*	*	*	*	*	*	20	22
09:00	10	21	18	16	9	14	*	*	*	*	*	*	*	*	12	17
10:00	5	11	10	22	10	17	*	*	*	*	*	*	*	*	8	17
11:00	3	3	8	9	4	4	*	*	*	*	*	*	*	*	5	5
Lane	412	400	404	393	412	365	167	120	0	0	0	0	0	0	399	365
Day	812		797		777		287		0		0		0		764	
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	08:00	09:00							08:00	10:00
Vol.	39	29	35	31	39	30	38	18							38	24
PM Peak	18:00	15:00	18:00	17:00	18:00	17:00	12:00	14:00							18:00	16:00
Vol.	41	37	40	32	39	29	22	24							40	28

Comb. Total	812	797	777	287	352	715	536	1426

ADT ADT 723 AADT 723

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
9th av
Bay rd to Spring st
Latitude: 0' 0.000 Undefined

Start	19-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	1	1	0	0	0	0
01:00	*	*	*	*	*	*	*	*	*	*	2	1	1	0	2	0
02:00	*	*	*	*	*	*	*	*	*	*	2	2	0	1	1	2
03:00	*	*	*	*	*	*	*	*	*	*	1	1	1	2	1	2
04:00	*	*	*	*	*	*	*	*	*	*	0	2	0	1	0	2
05:00	*	*	*	*	*	*	*	*	*	*	1	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	1	3	3	2	2	2
07:00	*	*	*	*	*	*	*	*	*	*	2	4	1	2	2	3
08:00	*	*	*	*	*	*	*	*	*	*	6	7	1	2	4	4
09:00	*	*	*	*	*	*	*	*	**8**	**8**	8	5	3	2	**6**	5
10:00	*	*	*	*	*	*	*	*	3	0	7	7	**7**	3	6	3
11:00	*	*	*	*	*	*	*	*	1	2	**9**	**9**	4	**6**	5	**6**
12:00 PM	*	*	*	*	*	*	*	*	4	5	**15**	8	6	6	8	6
01:00	*	*	*	*	*	*	*	*	7	3	8	9	8	**12**	8	8
02:00	*	*	*	*	*	*	*	*	9	9	7	6	7	6	8	7
03:00	*	*	*	*	*	*	*	*	8	**16**	8	**11**	**10**	6	**9**	**11**
04:00	*	*	*	*	*	*	*	*	11	6	5	5	7	9	8	7
05:00	*	*	*	*	*	*	*	*	4	5	4	5	3	8	4	6
06:00	*	*	*	*	*	*	*	*	**12**	14	7	5	3	5	7	8
07:00	*	*	*	*	*	*	*	*	7	3	2	8	7	2	5	4
08:00	*	*	*	*	*	*	*	*	3	2	0	2	5	2	3	2
09:00	*	*	*	*	*	*	*	*	4	7	4	2	3	3	4	4
10:00	*	*	*	*	*	*	*	*	2	3	4	4	3	0	3	2
11:00	*	*	*	*	*	*	*	*	6	3	3	0	0	1	3	1
Lane	0	0	0	0	0	0	0	0	89	86	107	107	83	81	99	95
Day	0		0		0		0		175		214		164		194	
AM Peak									09:00	09:00	11:00	11:00	10:00	11:00	09:00	11:00
Vol.									8	8	9	9	7	6	6	6
PM Peak									18:00	15:00	12:00	15:00	15:00	13:00	15:00	15:00
Vol.									12	16	15	11	10	12	9	11

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
9th av
Bay rd to Spring st
Latitude: 0' 0.000 Undefined

Start	26-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	1	0	0	1	0	0	2	2	*	*	*	*	*	*	1	1
01:00	0	1	1	0	0	0	1	1	*	*	*	*	*	*	0	0
02:00	0	0	0	1	0	0	0	1	*	*	*	*	*	*	0	0
03:00	0	1	0	0	1	0	0	0	*	*	*	*	*	*	0	0
04:00	0	1	0	0	0	0	0	1	*	*	*	*	*	*	0	0
05:00	2	2	0	2	2	1	0	3	*	*	*	*	*	*	1	2
06:00	3	2	0	4	1	7	2	3	*	*	*	*	*	*	2	4
07:00	**11**	**20**	**14**	**13**	**13**	**18**	9	**16**	*	*	*	*	*	*	**12**	**17**
08:00	9	5	7	4	4	3	**10**	4	*	*	*	*	*	*	8	4
09:00	2	5	3	0	8	8	10	3	*	*	*	*	*	*	6	4
10:00	2	2	0	3	2	3	1	4	*	*	*	*	*	*	1	3
11:00	3	3	4	7	5	2	4	0	*	*	*	*	*	*	4	3
12:00 PM	6	5	6	4	3	5	*	*	*	*	*	*	*	*	5	5
01:00	6	6	4	**11**	3	6	*	*	*	*	*	*	*	*	4	8
02:00	**10**	6	8	4	13	8	*	*	*	*	*	*	*	*	10	6
03:00	7	6	9	6	8	3	*	*	*	*	*	*	*	*	8	5
04:00	5	3	3	7	6	**24**	*	*	*	*	*	*	*	*	5	**11**
05:00	6	**10**	**16**	10	**17**	5	*	*	*	*	*	*	*	*	**13**	8
06:00	4	9	5	7	10	7	*	*	*	*	*	*	*	*	6	8
07:00	3	2	3	2	8	7	*	*	*	*	*	*	*	*	5	4
08:00	2	6	2	3	5	6	*	*	*	*	*	*	*	*	3	5
09:00	4	2	4	7	0	2	*	*	*	*	*	*	*	*	3	4
10:00	4	0	1	1	1	1	*	*	*	*	*	*	*	*	2	1
11:00	3	1	2	1	0	0	*	*	*	*	*	*	*	*	2	1
Lane	93	98	92	98	110	116	39	38	0	0	0	0	0	0	101	104
Day	191		190		226		77		0		0		0		205	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	08:00	07:00							07:00	07:00
Vol.	11	20	14	13	13	18	10	16							12	17
PM Peak	14:00	17:00	17:00	13:00	17:00	16:00									17:00	16:00
Vol.	10	10	16	11	17	24									13	11

Comb. Total	191	190	226	77	175	214	164	399

ADT ADT 197 AADT 197

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
9th Ave
Oak to Edison wy
Latitude: 0' 0.000 Undefined

Start	23-Apr-07		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	2	0	3	3	2	2
01:00	*	*	*	*	*	*	*	*	*	*	1	1	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	0	0	3	1	2	0
03:00	*	*	*	*	*	*	*	*	*	*	0	3	1	0	0	2
04:00	*	*	*	*	*	*	*	*	*	*	3	4	0	0	2	2
05:00	*	*	*	*	*	*	*	*	*	*	1	2	2	0	2	1
06:00	*	*	*	*	*	*	*	*	*	*	3	1	5	0	4	0
07:00	*	*	*	*	*	*	*	*	*	*	8	6	2	9	5	8
08:00	*	*	*	*	*	*	*	*	*	*	28	12	26	7	27	10
09:00	*	*	*	*	*	*	*	*	*	*	32	21	**30**	**14**	31	**18**
10:00	*	*	*	*	*	*	*	*	*	*	39	22	18	9	28	16
11:00	*	*	*	*	*	*	*	*	*	*	**40**	**24**	30	11	**35**	18
12:00 PM	*	*	*	*	*	*	*	*	*	*	**43**	13	**43**	7	**43**	10
01:00	*	*	*	*	*	*	*	*	*	*	35	**29**	35	16	35	**22**
02:00	*	*	*	*	*	*	*	*	21	8	33	26	21	8	25	14
03:00	*	*	*	*	*	*	*	*	20	24	30	23	27	14	26	20
04:00	*	*	*	*	*	*	*	*	31	28	33	18	28	14	31	20
05:00	*	*	*	*	*	*	*	*	**53**	17	18	22	29	17	33	19
06:00	*	*	*	*	*	*	*	*	31	**29**	24	10	15	2	23	14
07:00	*	*	*	*	*	*	*	*	27	24	23	21	32	**21**	27	22
08:00	*	*	*	*	*	*	*	*	15	18	21	12	11	4	16	11
09:00	*	*	*	*	*	*	*	*	8	12	18	15	4	7	10	11
10:00	*	*	*	*	*	*	*	*	14	16	9	9	11	5	11	10
11:00	*	*	*	*	*	*	*	*	4	5	3	2	2	0	3	2
Lane	0	0	0	0	0	0	0	0	224	181	447	296	378	169	421	252
Day	0		0		0		0		405		743		547		673	
AM Peak											11:00	11:00	09:00	09:00	11:00	09:00
Vol.											40	24	30	14	35	18
PM Peak									17:00	18:00	12:00	13:00	12:00	19:00	12:00	13:00
Vol.									53	29	43	29	43	21	43	22

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
9th Ave
Oak to Edison wy
Latitude: 0' 0.000 Undefined

Start Time	30-Apr-07 EB	30-Apr-07 WB	Tue EB	Tue WB	Wed EB	Wed WB	Thu EB	Thu WB	Fri EB	Fri WB	Sat EB	Sat WB	Sun EB	Sun WB	Week Average EB	Week Average WB
12:00 AM	1	1	1	2	0	0	2	1	*	*	*	*	*	*	1	1
01:00	0	1	4	0	0	0	0	0	*	*	*	*	*	*	1	0
02:00	0	2	2	2	0	2	0	2	*	*	*	*	*	*	0	2
03:00	1	0	2	0	1	0	0	0	*	*	*	*	*	*	1	0
04:00	5	1	4	2	0	4	3	2	*	*	*	*	*	*	3	2
05:00	3	2	4	4	2	0	5	0	*	*	*	*	*	*	4	2
06:00	8	8	9	6	7	1	8	4	*	*	*	*	*	*	8	5
07:00	26	**37**	15	41	26	35	**32**	20	*	*	*	*	*	*	25	33
08:00	**43**	25	**46**	**50**	**37**	**42**	29	**30**	*	*	*	*	*	*	**39**	**37**
09:00	39	10	37	10	31	12	14	17	*	*	*	*	*	*	30	12
10:00	33	9	17	13	25	5	*	*	*	*	*	*	*	*	25	9
11:00	36	23	24	21	22	26	*	*	*	*	*	*	*	*	27	23
12:00 PM	22	19	40	18	7	9	*	*	*	*	*	*	*	*	23	15
01:00	17	26	30	7	14	24	*	*	*	*	*	*	*	*	20	19
02:00	50	**31**	32	12	18	21	*	*	*	*	*	*	*	*	33	21
03:00	**85**	27	34	26	**41**	**34**	*	*	*	*	*	*	*	*	**53**	**29**
04:00	68	22	23	22	26	15	*	*	*	*	*	*	*	*	39	20
05:00	33	19	**55**	**41**	34	23	*	*	*	*	*	*	*	*	41	28
06:00	20	20	46	34	30	14	*	*	*	*	*	*	*	*	32	23
07:00	28	17	19	27	17	15	*	*	*	*	*	*	*	*	21	20
08:00	7	5	12	11	9	12	*	*	*	*	*	*	*	*	9	9
09:00	9	8	12	11	8	7	*	*	*	*	*	*	*	*	10	9
10:00	3	5	0	3	12	2	*	*	*	*	*	*	*	*	5	3
11:00	6	4	8	1	1	1	*	*	*	*	*	*	*	*	5	2
Lane	543	322	476	364	368	304	93	76	0	0	0	0	0	0	455	324
Day	865		840		672		169		0		0		0		779	
AM Peak	08:00	07:00	08:00	08:00	08:00	08:00	07:00	08:00							08:00	08:00
Vol.	43	37	46	50	37	42	32	30							39	37
PM Peak	15:00	14:00	17:00	17:00	15:00	15:00									15:00	15:00
Vol.	85	31	55	41	41	34									53	29

Comb. Total	865		840		672		169		405		743		547		1452	
ADT	ADT 727		AADT 727													

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Barron av
Bay rd to Spring st
Latitude: 0' 0.000 Undefined

Start	05-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	2	4	2	4	2
01:00	*	*	*	*	*	*	*	*	*	*	3	1	3	2	3	2
02:00	*	*	*	*	*	*	*	*	*	*	3	3	2	3	2	3
03:00	*	*	*	*	*	*	*	*	*	*	1	4	0	1	0	2
04:00	*	*	*	*	*	*	*	*	*	*	2	4	3	6	2	5
05:00	*	*	*	*	*	*	*	*	*	*	6	7	1	3	4	5
06:00	*	*	*	*	*	*	*	*	*	*	7	19	2	8	4	14
07:00	*	*	*	*	*	*	*	*	*	*	12	19	14	13	13	16
08:00	*	*	*	*	*	*	*	*	*	*	21	27	15	18	18	22
09:00	*	*	*	*	*	*	*	*	*	*	**34**	**31**	18	16	**26**	24
10:00	*	*	*	*	*	*	*	*	*	*	22	24	**27**	19	24	22
11:00	*	*	*	*	*	*	*	*	*	*	30	27	20	**25**	25	**26**
12:00 PM	*	*	*	*	*	*	*	*	*	*	34	**39**	**24**	18	29	28
01:00	*	*	*	*	*	*	*	*	35	27	**43**	32	20	26	33	28
02:00	*	*	*	*	*	*	*	*	32	**63**	41	32	24	**35**	32	**43**
03:00	*	*	*	*	*	*	*	*	**52**	52	35	27	23	17	**37**	32
04:00	*	*	*	*	*	*	*	*	51	47	19	21	18	15	29	28
05:00	*	*	*	*	*	*	*	*	36	40	31	19	18	18	28	26
06:00	*	*	*	*	*	*	*	*	21	31	18	9	22	19	20	20
07:00	*	*	*	*	*	*	*	*	22	27	22	19	18	16	21	21
08:00	*	*	*	*	*	*	*	*	17	18	16	12	14	8	16	13
09:00	*	*	*	*	*	*	*	*	11	18	15	12	20	8	15	13
10:00	*	*	*	*	*	*	*	*	14	12	9	3	8	1	10	5
11:00	*	*	*	*	*	*	*	*	2	1	7	4	4	2	4	2
Lane	0	0	0	0	0	0	0	0	293	336	434	397	322	299	399	402
Day	0		0		0		0		629		831		621		801	
AM Peak											09:00	09:00	10:00	11:00	09:00	11:00
Vol.											34	31	27	25	26	26
PM Peak									15:00	14:00	13:00	12:00	12:00	14:00	15:00	14:00
Vol.									52	63	43	39	24	35	37	43

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Barron av
Bay rd to Spring st
Latitude: 0' 0.000 Undefined

Start	12-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	2	3	3	0	4	0	5	2	*	*	*	*	*	*	4	1
01:00	2	1	3	2	2	2	0	0	*	*	*	*	*	*	2	1
02:00	1	2	3	2	1	3	2	2	*	*	*	*	*	*	2	2
03:00	4	2	3	1	3	2	2	2	*	*	*	*	*	*	3	2
04:00	4	10	4	13	4	8	4	11	*	*	*	*	*	*	4	10
05:00	22	19	22	10	19	12	25	12	*	*	*	*	*	*	22	13
06:00	32	41	29	29	30	31	33	35	*	*	*	*	*	*	31	34
07:00	**36**	39	30	**33**	**38**	**44**	**42**	**41**	*	*	*	*	*	*	**36**	**39**
08:00	31	32	24	22	26	30	28	21	*	*	*	*	*	*	27	26
09:00	23	31	28	24	28	27	25	16	*	*	*	*	*	*	26	24
10:00	26	24	**33**	24	29	29	*	*	*	*	*	*	*	*	29	26
11:00	35	**44**	33	33	25	30	*	*	*	*	*	*	*	*	31	36
12:00 PM	34	25	34	36	38	32	*	*	*	*	*	*	*	*	35	31
01:00	38	34	20	31	31	28	*	*	*	*	*	*	*	*	30	31
02:00	39	42	33	**39**	32	32	*	*	*	*	*	*	*	*	35	38
03:00	50	46	33	28	33	**55**	*	*	*	*	*	*	*	*	39	**43**
04:00	**61**	**47**	**47**	34	**39**	16	*	*	*	*	*	*	*	*	**49**	32
05:00	31	29	22	24	37	31	*	*	*	*	*	*	*	*	30	28
06:00	16	22	23	15	21	20	*	*	*	*	*	*	*	*	20	19
07:00	26	28	15	8	21	19	*	*	*	*	*	*	*	*	21	18
08:00	22	7	11	6	1	24	*	*	*	*	*	*	*	*	11	12
09:00	6	4	6	3	0	17	*	*	*	*	*	*	*	*	4	8
10:00	5	15	6	11	3	6	*	*	*	*	*	*	*	*	5	11
11:00	2	1	2	1	2	3	*	*	*	*	*	*	*	*	2	2
Lane	548	548	467	429	467	501	166	142	0	0	0	0	0	0	498	487
Day	1096		896		968		308		0		0		0		985	
AM Peak	07:00	11:00	10:00	07:00	07:00	07:00	07:00	07:00							07:00	07:00
Vol.	36	44	33	33	38	44	42	41							36	39
PM Peak	16:00	16:00	16:00	14:00	16:00	15:00									16:00	15:00
Vol.	61	47	47	39	39	55									49	43

Comb. Total	1096	896	968	308	629	831	621	1786

ADT ADT 882 AADT 882

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Barron av
Spring st to Fair Oaks av
Latitude: 0' 0.000 Undefined

Start	05-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	5	0	2	4	4	2
01:00	*	*	*	*	*	*	*	*	*	*	11	0	3	4	7	2
02:00	*	*	*	*	*	*	*	*	*	*	3	0	0	2	2	1
03:00	*	*	*	*	*	*	*	*	*	*	2	0	1	1	2	0
04:00	*	*	*	*	*	*	*	*	*	*	3	0	2	1	2	0
05:00	*	*	*	*	*	*	*	*	*	*	4	0	0	1	2	0
06:00	*	*	*	*	*	*	*	*	*	*	13	0	4	4	8	2
07:00	*	*	*	*	*	*	*	*	*	*	25	0	5	15	15	8
08:00	*	*	*	*	*	*	*	*	*	*	10	18	8	14	9	16
09:00	*	*	*	*	*	*	*	*	*	*	5	**29**	9	20	7	**24**
10:00	*	*	*	*	*	*	*	*	*	*	37	7	12	**29**	24	18
11:00	*	*	*	*	*	*	*	*	*	*	**46**	0	**17**	26	**32**	13
12:00 PM	*	*	*	*	*	*	*	*	*	*	**54**	0	15	28	34	14
01:00	*	*	*	*	*	*	*	*	28	30	41	0	14	19	28	16
02:00	*	*	*	*	*	*	*	*	43	**48**	51	0	16	28	**37**	25
03:00	*	*	*	*	*	*	*	*	38	43	11	**26**	10	**34**	20	**34**
04:00	*	*	*	*	*	*	*	*	37	37	18	15	12	28	22	27
05:00	*	*	*	*	*	*	*	*	**77**	0	10	25	15	21	34	15
06:00	*	*	*	*	*	*	*	*	49	1	18	17	**21**	28	29	15
07:00	*	*	*	*	*	*	*	*	53	0	10	19	16	20	26	13
08:00	*	*	*	*	*	*	*	*	30	0	5	15	6	15	14	10
09:00	*	*	*	*	*	*	*	*	33	0	10	11	8	11	17	7
10:00	*	*	*	*	*	*	*	*	20	0	2	3	1	8	8	4
11:00	*	*	*	*	*	*	*	*	4	0	5	12	2	4	4	5
Lane	0	0	0	0	0	0	0	0	412	159	399	197	199	365	387	271
Day	0		0		0		0		571		596		564		658	
AM Peak											11:00	09:00	11:00	10:00	11:00	09:00
Vol.											46	29	17	29	32	24
PM Peak									17:00	14:00	12:00	15:00	18:00	15:00	14:00	15:00
Vol.									77	48	54	26	21	34	37	34

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Barron av
Spring st to Fair Oaks av
Latitude: 0' 0.000 Undefined

Start	12-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	1	1	0	0	1	3	0	0	*	*	*	*	*	*	0	1
01:00	0	3	0	0	1	1	0	0	*	*	*	*	*	*	0	1
02:00	0	1	0	0	1	1	0	0	*	*	*	*	*	*	0	0
03:00	2	0	0	0	1	4	0	0	*	*	*	*	*	*	1	1
04:00	2	2	0	0	3	1	0	0	*	*	*	*	*	*	1	1
05:00	11	3	0	0	7	5	0	0	*	*	*	*	*	*	4	2
06:00	17	14	0	0	20	13	0	0	*	*	*	*	*	*	9	7
07:00	25	**27**	13	19	**32**	**44**	9	**20**	*	*	*	*	*	*	20	**28**
08:00	16	17	14	20	21	15	**18**	17	*	*	*	*	*	*	17	17
09:00	13	16	17	26	17	21	9	9	*	*	*	*	*	*	14	18
10:00	24	27	20	21	25	23	*	*	*	*	*	*	*	*	23	24
11:00	**26**	25	**29**	**29**	19	30	*	*	*	*	*	*	*	*	**25**	28
12:00 PM	**19**	**21**	25	20	**22**	39	*	*	*	*	*	*	*	*	**22**	27
01:00	4	9	14	22	0	48	*	*	*	*	*	*	*	*	6	26
02:00	0	0	**33**	33	0	44	*	*	*	*	*	*	*	*	11	26
03:00	0	0	23	30	0	**70**	*	*	*	*	*	*	*	*	8	**33**
04:00	1	0	23	**35**	3	61	*	*	*	*	*	*	*	*	9	32
05:00	0	0	15	31	21	37	*	*	*	*	*	*	*	*	12	23
06:00	0	0	11	21	7	4	*	*	*	*	*	*	*	*	6	8
07:00	0	0	7	13	0	0	*	*	*	*	*	*	*	*	2	4
08:00	0	0	4	10	0	0	*	*	*	*	*	*	*	*	1	3
09:00	0	0	5	10	0	0	*	*	*	*	*	*	*	*	2	3
10:00	0	0	8	5	0	0	*	*	*	*	*	*	*	*	3	2
11:00	0	0	0	2	0	0	*	*	*	*	*	*	*	*	0	1
Lane	161	166	261	347	201	464	36	46	0	0	0	0	0	0	196	316
Day	327		608		665		82		0		0		0		512	
AM Peak	11:00	07:00	11:00	11:00	07:00	07:00	08:00	07:00							11:00	07:00
Vol.	26	27	29	29	32	44	18	20							25	28
PM Peak	12:00	12:00	14:00	16:00	12:00	15:00									12:00	15:00
Vol.	19	21	33	35	22	70									22	33

Comb. Total	327	608	665	82	571	596	564	1170

ADT ADT 552 AADT 552

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd NB
Kaynine av to Charter st
Latitude: 0' 0.000 Undefined

Start Time	Mon 05-Oct-09	Tue 06-Oct-09	Wed 07-Oct-09	Thu 08-Oct-09	Fri 09-Oct-09	Average Day	Sat 10-Oct-09	Sun 11-Oct-09	Week Average
12:00 AM	*	*	*	*	*	*	37	23	30
01:00	*	*	*	*	*	*	33	27	30
02:00	*	*	*	*	*	*	18	15	16
03:00	*	*	*	*	*	*	10	8	9
04:00	*	*	*	*	*	*	20	16	18
05:00	*	*	*	*	*	*	48	28	38
06:00	*	*	*	*	*	*	77	42	60
07:00	*	*	*	*	*	*	142	77	110
08:00	*	*	*	*	*	*	172	110	141
09:00	*	*	*	*	*	*	238	182	210
10:00	*	*	*	*	*	*	**251**	176	214
11:00	*	*	*	*	*	*	244	**191**	**218**
12:00 PM	*	*	*	*	*	*	243	**217**	230
01:00	*	*	*	*	*	*	**246**	205	226
02:00	*	*	*	*	309	309	207	208	**241**
03:00	*	*	*	*	338	338	183	163	228
04:00	*	*	*	*	**345**	**345**	197	161	234
05:00	*	*	*	*	322	322	214	174	237
06:00	*	*	*	*	224	224	176	173	191
07:00	*	*	*	*	165	165	157	98	140
08:00	*	*	*	*	133	133	120	117	123
09:00	*	*	*	*	122	122	97	72	97
10:00	*	*	*	*	70	70	75	56	67
11:00	*	*	*	*	51	51	44	18	38
Day Total	0	0	0	0	2079	2079	3249	2557	3146
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	66.1%	66.1%	103.3%	81.3%	
AM Peak							10:00	11:00	11:00
Vol.							251	191	218
PM Peak					16:00	16:00	13:00	12:00	14:00
Vol.					345	345	246	217	241

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd NB
Kaynine av to Charter st
Latitude: 0' 0.000 Undefined

Start Time	Mon 12-Oct-09	Tue 13-Oct-09	Wed 14-Oct-09	Thu 15-Oct-09	Fri 16-Oct-09	Average Day	Sat 17-Oct-09	Sun 18-Oct-09	Week Average
12:00 AM	9	12	9	8	*	10	*	*	10
01:00	7	7	8	8	*	8	*	*	8
02:00	10	12	8	13	*	11	*	*	11
03:00	14	19	9	13	*	14	*	*	14
04:00	29	30	31	30	*	30	*	*	30
05:00	89	87	90	82	*	87	*	*	87
06:00	176	170	173	186	*	176	*	*	176
07:00	**352**	**360**	**369**	**391**	*	**368**	*	*	**368**
08:00	214	238	220	217	*	222	*	*	222
09:00	200	300	204	224	*	232	*	*	232
10:00	215	306	196	46	*	191	*	*	191
11:00	273	349	306	*	*	309	*	*	309
12:00 PM	245	318	232	*	*	265	*	*	265
01:00	253	308	254	*	*	272	*	*	272
02:00	271	295	274	*	*	280	*	*	280
03:00	**316**	414	303	*	*	344	*	*	344
04:00	289	**426**	**346**	*	*	**354**	*	*	**354**
05:00	254	324	262	*	*	280	*	*	280
06:00	206	230	247	*	*	228	*	*	228
07:00	166	126	162	*	*	151	*	*	151
08:00	94	103	139	*	*	112	*	*	112
09:00	68	89	100	*	*	86	*	*	86
10:00	51	52	51	*	*	51	*	*	51
11:00	27	19	30	*	*	25	*	*	25
Day Total	3828	4594	4023	1218	0	4106	0	0	4106
% Avg. WkDay	93.2%	111.9%	98.0%	29.7%	0.0%				
% Avg. Week	93.2%	111.9%	98.0%	29.7%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00		07:00			07:00
Vol.	352	360	369	391		368			368
PM Peak	15:00	16:00	16:00			16:00			16:00
Vol.	316	426	346			354			354
Grand Total	3828	4594	4023	1218	2079	6185	3249	2557	7252

ADT ADT 3,650 AADT 3,650

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd
Cahrter st to Kaynine st
Latitude: 0' 0.000 Undefined

Start Time	Mon 05-Oct-09	Tue 06-Oct-09	Wed 07-Oct-09	Thu 08-Oct-09	Fri 09-Oct-09	Average Day	Sat 10-Oct-09	Sun 11-Oct-09	Week Average
12:00 AM	*	*	*	*	*	*	26	26	26
01:00	*	*	*	*	*	*	19	26	22
02:00	*	*	*	*	*	*	14	14	14
03:00	*	*	*	*	*	*	13	14	14
04:00	*	*	*	*	*	*	17	8	12
05:00	*	*	*	*	*	*	29	30	30
06:00	*	*	*	*	*	*	57	23	40
07:00	*	*	*	*	*	*	91	51	71
08:00	*	*	*	*	*	*	128	90	109
09:00	*	*	*	*	*	*	149	124	136
10:00	*	*	*	*	*	*	**217**	155	**186**
11:00	*	*	*	*	*	*	214	**159**	186
12:00 PM	*	*	*	*	*	*	206	**181**	194
01:00	*	*	*	*	*	*	**230**	149	190
02:00	*	*	*	*	319	319	195	165	226
03:00	*	*	*	*	313	313	229	164	**235**
04:00	*	*	*	*	**337**	**337**	160	154	217
05:00	*	*	*	*	307	307	192	165	221
06:00	*	*	*	*	257	257	185	156	199
07:00	*	*	*	*	181	181	138	124	148
08:00	*	*	*	*	134	134	135	109	126
09:00	*	*	*	*	105	105	85	80	90
10:00	*	*	*	*	83	83	73	41	66
11:00	*	*	*	*	55	55	50	26	44
Day Total	0	0	0	0	2091	2091	2852	2234	2802
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	74.6%	74.6%	101.8%	79.7%	
AM Peak							10:00	11:00	10:00
Vol.							217	159	186
PM Peak					16:00	16:00	13:00	12:00	15:00
Vol.					337	337	230	181	235

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd
Cahrter st to Kaynine st
Latitude: 0' 0.000 Undefined

Start Time	Mon 12-Oct-09	Tue 13-Oct-09	Wed 14-Oct-09	Thu 15-Oct-09	Fri 16-Oct-09	Average Day	Sat 17-Oct-09	Sun 18-Oct-09	Week Average
12:00 AM	14	17	12	14	*	14	*	*	14
01:00	7	7	6	3	*	6	*	*	6
02:00	3	10	12	8	*	8	*	*	8
03:00	7	8	8	12	*	9	*	*	9
04:00	33	31	24	37	*	31	*	*	31
05:00	70	67	86	63	*	72	*	*	72
06:00	147	146	163	165	*	155	*	*	155
07:00	232	**290**	**289**	**329**	*	**285**	*	*	**285**
08:00	220	239	260	238	*	239	*	*	239
09:00	213	215	197	215	*	210	*	*	210
10:00	206	208	203	86	*	176	*	*	176
11:00	**261**	211	260	*	*	244	*	*	244
12:00 PM	280	255	279	*	*	271	*	*	271
01:00	272	218	269	*	*	253	*	*	253
02:00	230	288	282	*	*	267	*	*	267
03:00	297	300	313	*	*	303	*	*	303
04:00	**308**	**363**	**379**	*	*	**350**	*	*	**350**
05:00	260	290	290	*	*	280	*	*	280
06:00	193	192	202	*	*	196	*	*	196
07:00	146	133	181	*	*	153	*	*	153
08:00	121	107	137	*	*	122	*	*	122
09:00	85	83	96	*	*	88	*	*	88
10:00	34	45	49	*	*	43	*	*	43
11:00	30	16	32	*	*	26	*	*	26
Day Total	3669	3739	4029	1170	0	3801	0	0	3801
% Avg. WkDay	96.5%	98.4%	106.0%	30.8%	0.0%				
% Avg. Week	96.5%	98.4%	106.0%	30.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	07:00		07:00			07:00
Vol.	261	290	289	329		285			285
PM Peak	16:00	16:00	16:00			16:00			16:00
Vol.	308	363	379			350			350
Grand Total	3669	3739	4029	1170	2091	5892	2852	2234	6603

ADT ADT 3,305 AADT 3,305

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd
Douglas av to 2nd ave
Latitude: 0' 0.000 Undefined

Start	05-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	32	31	29	23	30	27
01:00	*	*	*	*	*	*	*	*	*	*	25	31	32	25	28	28
02:00	*	*	*	*	*	*	*	*	*	*	12	15	17	13	14	14
03:00	*	*	*	*	*	*	*	*	*	*	15	9	11	10	13	10
04:00	*	*	*	*	*	*	*	*	*	*	16	26	9	17	12	22
05:00	*	*	*	*	*	*	*	*	*	*	26	52	28	27	27	40
06:00	*	*	*	*	*	*	*	*	*	*	70	98	20	42	45	70
07:00	*	*	*	*	*	*	*	*	*	*	97	144	45	77	71	110
08:00	*	*	*	*	*	*	*	*	*	*	122	181	91	102	106	142
09:00	*	*	*	*	*	*	*	*	*	*	170	232	139	178	154	205
10:00	*	*	*	*	*	*	*	*	*	*	209	220	161	174	185	197
11:00	*	*	*	*	*	*	*	*	*	*	**233**	**237**	**178**	**190**	**206**	**214**
12:00 PM	*	*	*	*	*	*	*	*	*	*	224	**229**	**193**	**192**	208	210
01:00	*	*	*	*	*	*	*	*	*	*	**243**	225	159	178	201	202
02:00	*	*	*	*	*	*	*	*	*	*	202	200	161	181	182	190
03:00	*	*	*	*	*	*	*	*	352	286	230	196	168	151	**250**	211
04:00	*	*	*	*	*	*	*	*	**382**	287	188	188	161	166	244	214
05:00	*	*	*	*	*	*	*	*	345	**302**	194	194	179	169	239	**222**
06:00	*	*	*	*	*	*	*	*	259	217	198	183	182	157	213	186
07:00	*	*	*	*	*	*	*	*	191	154	142	156	130	101	154	137
08:00	*	*	*	*	*	*	*	*	142	137	147	117	111	117	133	124
09:00	*	*	*	*	*	*	*	*	113	115	93	92	72	63	93	90
10:00	*	*	*	*	*	*	*	*	90	75	74	79	44	48	69	67
11:00	*	*	*	*	*	*	*	*	62	49	59	48	34	16	52	38
Lane	0	0	0	0	0	0	0	0	1936	1622	3021	3183	2354	2417	2929	2970
Day	0		0		0		0		3558		6204		4771		5899	
AM Peak											11:00	11:00	11:00	11:00	11:00	11:00
Vol.											233	237	178	190	206	214
PM Peak									16:00	17:00	13:00	12:00	12:00	12:00	15:00	17:00
Vol.									382	302	243	229	193	192	250	222

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd
Douglas av to 2nd ave
Latitude: 0' 0.000 Undefined

Start	12-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	14	12	20	15	14	10	19	7	*	*	*	*	*	*	17	11
01:00	5	6	11	8	9	9	3	7	*	*	*	*	*	*	7	8
02:00	6	7	11	11	14	12	8	12	*	*	*	*	*	*	10	10
03:00	14	18	6	23	5	12	11	23	*	*	*	*	*	*	9	19
04:00	22	55	24	46	26	44	26	43	*	*	*	*	*	*	24	47
05:00	72	102	69	106	60	118	68	97	*	*	*	*	*	*	67	106
06:00	128	210	109	188	111	200	122	222	*	*	*	*	*	*	118	205
07:00	205	**330**	228	310	**256**	**330**	**278**	**318**	*	*	*	*	*	*	242	**322**
08:00	191	225	200	219	213	208	191	233	*	*	*	*	*	*	199	221
09:00	179	191	213	317	181	206	185	202	*	*	*	*	*	*	190	229
10:00	206	209	**321**	288	197	187	25	22	*	*	*	*	*	*	187	176
11:00	**258**	226	309	**351**	239	228	*	*	*	*	*	*	*	*	**269**	268
12:00 PM	259	219	275	305	244	198	*	*	*	*	*	*	*	*	259	241
01:00	257	227	253	283	251	212	*	*	*	*	*	*	*	*	254	241
02:00	272	231	308	254	272	247	*	*	*	*	*	*	*	*	284	244
03:00	326	**258**	500	**357**	331	238	*	*	*	*	*	*	*	*	386	**284**
04:00	**359**	231	**651**	301	**407**	**269**	*	*	*	*	*	*	*	*	**472**	267
05:00	290	211	421	252	325	216	*	*	*	*	*	*	*	*	345	226
06:00	235	189	216	180	232	196	*	*	*	*	*	*	*	*	228	188
07:00	155	141	150	114	183	136	*	*	*	*	*	*	*	*	163	130
08:00	125	81	116	100	136	133	*	*	*	*	*	*	*	*	126	105
09:00	91	57	89	69	84	74	*	*	*	*	*	*	*	*	88	67
10:00	28	56	47	57	51	49	*	*	*	*	*	*	*	*	42	54
11:00	24	22	15	21	27	32	*	*	*	*	*	*	*	*	22	25
Lane	3721	3514	4562	4175	3868	3564	936	1186	0	0	0	0	0	0	4008	3694
Day	7235		8737		7432		2122		0		0		0		7702	
AM Peak	11:00	07:00	10:00	11:00	07:00	07:00	07:00	07:00							11:00	07:00
Vol.	258	330	321	351	256	330	278	318							269	322
PM Peak	16:00	15:00	16:00	15:00	16:00	16:00									16:00	15:00
Vol.	359	258	651	357	407	269									472	284

Comb. Total	7235	8737	7432	2122	3558	6204	4771	13601

ADT ADT 6,876 AADT 6,876

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd
Haven av to Spring st
Latitude: 0' 0.000 Undefined

Start	09-Nov-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	147	1	143	12	145	6
01:00	*	*	*	*	*	*	*	*	*	*	86	2	74	2	80	2
02:00	*	*	*	*	*	*	*	*	*	*	62	1	60	2	61	2
03:00	*	*	*	*	*	*	*	*	*	*	37	3	41	0	39	2
04:00	*	*	*	*	*	*	*	*	*	*	34	6	24	0	29	3
05:00	*	*	*	*	*	*	*	*	*	*	56	2	35	1	46	2
06:00	*	*	*	*	*	*	*	*	*	*	118	11	48	1	83	6
07:00	*	*	*	*	*	*	*	*	*	*	191	21	127	3	159	12
08:00	*	*	*	*	*	*	*	*	*	*	300	25	220	10	260	18
09:00	*	*	*	*	*	*	*	*	*	*	357	21	258	9	308	15
10:00	*	*	*	*	*	*	*	*	*	*	**421**	36	340	21	380	28
11:00	*	*	*	*	*	*	*	*	*	*	420	**72**	**352**	**23**	**386**	**48**
12:00 PM	*	*	*	*	*	*	*	*	*	*	434	**44**	396	36	415	40
01:00	*	*	*	*	*	*	*	*	*	*	456	29	**460**	32	458	30
02:00	*	*	*	*	*	*	*	*	*	*	**498**	37	452	24	475	30
03:00	*	*	*	*	*	*	*	*	561	62	449	41	434	31	481	45
04:00	*	*	*	*	*	*	*	*	612	77	471	39	436	29	**506**	48
05:00	*	*	*	*	*	*	*	*	**638**	**79**	468	41	410	38	505	**53**
06:00	*	*	*	*	*	*	*	*	634	76	442	41	401	**42**	492	53
07:00	*	*	*	*	*	*	*	*	515	60	344	40	348	25	402	42
08:00	*	*	*	*	*	*	*	*	321	26	268	14	255	12	281	17
09:00	*	*	*	*	*	*	*	*	289	23	206	10	223	15	239	16
10:00	*	*	*	*	*	*	*	*	297	10	308	22	170	2	258	11
11:00	*	*	*	*	*	*	*	*	228	6	193	12	94	1	172	6
Lane	0	0	0	0	0	0	0	0	4095	419	6766	571	5801	371	6660	535
Day	0		0		0		0		4514		7337		6172		7195	
AM Peak											10:00	11:00	11:00	11:00	11:00	11:00
Vol.											421	72	352	23	386	48
PM Peak									17:00	17:00	14:00	12:00	13:00	18:00	16:00	17:00
Vol.									638	79	498	44	460	42	506	53

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Bay rd
Haven av to Spring st
Latitude: 0' 0.000 Undefined

Start	16-Nov-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	62	2	40	0	68	1	3	34	*	*	*	*	*	*	43	9
01:00	24	1	14	0	41	0	3	10	*	*	*	*	*	*	20	3
02:00	37	0	12	0	28	0	1	11	*	*	*	*	*	*	20	3
03:00	13	0	8	0	15	0	3	7	*	*	*	*	*	*	10	2
04:00	25	0	19	0	39	0	1	16	*	*	*	*	*	*	21	4
05:00	111	2	60	0	107	0	0	37	*	*	*	*	*	*	70	10
06:00	277	13	148	0	288	10	5	**107**	*	*	*	*	*	*	180	32
07:00	486	39	268	3	503	45	11	62	*	*	*	*	*	*	317	**37**
08:00	**579**	**50**	**303**	0	**602**	**57**	**21**	6	*	*	*	*	*	*	**376**	28
09:00	455	31	222	0	433	41	4	1	*	*	*	*	*	*	278	18
10:00	365	31	185	0	355	20	1	0	*	*	*	*	*	*	226	13
11:00	349	16	209	**115**	349	12	0	0	*	*	*	*	*	*	227	36
12:00 PM	437	19	415	29	372	28	0	**1**	*	*	*	*	*	*	306	19
01:00	475	41	418	34	491	41	*	*	*	*	*	*	*	*	461	39
02:00	495	45	496	38	497	54	*	*	*	*	*	*	*	*	496	46
03:00	524	53	528	49	554	65	*	*	*	*	*	*	*	*	535	56
04:00	585	70	605	61	611	60	*	*	*	*	*	*	*	*	600	64
05:00	**606**	**81**	**611**	**83**	**631**	83	*	*	*	*	*	*	*	*	**616**	**82**
06:00	309	2	534	77	439	40	*	*	*	*	*	*	*	*	427	40
07:00	232	2	427	33	238	18	*	*	*	*	*	*	*	*	299	18
08:00	139	1	322	16	44	**113**	*	*	*	*	*	*	*	*	168	43
09:00	125	0	266	21	7	104	*	*	*	*	*	*	*	*	133	42
10:00	125	0	206	13	7	98	*	*	*	*	*	*	*	*	113	37
11:00	56	0	143	3	6	68	*	*	*	*	*	*	*	*	68	24
Lane	6891	499	6459	575	6725	958	53	292	0	0	0	0	0	0	6010	705
Day	7390		7034		7683		345		0		0		0		6715	
AM Peak	08:00	08:00	08:00	11:00	08:00	08:00	08:00	06:00							08:00	07:00
Vol.	579	50	303	115	602	57	21	107							376	37
PM Peak	17:00	17:00	17:00	17:00	17:00	20:00		12:00							17:00	17:00
Vol.	606	81	611	83	631	113		1							616	82

Comb. Total	7390	7034	7683	345	4514	7337	6172	13910

ADT ADT 7,123 AADT 7,123

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Blenhiem ave
Dumbarton av to Berkshire av
Latitude: 0' 0.000 Undefined

Start	16-Jan-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	*	*	*	*	*	*	*	*	*	*	2	3	2	2	2	2
01:00	*	*	*	*	*	*	*	*	*	*	2	1	3	2	2	2
02:00	*	*	*	*	*	*	*	*	*	*	2	0	3	2	2	1
03:00	*	*	*	*	*	*	*	*	*	*	2	0	3	0	2	0
04:00	*	*	*	*	*	*	*	*	*	*	3	0	0	1	2	0
05:00	*	*	*	*	*	*	*	*	*	*	1	2	1	0	1	1
06:00	*	*	*	*	*	*	*	*	*	*	3	1	1	2	2	2
07:00	*	*	*	*	*	*	*	*	*	*	5	9	0	4	2	6
08:00	*	*	*	*	*	*	*	*	*	*	11	**15**	1	7	6	11
09:00	*	*	*	*	*	*	*	*	*	*	9	12	13	6	11	9
10:00	*	*	*	*	*	*	*	*	*	*	12	10	13	**15**	12	**12**
11:00	*	*	*	*	*	*	*	*	*	*	**13**	12	**14**	10	**14**	11
12:00 PM	*	*	*	*	*	*	*	*	*	*	26	18	14	18	20	18
01:00	*	*	*	*	*	*	*	*	*	*	18	19	**20**	15	19	17
02:00	*	*	*	*	*	*	*	*	*	*	14	18	17	**21**	16	20
03:00	*	*	*	*	*	*	*	*	17	23	21	21	9	15	16	20
04:00	*	*	*	*	*	*	*	*	12	**29**	21	15	19	21	17	22
05:00	*	*	*	*	*	*	*	*	20	25	**30**	**26**	20	18	**23**	**23**
06:00	*	*	*	*	*	*	*	*	**25**	18	23	25	18	16	22	20
07:00	*	*	*	*	*	*	*	*	21	21	12	10	14	12	16	14
08:00	*	*	*	*	*	*	*	*	9	11	6	16	8	11	8	13
09:00	*	*	*	*	*	*	*	*	11	11	10	7	11	8	11	9
10:00	*	*	*	*	*	*	*	*	16	10	8	11	12	9	12	10
11:00	*	*	*	*	*	*	*	*	7	4	6	7	6	8	6	6
Lane	0	0	0	0	0	0	0	0	138	152	260	258	222	223	244	249
Day	0		0		0		0		290		518		445		493	
AM Peak											11:00	08:00	11:00	10:00	11:00	10:00
Vol.											13	15	14	15	14	12
PM Peak									18:00	16:00	17:00	17:00	13:00	14:00	17:00	17:00
Vol.									25	29	30	26	20	21	23	23

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Blenhiem ave
Dumbarton av to Berkshire av
Latitude: 0' 0.000 Undefined

Start	23-Jan-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	6	3	1	1	0	2	0	3	*	*	*	*	*	*	2	2
01:00	1	1	0	0	0	0	1	4	*	*	*	*	*	*	0	1
02:00	1	2	0	0	0	0	0	2	*	*	*	*	*	*	0	1
03:00	1	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	1	2	1	1	0	2	0	2	*	*	*	*	*	*	0	2
05:00	3	0	0	1	0	0	2	1	*	*	*	*	*	*	1	0
06:00	2	5	5	5	2	7	4	12	*	*	*	*	*	*	3	7
07:00	6	**17**	11	**34**	5	27	9	**36**	*	*	*	*	*	*	8	**28**
08:00	14	16	18	24	**26**	**33**	**15**	20	*	*	*	*	*	*	**18**	23
09:00	13	16	5	11	13	12	10	16	*	*	*	*	*	*	10	14
10:00	**23**	9	**20**	16	10	18	*	*	*	*	*	*	*	*	18	14
11:00	6	8	7	16	10	18	*	*	*	*	*	*	*	*	8	14
12:00 PM	8	14	11	14	14	18	*	*	*	*	*	*	*	*	11	15
01:00	20	14	13	25	9	14	*	*	*	*	*	*	*	*	14	18
02:00	12	23	16	26	9	16	*	*	*	*	*	*	*	*	12	22
03:00	23	**37**	26	26	23	27	*	*	*	*	*	*	*	*	24	30
04:00	**36**	23	**30**	28	12	26	*	*	*	*	*	*	*	*	26	26
05:00	32	33	19	**43**	**33**	**32**	*	*	*	*	*	*	*	*	**28**	**36**
06:00	28	19	19	25	23	24	*	*	*	*	*	*	*	*	23	23
07:00	16	34	14	16	12	14	*	*	*	*	*	*	*	*	14	21
08:00	26	18	18	19	11	14	*	*	*	*	*	*	*	*	18	17
09:00	11	14	9	12	4	14	*	*	*	*	*	*	*	*	8	13
10:00	6	6	6	5	5	12	*	*	*	*	*	*	*	*	6	8
11:00	2	7	1	1	5	1	*	*	*	*	*	*	*	*	3	3
Lane	297	321	250	349	226	331	41	96	0	0	0	0	0	0	255	338
Day	618		599		557		137		0		0		0		593	
AM Peak	10:00	07:00	10:00	07:00	08:00	08:00	08:00	07:00							08:00	07:00
Vol.	23	17	20	34	26	33	15	36							18	28
PM Peak	16:00	15:00	16:00	17:00	17:00	17:00									17:00	17:00
Vol.	36	37	30	43	33	32									28	36

Comb. Total	618		599		557		137		290		518		445		1086	

ADT ADT 546 AADT 546

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Buckingham
El Camino real to West Moreland
Latitude: 0' 0.000 Undefined

Start	16-Jan-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	12	0	6	0	9
01:00	*	*	*	*	*	*	*	*	*	*	0	4	0	11	0	8
02:00	*	*	*	*	*	*	*	*	*	*	0	8	0	10	0	9
03:00	*	*	*	*	*	*	*	*	*	*	0	1	0	2	0	2
04:00	*	*	*	*	*	*	*	*	*	*	0	1	0	3	0	2
05:00	*	*	*	*	*	*	*	*	*	*	0	2	0	6	0	4
06:00	*	*	*	*	*	*	*	*	*	*	0	10	0	4	0	7
07:00	*	*	*	*	*	*	*	*	*	*	0	15	0	13	0	14
08:00	*	*	*	*	*	*	*	*	*	*	0	28	0	19	0	24
09:00	*	*	*	*	*	*	*	*	*	*	0	26	0	30	0	28
10:00	*	*	*	*	*	*	*	*	*	*	0	33	0	35	0	34
11:00	*	*	*	*	*	*	*	*	*	*	0	**40**	0	**51**	0	**46**
12:00 PM	*	*	*	*	*	*	*	*	*	*	0	35	0	40	0	38
01:00	*	*	*	*	*	*	*	*	*	*	0	41	0	45	0	43
02:00	*	*	*	*	*	*	*	*	*	*	0	35	0	41	0	38
03:00	*	*	*	*	*	*	*	*	*	*	0	42	0	25	0	34
04:00	*	*	*	*	*	*	*	*	0	**59**	0	**52**	0	42	0	**51**
05:00	*	*	*	*	*	*	*	*	0	58	0	33	0	**54**	0	48
06:00	*	*	*	*	*	*	*	*	0	58	0	49	0	46	0	51
07:00	*	*	*	*	*	*	*	*	0	42	0	38	0	38	0	39
08:00	*	*	*	*	*	*	*	*	0	30	0	43	0	28	0	34
09:00	*	*	*	*	*	*	*	*	0	36	0	31	0	24	0	30
10:00	*	*	*	*	*	*	*	*	0	24	0	35	0	14	0	24
11:00	*	*	*	*	*	*	*	*	0	15	0	19	0	10	0	15
Lane	0	0	0	0	0	0	0	0	0	322	0	633	0	597	0	632
Day	0		0		0		0		322		633		597		632	
AM Peak												11:00		11:00		11:00
Vol.												40		51		46
PM Peak										16:00		16:00		17:00		16:00
Vol.										59		52		54		51

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Buckingham
El Camino real to West Moreland
Latitude: 0' 0.000 Undefined

Start	23-Jan-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	0	7	0	1	0	4	0	3	*	*	*	*	*	*	0	4
01:00	0	6	0	5	0	9	0	0	*	*	*	*	*	*	0	5
02:00	0	0	0	3	0	1	0	0	*	*	*	*	*	*	0	1
03:00	0	0	0	1	0	1	0	0	*	*	*	*	*	*	0	0
04:00	0	4	0	2	0	6	0	1	*	*	*	*	*	*	0	3
05:00	0	7	0	4	0	6	0	1	*	*	*	*	*	*	0	4
06:00	0	13	0	17	0	14	0	7	*	*	*	*	*	*	0	13
07:00	0	**54**	0	**42**	0	**49**	0	**15**	*	*	*	*	*	*	0	**40**
08:00	0	34	0	42	0	42	0	12	*	*	*	*	*	*	0	32
09:00	**1**	13	0	25	0	32	0	7	*	*	*	*	*	*	0	19
10:00	0	14	0	30	0	38	*	*	*	*	*	*	*	*	0	27
11:00	0	36	0	38	0	29	*	*	*	*	*	*	*	*	0	34
12:00 PM	0	37	0	42	**8**	**27**	*	*	*	*	*	*	*	*	**3**	35
01:00	0	40	0	37	0	12	*	*	*	*	*	*	*	*	0	30
02:00	0	47	0	41	0	3	*	*	*	*	*	*	*	*	0	30
03:00	0	**54**	**1**	**63**	0	14	*	*	*	*	*	*	*	*	0	**44**
04:00	0	51	0	57	0	8	*	*	*	*	*	*	*	*	0	39
05:00	0	50	0	57	0	6	*	*	*	*	*	*	*	*	0	38
06:00	0	50	0	58	0	13	*	*	*	*	*	*	*	*	0	40
07:00	0	35	0	34	0	9	*	*	*	*	*	*	*	*	0	26
08:00	0	34	0	39	0	2	*	*	*	*	*	*	*	*	0	25
09:00	0	30	0	29	0	4	*	*	*	*	*	*	*	*	0	21
10:00	0	18	0	22	0	3	*	*	*	*	*	*	*	*	0	14
11:00	0	15	0	12	0	3	*	*	*	*	*	*	*	*	0	10
Lane	1	649	1	701	8	335	0	46	0	0	0	0	0	0	3	534
Day	650		702		343		46		0		0		0		537	
AM Peak	09:00	07:00		07:00		07:00		07:00								07:00
Vol.	1	54		42		49		15								40
PM Peak		15:00	15:00	15:00	12:00	12:00									12:00	15:00
Vol.		54	1	63	8	27									3	44

Comb. Total	650	702	343	46	322	633	597	1169
ADT	ADT 573	AADT 573						

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Columbia ave
El Camino real to Waverly ave
Latitude: 0' 0.000 Undefined

Start	16-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	2	4	3	9	2	6
01:00	*	*	*	*	*	*	*	*	*	*	2	4	2	3	2	4
02:00	*	*	*	*	*	*	*	*	*	*	0	5	0	2	0	4
03:00	*	*	*	*	*	*	*	*	*	*	0	0	1	2	0	1
04:00	*	*	*	*	*	*	*	*	*	*	1	0	0	2	0	1
05:00	*	*	*	*	*	*	*	*	*	*	1	2	1	1	1	2
06:00	*	*	*	*	*	*	*	*	*	*	5	5	1	1	3	3
07:00	*	*	*	*	*	*	*	*	*	*	9	10	4	8	6	9
08:00	*	*	*	*	*	*	*	*	*	*	14	25	8	11	11	18
09:00	*	*	*	*	*	*	*	*	*	*	17	16	5	9	11	12
10:00	*	*	*	*	*	*	*	*	*	*	8	22	11	20	10	21
11:00	*	*	*	*	*	*	*	*	*	*	**24**	**26**	**14**	**22**	**19**	**24**
12:00 PM	*	*	*	*	*	*	*	*	*	*	14	26	7	18	10	22
01:00	*	*	*	*	*	*	*	*	*	*	13	31	**18**	**23**	16	27
02:00	*	*	*	*	*	*	*	*	*	*	**17**	28	10	13	14	20
03:00	*	*	*	*	*	*	*	*	22	**77**	13	**32**	14	9	16	**39**
04:00	*	*	*	*	*	*	*	*	**32**	76	12	17	7	15	**17**	36
05:00	*	*	*	*	*	*	*	*	18	46	10	19	10	15	13	27
06:00	*	*	*	*	*	*	*	*	14	22	4	12	7	19	8	18
07:00	*	*	*	*	*	*	*	*	10	16	3	13	5	13	6	14
08:00	*	*	*	*	*	*	*	*	7	14	6	10	5	9	6	11
09:00	*	*	*	*	*	*	*	*	7	17	3	8	1	9	4	11
10:00	*	*	*	*	*	*	*	*	2	11	2	10	2	3	2	8
11:00	*	*	*	*	*	*	*	*	3	6	0	2	1	3	1	4
Lane	0	0	0	0	0	0	0	0	115	285	180	327	137	239	178	342
Day	0		0		0		0		400		507		376		520	
AM Peak											11:00	11:00	11:00	11:00	11:00	11:00
Vol.											24	26	14	22	19	24
PM Peak									16:00	15:00	14:00	15:00	13:00	13:00	16:00	15:00
Vol.									32	77	17	32	18	23	17	39

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Columbia ave
El Camino real to Waverly ave
Latitude: 0' 0.000 Undefined

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	2	1	1	0	0	2	1	*	*	*	*	*	*	1	1
01:00	1	2	0	1	1	1	0	1	*	*	*	*	*	*	0	1
02:00	0	0	0	0	0	0	2	2	*	*	*	*	*	*	0	0
03:00	0	1	1	1	1	2	1	1	*	*	*	*	*	*	1	1
04:00	0	0	0	0	0	1	0	1	*	*	*	*	*	*	0	0
05:00	6	3	1	4	2	2	3	3	*	*	*	*	*	*	3	3
06:00	16	3	**19**	5	13	9	17	5	*	*	*	*	*	*	16	6
07:00	14	8	19	**20**	**20**	18	**20**	7	*	*	*	*	*	*	**18**	13
08:00	**22**	12	11	14	13	18	12	18	*	*	*	*	*	*	14	16
09:00	12	20	11	12	17	16	20	**27**	*	*	*	*	*	*	15	19
10:00	15	16	16	14	18	16	12	23	*	*	*	*	*	*	15	17
11:00	19	**22**	12	18	12	**27**	14	22	*	*	*	*	*	*	14	**22**
12:00 PM	**19**	30	20	24	**27**	**38**	**12**	**25**	*	*	*	*	*	*	**20**	**29**
01:00	19	23	14	18	17	31	*	*	*	*	*	*	*	*	17	24
02:00	16	22	**22**	22	13	26	*	*	*	*	*	*	*	*	17	23
03:00	15	**35**	20	25	20	21	*	*	*	*	*	*	*	*	18	27
04:00	18	19	15	**33**	19	22	*	*	*	*	*	*	*	*	17	25
05:00	13	16	17	31	16	27	*	*	*	*	*	*	*	*	15	25
06:00	2	24	7	11	12	19	*	*	*	*	*	*	*	*	7	18
07:00	6	11	6	10	4	17	*	*	*	*	*	*	*	*	5	13
08:00	5	7	4	6	9	10	*	*	*	*	*	*	*	*	6	8
09:00	2	8	3	5	5	6	*	*	*	*	*	*	*	*	3	6
10:00	2	5	1	6	1	4	*	*	*	*	*	*	*	*	1	5
11:00	1	4	3	3	2	3	*	*	*	*	*	*	*	*	2	3
Lane	223	293	223	284	242	334	115	136	0	0	0	0	0	0	225	305
Day	516		507		576		251		0		0		0		530	
AM Peak	08:00	11:00	06:00	07:00	07:00	11:00	07:00	09:00							07:00	11:00
Vol.	22	22	19	20	20	27	20	27							18	22
PM Peak	12:00	15:00	14:00	16:00	12:00	12:00	12:00	12:00							12:00	12:00
Vol.	19	35	22	33	27	38	12	25							20	29

Comb. Total	516	507	576	251	400	507	376	1050

ADT ADT 496 AADT 496

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Edison wy
5th ave to 6th ave
Latitude: 0' 0.000 Undefined

Start	05-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	8	12	6	6	7	9
01:00	*	*	*	*	*	*	*	*	*	*	11	13	7	4	9	8
02:00	*	*	*	*	*	*	*	*	*	*	6	4	4	2	5	3
03:00	*	*	*	*	*	*	*	*	*	*	3	2	1	1	2	2
04:00	*	*	*	*	*	*	*	*	*	*	0	2	1	2	0	2
05:00	*	*	*	*	*	*	*	*	*	*	5	9	2	6	4	8
06:00	*	*	*	*	*	*	*	*	*	*	9	18	5	17	7	18
07:00	*	*	*	*	*	*	*	*	*	*	50	35	21	26	36	30
08:00	*	*	*	*	*	*	*	*	*	*	50	59	20	43	35	51
09:00	*	*	*	*	*	*	*	*	*	*	62	89	36	43	49	66
10:00	*	*	*	*	*	*	*	*	*	*	**84**	**99**	**47**	59	**66**	79
11:00	*	*	*	*	*	*	*	*	*	*	84	97	47	**72**	66	**84**
12:00 PM	*	*	*	*	*	*	*	*	85	95	**62**	82	48	72	65	83
01:00	*	*	*	*	*	*	*	*	55	77	60	78	**67**	**85**	61	80
02:00	*	*	*	*	*	*	*	*	85	105	62	**85**	39	57	62	82
03:00	*	*	*	*	*	*	*	*	86	121	49	67	44	55	60	81
04:00	*	*	*	*	*	*	*	*	**104**	129	53	82	40	64	66	**92**
05:00	*	*	*	*	*	*	*	*	96	**142**	59	83	51	52	**69**	92
06:00	*	*	*	*	*	*	*	*	65	76	57	77	35	51	52	68
07:00	*	*	*	*	*	*	*	*	52	56	39	55	40	32	44	48
08:00	*	*	*	*	*	*	*	*	29	43	32	35	24	31	28	36
09:00	*	*	*	*	*	*	*	*	30	25	27	19	20	13	26	19
10:00	*	*	*	*	*	*	*	*	15	13	16	16	14	9	15	13
11:00	*	*	*	*	*	*	*	*	8	18	10	15	8	6	9	13
Lane	0	0	0	0	0	0	0	0	710	900	898	1133	627	808	843	1067
Day	0		0		0		0		1610		2031		1435		1910	
AM Peak											10:00	10:00	10:00	11:00	10:00	11:00
Vol.											84	99	47	72	66	84
PM Peak									16:00	17:00	12:00	14:00	13:00	13:00	17:00	16:00
Vol.									104	142	62	85	67	85	69	92

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Edison wy
5th ave to 6th ave
Latitude: 0' 0.000 Undefined

Start	12-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	5	3	5	4	6	4	0	8	*	*	*	*	*	*	4	5
01:00	7	6	4	4	1	4	0	4	*	*	*	*	*	*	3	4
02:00	0	1	3	2	1	3	0	4	*	*	*	*	*	*	1	2
03:00	1	5	3	1	1	1	1	6	*	*	*	*	*	*	2	3
04:00	5	12	7	17	5	6	0	16	*	*	*	*	*	*	4	13
05:00	9	16	10	19	16	19	**2**	30	*	*	*	*	*	*	9	21
06:00	20	33	25	42	29	43	0	78	*	*	*	*	*	*	18	49
07:00	**88**	**87**	**88**	**104**	**86**	100	1	**188**	*	*	*	*	*	*	**66**	**120**
08:00	67	69	53	71	59	66	0	142	*	*	*	*	*	*	45	87
09:00	39	52	59	52	54	71	0	61	*	*	*	*	*	*	38	59
10:00	48	63	53	62	34	81	*	*	*	*	*	*	*	*	45	69
11:00	70	69	52	80	44	**102**	*	*	*	*	*	*	*	*	55	84
12:00 PM	63	90	39	78	16	89	*	*	*	*	*	*	*	*	39	86
01:00	70	88	55	77	12	135	*	*	*	*	*	*	*	*	46	100
02:00	72	87	75	110	**24**	130	*	*	*	*	*	*	*	*	57	109
03:00	**106**	95	77	110	20	158	*	*	*	*	*	*	*	*	68	121
04:00	83	**115**	85	105	19	**195**	*	*	*	*	*	*	*	*	62	**138**
05:00	99	97	**90**	**113**	17	195	*	*	*	*	*	*	*	*	**69**	135
06:00	67	83	56	65	7	160	*	*	*	*	*	*	*	*	43	103
07:00	45	50	43	44	5	92	*	*	*	*	*	*	*	*	31	62
08:00	32	49	32	35	2	69	*	*	*	*	*	*	*	*	22	51
09:00	22	24	18	18	1	43	*	*	*	*	*	*	*	*	14	28
10:00	11	14	11	8	1	28	*	*	*	*	*	*	*	*	8	17
11:00	9	10	4	7	0	16	*	*	*	*	*	*	*	*	4	11
Lane	1038	1218	947	1228	460	1810	4	537	0	0	0	0	0	0	753	1477
Day	2256		2175		2270		541		0		0		0		2230	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00	05:00	07:00							07:00	07:00
Vol.	88	87	88	104	86	102	2	188							66	120
PM Peak	15:00	16:00	17:00	17:00	14:00	16:00									17:00	16:00
Vol.	106	115	90	113	24	195									69	138

Comb. Total	2256	2175	2270	541	1610	2031	1435	4140

ADT ADT 2,033 AADT 2,033

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
17th ave to 16th ave
Latitude: 0' 0.000 Undefined

Start	23-Feb-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	10	9	11	13	10	11
01:00	*	*	*	*	*	*	*	*	*	*	2	7	5	7	4	7
02:00	*	*	*	*	*	*	*	*	*	*	3	5	6	6	4	6
03:00	*	*	*	*	*	*	*	*	*	*	2	3	4	5	3	4
04:00	*	*	*	*	*	*	*	*	*	*	3	1	2	3	2	2
05:00	*	*	*	*	*	*	*	*	*	*	4	1	2	3	3	2
06:00	*	*	*	*	*	*	*	*	*	*	10	2	4	5	7	4
07:00	*	*	*	*	*	*	*	*	*	*	27	18	13	5	20	12
08:00	*	*	*	*	*	*	*	*	*	*	48	30	26	17	37	24
09:00	*	*	*	*	*	*	*	*	*	*	52	42	30	21	41	32
10:00	*	*	*	*	*	*	*	*	*	*	**85**	**57**	**59**	35	**72**	46
11:00	*	*	*	*	*	*	*	*	*	*	76	55	55	**41**	66	**48**
12:00 PM	*	*	*	*	*	*	*	*	*	*	59	63	51	53	55	58
01:00	*	*	*	*	*	*	*	*	*	*	**68**	69	52	50	60	60
02:00	*	*	*	*	*	*	*	*	*	*	66	69	50	**59**	58	64
03:00	*	*	*	*	*	*	*	*	85	99	60	71	41	47	62	72
04:00	*	*	*	*	*	*	*	*	76	99	48	55	**53**	59	59	71
05:00	*	*	*	*	*	*	*	*	**99**	**115**	52	58	47	45	**66**	73
06:00	*	*	*	*	*	*	*	*	72	102	47	**74**	45	48	55	**75**
07:00	*	*	*	*	*	*	*	*	51	57	60	54	29	38	47	50
08:00	*	*	*	*	*	*	*	*	41	39	47	36	26	36	38	37
09:00	*	*	*	*	*	*	*	*	30	36	34	37	26	27	30	33
10:00	*	*	*	*	*	*	*	*	24	30	22	31	13	16	20	26
11:00	*	*	*	*	*	*	*	*	11	13	24	14	9	7	15	11
Lane	0	0	0	0	0	0	0	0	489	590	909	861	659	646	834	828
Day	0		0		0		0		1079		1770		1305		1662	
AM Peak											10:00	10:00	10:00	11:00	10:00	11:00
Vol.											85	57	59	41	72	48
PM Peak									17:00	17:00	13:00	18:00	16:00	14:00	17:00	18:00
Vol.									99	115	68	74	53	59	66	75

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
17th ave to 16th ave
Latitude: 0' 0.000 Undefined

Start	02-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	9	7	4	3	3	9	0	1	*	*	*	*	*	*	4	5
01:00	1	4	2	2	1	3	0	1	*	*	*	*	*	*	1	2
02:00	2	2	1	2	0	1	1	1	*	*	*	*	*	*	1	2
03:00	1	2	0	1	0	1	1	3	*	*	*	*	*	*	0	2
04:00	3	1	6	4	6	2	6	2	*	*	*	*	*	*	5	2
05:00	17	2	13	4	8	2	13	4	*	*	*	*	*	*	13	3
06:00	27	11	24	15	29	18	26	15	*	*	*	*	*	*	26	15
07:00	60	56	83	79	**75**	74	64	75	*	*	*	*	*	*	70	71
08:00	**66**	**80**	**89**	**85**	71	**112**	68	**86**	*	*	*	*	*	*	**74**	**91**
09:00	53	65	68	70	67	78	**72**	78	*	*	*	*	*	*	65	73
10:00	44	37	44	54	57	54	47	63	*	*	*	*	*	*	48	52
11:00	37	58	39	40	57	61	54	50	*	*	*	*	*	*	47	52
12:00 PM	77	57	45	59	79	71	**47**	**40**	*	*	*	*	*	*	62	57
01:00	58	58	62	56	74	81	*	*	*	*	*	*	*	*	65	65
02:00	62	57	62	53	55	60	*	*	*	*	*	*	*	*	60	57
03:00	66	88	47	72	70	65	*	*	*	*	*	*	*	*	61	75
04:00	65	89	67	95	**86**	90	*	*	*	*	*	*	*	*	73	91
05:00	**87**	100	**95**	**99**	81	**111**	*	*	*	*	*	*	*	*	**88**	**103**
06:00	59	**111**	59	94	69	83	*	*	*	*	*	*	*	*	62	96
07:00	34	68	46	48	47	55	*	*	*	*	*	*	*	*	42	57
08:00	31	39	35	47	26	38	*	*	*	*	*	*	*	*	31	41
09:00	20	34	21	26	21	47	*	*	*	*	*	*	*	*	21	36
10:00	12	12	14	29	13	27	*	*	*	*	*	*	*	*	13	23
11:00	5	6	5	12	7	11	*	*	*	*	*	*	*	*	6	10
Lane	896	1044	931	1049	1002	1154	399	419	0	0	0	0	0	0	938	1081
Day	1940		1980		2156		818		0		0		0		2019	
AM Peak	08:00	08:00	08:00	08:00	07:00	08:00	09:00	08:00							08:00	08:00
Vol.	66	80	89	85	75	112	72	86							74	91
PM Peak	17:00	18:00	17:00	17:00	16:00	17:00	12:00	12:00							17:00	17:00
Vol.	87	111	95	99	86	111	47	40							88	103

Comb. Total	1940	1980	2156	818	1079	1770	1305	3681

ADT ADT 1,830 AADT 1,830

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
18th ave to 17th ave
Latitude: 0' 0.000 Undefined

Start	23-Feb-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	11	9	16	12	14	10
01:00	*	*	*	*	*	*	*	*	*	*	8	2	7	5	8	4
02:00	*	*	*	*	*	*	*	*	*	*	5	2	8	7	6	4
03:00	*	*	*	*	*	*	*	*	*	*	2	1	6	3	4	2
04:00	*	*	*	*	*	*	*	*	*	*	0	3	4	3	2	3
05:00	*	*	*	*	*	*	*	*	*	*	1	4	1	2	1	3
06:00	*	*	*	*	*	*	*	*	*	*	4	12	5	5	4	8
07:00	*	*	*	*	*	*	*	*	*	*	22	32	9	16	16	24
08:00	*	*	*	*	*	*	*	*	*	*	39	46	22	29	30	38
09:00	*	*	*	*	*	*	*	*	*	*	51	53	25	33	38	43
10:00	*	*	*	*	*	*	*	*	*	*	**67**	83	37	**65**	52	**74**
11:00	*	*	*	*	*	*	*	*	*	*	66	**86**	**47**	58	**56**	72
12:00 PM	*	*	*	*	*	*	*	*	*	*	78	70	65	**59**	72	64
01:00	*	*	*	*	*	*	*	*	*	*	70	**79**	46	53	58	66
02:00	*	*	*	*	*	*	*	*	*	*	72	70	**68**	54	70	62
03:00	*	*	*	*	*	*	*	*	108	97	77	66	55	46	80	70
04:00	*	*	*	*	*	*	*	*	101	77	61	55	63	56	75	63
05:00	*	*	*	*	*	*	*	*	**131**	**99**	62	59	51	54	**81**	**71**
06:00	*	*	*	*	*	*	*	*	108	70	**79**	48	54	50	80	56
07:00	*	*	*	*	*	*	*	*	69	56	60	60	45	31	58	49
08:00	*	*	*	*	*	*	*	*	39	43	38	51	41	29	39	41
09:00	*	*	*	*	*	*	*	*	37	33	44	36	28	26	36	32
10:00	*	*	*	*	*	*	*	*	35	24	38	25	20	15	31	21
11:00	*	*	*	*	*	*	*	*	17	13	16	24	8	8	14	15
Lane	0	0	0	0	0	0	0	0	645	512	971	976	731	719	925	895
Day	0		0		0		0		1157		1947		1450		1820	
AM Peak											10:00	11:00	11:00	10:00	11:00	10:00
Vol.											67	86	47	65	56	74
PM Peak									17:00	17:00	18:00	13:00	14:00	12:00	17:00	17:00
Vol.									131	99	79	79	68	59	81	71

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
18th ave to 17th ave
Latitude: 0' 0.000 Undefined

Start	02-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	6	9	3	4	9	3	3	1	*	*	*	*	*	*	5	4
01:00	5	1	2	3	4	1	1	0	*	*	*	*	*	*	3	1
02:00	2	2	2	1	1	0	1	0	*	*	*	*	*	*	2	1
03:00	0	0	1	0	1	0	4	1	*	*	*	*	*	*	2	0
04:00	1	3	1	6	0	5	0	4	*	*	*	*	*	*	0	4
05:00	3	17	6	14	3	10	6	13	*	*	*	*	*	*	4	14
06:00	14	32	17	28	20	32	17	36	*	*	*	*	*	*	17	32
07:00	**120**	60	**153**	83	166	65	**154**	61	*	*	*	*	*	*	**148**	67
08:00	104	**80**	137	**96**	**171**	**81**	131	**79**	*	*	*	*	*	*	136	**84**
09:00	68	63	77	73	84	80	93	75	*	*	*	*	*	*	80	73
10:00	43	54	54	56	61	63	68	53	*	*	*	*	*	*	56	56
11:00	59	45	61	45	72	53	63	62	*	*	*	*	*	*	64	51
12:00 PM	65	77	54	51	79	87	**50**	**53**	*	*	*	*	*	*	62	67
01:00	66	61	64	67	93	73	*	*	*	*	*	*	*	*	74	67
02:00	61	62	56	65	76	56	*	*	*	*	*	*	*	*	64	61
03:00	96	74	81	56	70	77	*	*	*	*	*	*	*	*	82	69
04:00	97	75	98	62	90	**96**	*	*	*	*	*	*	*	*	95	78
05:00	103	**87**	**103**	**101**	**122**	78	*	*	*	*	*	*	*	*	**109**	**89**
06:00	**121**	65	102	65	93	65	*	*	*	*	*	*	*	*	105	65
07:00	74	33	54	50	54	54	*	*	*	*	*	*	*	*	61	46
08:00	43	36	51	33	47	27	*	*	*	*	*	*	*	*	47	32
09:00	41	22	29	22	60	25	*	*	*	*	*	*	*	*	43	23
10:00	14	15	36	15	31	14	*	*	*	*	*	*	*	*	27	15
11:00	8	5	14	8	12	6	*	*	*	*	*	*	*	*	11	6
Lane	1214	978	1256	1004	1419	1051	591	438	0	0	0	0	0	0	1297	1005
Day	2192		2260		2470		1029		0		0		0		2302	
AM Peak	07:00	08:00	07:00	08:00	08:00	08:00	07:00	08:00							07:00	08:00
Vol.	120	80	153	96	171	81	154	79							148	84
PM Peak	18:00	17:00	17:00	17:00	17:00	16:00	12:00	12:00							17:00	17:00
Vol.	121	87	103	101	122	96	50	53							109	89

Comb. Total	2192	2260	2470	1029	1157	1947	1450	4122

ADT ADT 2,064 AADT 2,064

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks av
5th av to 6th ave
Latitude: 0' 0.000 Undefined

Start	24-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	8	7	7	13	8	10
01:00	*	*	*	*	*	*	*	*	*	*	8	12	5	9	6	10
02:00	*	*	*	*	*	*	*	*	*	*	2	6	5	3	4	4
03:00	*	*	*	*	*	*	*	*	*	*	4	6	5	5	4	6
04:00	*	*	*	*	*	*	*	*	*	*	1	2	3	5	2	4
05:00	*	*	*	*	*	*	*	*	*	*	5	3	5	2	5	2
06:00	*	*	*	*	*	*	*	*	*	*	14	18	9	8	12	13
07:00	*	*	*	*	*	*	*	*	*	*	21	30	14	6	18	18
08:00	*	*	*	*	*	*	*	*	*	*	37	36	21	20	29	28
09:00	*	*	*	*	*	*	*	*	*	*	19	50	26	27	22	38
10:00	*	*	*	*	*	*	*	*	*	*	**38**	37	**38**	25	**38**	31
11:00	*	*	*	*	*	*	*	*	*	*	33	**52**	28	**29**	30	**40**
12:00 PM	*	*	*	*	*	*	*	*	*	*	**44**	36	22	29	**33**	32
01:00	*	*	*	*	*	*	*	*	*	*	42	30	23	37	32	34
02:00	*	*	*	*	*	*	*	*	22	39	30	29	25	37	26	35
03:00	*	*	*	*	*	*	*	*	27	45	24	33	**32**	35	28	38
04:00	*	*	*	*	*	*	*	*	32	60	25	38	24	32	27	43
05:00	*	*	*	*	*	*	*	*	**40**	**64**	34	36	23	34	32	**45**
06:00	*	*	*	*	*	*	*	*	34	46	28	**49**	29	30	30	42
07:00	*	*	*	*	*	*	*	*	30	51	22	33	28	**47**	27	44
08:00	*	*	*	*	*	*	*	*	25	47	24	31	30	41	26	40
09:00	*	*	*	*	*	*	*	*	18	32	13	24	14	16	15	24
10:00	*	*	*	*	*	*	*	*	14	20	18	32	8	8	13	20
11:00	*	*	*	*	*	*	*	*	9	15	6	9	1	6	5	10
Lane	0	0	0	0	0	0	0	0	251	419	500	639	425	504	472	611
Day	0		0		0		0		670		1139		929		1083	
AM Peak											10:00	11:00	10:00	11:00	10:00	11:00
Vol.											38	52	38	29	38	40
PM Peak									17:00	17:00	12:00	18:00	15:00	19:00	12:00	17:00
Vol.									40	64	44	49	32	47	33	45

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks av
5th av to 6th ave
Latitude: 0' 0.000 Undefined

Start	31-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	7	3	6	3	4	3	4	*	*	*	*	*	*	3	5
01:00	2	1	2	4	0	5	4	5	*	*	*	*	*	*	2	4
02:00	1	1	0	2	1	4	3	4	*	*	*	*	*	*	1	3
03:00	3	2	0	1	1	1	0	3	*	*	*	*	*	*	1	2
04:00	2	4	6	1	6	2	4	3	*	*	*	*	*	*	4	2
05:00	6	8	11	7	12	6	12	9	*	*	*	*	*	*	10	8
06:00	**31**	25	32	19	**28**	21	30	14	*	*	*	*	*	*	30	20
07:00	30	28	**36**	31	28	**35**	**44**	28	*	*	*	*	*	*	**34**	**30**
08:00	14	25	31	30	26	22	32	20	*	*	*	*	*	*	26	24
09:00	19	14	10	17	16	18	14	17	*	*	*	*	*	*	15	16
10:00	27	**31**	21	24	18	21	14	16	*	*	*	*	*	*	20	23
11:00	18	29	14	**33**	17	29	13	**29**	*	*	*	*	*	*	16	30
12:00 PM	21	27	17	24	24	26	**27**	**38**	*	*	*	*	*	*	22	29
01:00	24	30	22	27	12	33	*	*	*	*	*	*	*	*	19	30
02:00	23	44	32	49	28	34	*	*	*	*	*	*	*	*	28	42
03:00	21	38	18	49	14	45	*	*	*	*	*	*	*	*	18	44
04:00	**28**	**55**	32	**62**	39	**56**	*	*	*	*	*	*	*	*	33	**58**
05:00	28	48	36	56	57	10	*	*	*	*	*	*	*	*	40	38
06:00	25	46	**41**	44	**67**	0	*	*	*	*	*	*	*	*	**44**	30
07:00	19	43	30	38	67	0	*	*	*	*	*	*	*	*	39	27
08:00	20	36	24	38	29	29	*	*	*	*	*	*	*	*	24	34
09:00	20	23	23	18	13	24	*	*	*	*	*	*	*	*	19	22
10:00	7	8	6	11	6	12	*	*	*	*	*	*	*	*	6	10
11:00	5	8	11	9	7	11	*	*	*	*	*	*	*	*	8	9
Lane	398	581	458	600	519	448	200	190	0	0	0	0	0	0	462	540
Day	979		1058		967		390		0		0		0		1002	
AM Peak	06:00	10:00	07:00	11:00	06:00	07:00	07:00	11:00							07:00	07:00
Vol.	31	31	36	33	28	35	44	29							34	30
PM Peak	16:00	16:00	18:00	16:00	18:00	16:00	12:00	12:00							18:00	16:00
Vol.	28	55	41	62	67	56	27	38							44	58

Comb. Total	979	1058	967	390	670	1139	929	2085

ADT ADT 1,014 AADT 1,014

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks av
Baron av to Oakside av
Latitude: 0' 0.000 Undefined

Start	24-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	16	15	17	16	16	16
01:00	*	*	*	*	*	*	*	*	*	*	12	15	15	17	14	16
02:00	*	*	*	*	*	*	*	*	*	*	8	9	6	7	7	8
03:00	*	*	*	*	*	*	*	*	*	*	6	3	6	3	6	3
04:00	*	*	*	*	*	*	*	*	*	*	2	4	4	6	3	5
05:00	*	*	*	*	*	*	*	*	*	*	7	12	2	7	4	10
06:00	*	*	*	*	*	*	*	*	*	*	30	23	12	14	21	18
07:00	*	*	*	*	*	*	*	*	*	*	61	44	26	24	44	34
08:00	*	*	*	*	*	*	*	*	*	*	70	60	42	38	56	49
09:00	*	*	*	*	*	*	*	*	*	*	57	50	68	51	62	50
10:00	*	*	*	*	*	*	*	*	*	*	**86**	64	71	57	78	60
11:00	*	*	*	*	*	*	*	*	*	*	84	**71**	**89**	**66**	**86**	**68**
12:00 PM	*	*	*	*	*	*	*	*	*	*	93	76	**86**	68	90	72
01:00	*	*	*	*	*	*	*	*	*	*	70	57	85	71	78	64
02:00	*	*	*	*	*	*	*	*	*	*	99	65	77	66	88	66
03:00	*	*	*	*	*	*	*	*	113	86	63	56	70	65	82	69
04:00	*	*	*	*	*	*	*	*	116	**109**	70	58	77	**78**	88	**82**
05:00	*	*	*	*	*	*	*	*	**129**	103	75	70	61	53	88	75
06:00	*	*	*	*	*	*	*	*	102	75	**101**	74	85	65	**96**	71
07:00	*	*	*	*	*	*	*	*	79	60	77	**87**	77	69	78	72
08:00	*	*	*	*	*	*	*	*	58	61	79	57	47	40	61	53
09:00	*	*	*	*	*	*	*	*	76	62	64	39	31	26	57	42
10:00	*	*	*	*	*	*	*	*	41	27	39	28	18	23	33	26
11:00	*	*	*	*	*	*	*	*	21	15	21	13	12	12	18	13
Lane	0	0	0	0	0	0	0	0	735	598	1290	1050	1084	942	1254	1042
Day	0		0		0		0		1333		2340		2026		2296	
AM Peak											10:00	11:00	11:00	11:00	11:00	11:00
Vol.											86	71	89	66	86	68
PM Peak									17:00	16:00	18:00	19:00	12:00	16:00	18:00	16:00
Vol.									129	109	101	87	86	78	96	82

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks av
Baron av to Oakside av
Latitude: 0' 0.000 Undefined

Start	31-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	7	8	4	5	5	6	6	6	*	*	*	*	*	*	6	6
01:00	6	2	3	4	2	2	3	3	*	*	*	*	*	*	4	3
02:00	2	2	4	3	7	2	2	5	*	*	*	*	*	*	4	3
03:00	8	6	1	2	1	2	2	3	*	*	*	*	*	*	3	3
04:00	6	9	2	6	9	7	8	10	*	*	*	*	*	*	6	8
05:00	14	22	18	19	19	27	17	23	*	*	*	*	*	*	17	23
06:00	59	61	64	58	68	72	76	78	*	*	*	*	*	*	67	67
07:00	**115**	**119**	**140**	**138**	**134**	**114**	**124**	**114**	*	*	*	*	*	*	**128**	**121**
08:00	47	46	58	48	54	49	64	50	*	*	*	*	*	*	56	48
09:00	56	44	47	37	48	52	63	40	*	*	*	*	*	*	54	43
10:00	62	40	76	50	69	63	63	47	*	*	*	*	*	*	68	50
11:00	71	59	90	68	70	60	78	58	*	*	*	*	*	*	77	61
12:00 PM	79	66	85	80	91	69	**102**	**80**	*	*	*	*	*	*	89	74
01:00	102	60	89	80	90	76	92	59	*	*	*	*	*	*	93	69
02:00	**123**	94	110	89	102	81	*	*	*	*	*	*	*	*	112	88
03:00	102	93	115	82	113	90	*	*	*	*	*	*	*	*	110	88
04:00	123	**111**	**119**	**118**	117	98	*	*	*	*	*	*	*	*	**120**	**109**
05:00	103	82	109	92	**123**	**112**	*	*	*	*	*	*	*	*	112	95
06:00	73	58	81	69	100	65	*	*	*	*	*	*	*	*	85	64
07:00	73	55	87	51	89	83	*	*	*	*	*	*	*	*	83	63
08:00	53	47	56	46	71	57	*	*	*	*	*	*	*	*	60	50
09:00	31	33	32	28	38	33	*	*	*	*	*	*	*	*	34	31
10:00	14	14	18	16	16	19	*	*	*	*	*	*	*	*	16	16
11:00	11	5	7	8	12	11	*	*	*	*	*	*	*	*	10	8
Lane	1340	1136	1415	1197	1448	1250	700	576	0	0	0	0	0	0	1414	1191
Day	2476		2612		2698		1276		0		0		0		2605	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00	07:00
Vol.	115	119	140	138	134	114	124	114							128	121
PM Peak	14:00	16:00	16:00	16:00	17:00	17:00	12:00	12:00							16:00	16:00
Vol.	123	111	119	118	123	112	102	80							120	109

Comb. Total	2476	2612	2698	1276	1333	2340	2026	4901

ADT ADT 2,430 AADT 2,430

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
3rd ave
Spring st to Fair Oaks ave
Latitude: 0' 0.000 Undefined

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	4	8	12	9	8	8
01:00	*	*	*	*	*	*	*	*	*	*	12	10	10	11	11	10
02:00	*	*	*	*	*	*	*	*	*	*	2	8	5	9	4	8
03:00	*	*	*	*	*	*	*	*	*	*	2	2	1	6	2	4
04:00	*	*	*	*	*	*	*	*	*	*	3	6	0	2	2	4
05:00	*	*	*	*	*	*	*	*	*	*	10	12	3	4	6	8
06:00	*	*	*	*	*	*	*	*	*	*	26	44	25	31	26	38
07:00	*	*	*	*	*	*	*	*	*	*	35	56	29	29	32	42
08:00	*	*	*	*	*	*	*	*	*	*	39	62	35	54	37	58
09:00	*	*	*	*	*	*	*	*	*	*	64	62	47	63	56	62
10:00	*	*	*	*	*	*	*	*	*	*	62	84	**63**	72	**62**	78
11:00	*	*	*	*	*	*	*	*	*	*	**80**	**90**	0	**144**	40	**117**
12:00 PM	*	*	*	*	*	*	*	*	*	*	70	67	0	126	35	96
01:00	*	*	*	*	*	*	*	*	*	*	**77**	**89**	0	**135**	38	**112**
02:00	*	*	*	*	*	*	*	*	*	*	59	83	0	102	30	92
03:00	*	*	*	*	*	*	*	*	*	*	72	71	0	122	36	96
04:00	*	*	*	*	*	*	*	*	91	115	68	63	0	118	53	99
05:00	*	*	*	*	*	*	*	*	**115**	**116**	58	73	0	132	**58**	107
06:00	*	*	*	*	*	*	*	*	90	84	71	77	0	115	54	92
07:00	*	*	*	*	*	*	*	*	56	86	59	71	0	84	38	80
08:00	*	*	*	*	*	*	*	*	48	62	52	46	0	80	33	63
09:00	*	*	*	*	*	*	*	*	37	48	33	45	0	48	23	47
10:00	*	*	*	*	*	*	*	*	22	26	18	19	0	29	13	25
11:00	*	*	*	*	*	*	*	*	8	8	19	8	0	14	9	10
Lane	0	0	0	0	0	0	0	0	467	545	995	1156	230	1539	706	1356
Day	0		0		0		0		1012		2151		1769		2062	
AM Peak											11:00	11:00	10:00	11:00	10:00	11:00
Vol.											80	90	63	144	62	117
PM Peak									17:00	17:00	13:00	13:00		13:00	17:00	13:00
Vol.									115	116	77	89		135	58	112

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
3rd ave
Spring st to Fair Oaks ave
Latitude: 0' 0.000 Undefined

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	8	2	4	3	3	1	4	*	*	*	*	*	*	2	5
01:00	0	6	0	1	2	1	2	1	*	*	*	*	*	*	1	2
02:00	0	8	0	1	1	0	0	0	*	*	*	*	*	*	0	2
03:00	0	7	3	2	2	6	0	5	*	*	*	*	*	*	1	5
04:00	0	23	6	12	8	7	9	12	*	*	*	*	*	*	6	14
05:00	0	45	29	28	35	16	36	24	*	*	*	*	*	*	25	28
06:00	0	**111**	**53**	50	56	57	**69**	67	*	*	*	*	*	*	44	71
07:00	10	102	52	59	47	67	62	**78**	*	*	*	*	*	*	43	**76**
08:00	48	45	46	42	**71**	46	49	41	*	*	*	*	*	*	**54**	44
09:00	49	44	41	41	61	49	47	33	*	*	*	*	*	*	50	42
10:00	46	50	48	51	51	54	41	59	*	*	*	*	*	*	46	54
11:00	**67**	72	44	**71**	53	**70**	43	53	*	*	*	*	*	*	52	66
12:00 PM	72	61	54	56	62	49	**58**	**35**	*	*	*	*	*	*	62	50
01:00	73	58	69	64	65	71	*	*	*	*	*	*	*	*	69	64
02:00	57	91	64	73	55	67	*	*	*	*	*	*	*	*	59	77
03:00	76	**102**	68	80	72	**106**	*	*	*	*	*	*	*	*	72	**96**
04:00	**84**	91	78	**101**	92	80	*	*	*	*	*	*	*	*	**85**	91
05:00	67	83	**81**	89	59	105	*	*	*	*	*	*	*	*	69	92
06:00	55	72	47	75	52	68	*	*	*	*	*	*	*	*	51	72
07:00	44	49	47	58	**97**	28	*	*	*	*	*	*	*	*	63	45
08:00	40	51	31	47	43	61	*	*	*	*	*	*	*	*	38	53
09:00	21	25	23	31	29	46	*	*	*	*	*	*	*	*	24	34
10:00	9	17	5	11	12	11	*	*	*	*	*	*	*	*	9	13
11:00	6	5	1	2	3	11	*	*	*	*	*	*	*	*	3	6
Lane	824	1226	892	1049	1031	1079	417	412	0	0	0	0	0	0	928	1102
Day	2050		1941		2110		829		0		0		0		2030	
AM Peak	11:00	06:00	06:00	11:00	08:00	11:00	06:00	07:00							08:00	07:00
Vol.	67	111	53	71	71	70	69	78							54	76
PM Peak	16:00	15:00	17:00	16:00	19:00	15:00	12:00	12:00							16:00	15:00
Vol.	84	102	81	101	97	106	58	35							85	96

Comb. Total	2050	1941	2110	829	1012	2151	1769	4092

ADT ADT 2,004 AADT 2,004

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Fair Oaks ave
Hampshire ave to 2nd ave
Latitude: 0' 0.000 Undefined

Start	16-Jan-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	*	*	*	*	*	*	*	*	*	*	6	12	14	14	10	13
01:00	*	*	*	*	*	*	*	*	*	*	10	17	13	11	12	14
02:00	*	*	*	*	*	*	*	*	*	*	10	17	8	12	9	14
03:00	*	*	*	*	*	*	*	*	*	*	8	5	8	4	8	4
04:00	*	*	*	*	*	*	*	*	*	*	4	3	4	2	4	2
05:00	*	*	*	*	*	*	*	*	*	*	3	9	4	6	4	8
06:00	*	*	*	*	*	*	*	*	*	*	15	11	6	7	10	9
07:00	*	*	*	*	*	*	*	*	*	*	37	38	23	13	30	26
08:00	*	*	*	*	*	*	*	*	*	*	48	56	45	34	46	45
09:00	*	*	*	*	*	*	*	*	*	*	40	51	60	51	50	51
10:00	*	*	*	*	*	*	*	*	*	*	72	53	**77**	54	**74**	54
11:00	*	*	*	*	*	*	*	*	*	*	**73**	**63**	76	**76**	74	**70**
12:00 PM	*	*	*	*	*	*	*	*	*	*	86	59	**111**	77	98	68
01:00	*	*	*	*	*	*	*	*	*	*	79	56	90	77	84	66
02:00	*	*	*	*	*	*	*	*	*	*	80	75	92	**112**	86	94
03:00	*	*	*	*	*	*	*	*	*	*	76	73	72	81	74	77
04:00	*	*	*	*	*	*	*	*	142	102	94	77	94	59	110	79
05:00	*	*	*	*	*	*	*	*	**165**	**138**	**103**	**79**	107	92	**125**	**103**
06:00	*	*	*	*	*	*	*	*	106	81	81	59	72	64	86	68
07:00	*	*	*	*	*	*	*	*	105	88	68	62	67	69	80	73
08:00	*	*	*	*	*	*	*	*	90	70	71	73	58	56	73	66
09:00	*	*	*	*	*	*	*	*	90	65	54	46	49	34	64	48
10:00	*	*	*	*	*	*	*	*	51	59	41	53	31	31	41	48
11:00	*	*	*	*	*	*	*	*	17	17	10	17	11	15	13	16
Lane	0	0	0	0	0	0	0	0	766	620	1169	1064	1192	1051	1265	1116
Day	0		0		0		0		1386		2233		2243		2381	
AM Peak											11:00	11:00	10:00	11:00	10:00	11:00
Vol.											73	63	77	76	74	70
PM Peak									17:00	17:00	17:00	17:00	12:00	14:00	17:00	17:00
Vol.									165	138	103	79	111	112	125	103

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Fair Oaks ave
Hampshire ave to 2nd ave
Latitude: 0' 0.000 Undefined

Start	23-Jan-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	9	6	8	11	7	8	6	9	*	*	*	*	*	*	8	8
01:00	2	3	2	1	3	5	2	4	*	*	*	*	*	*	2	3
02:00	4	6	1	3	3	6	2	5	*	*	*	*	*	*	2	5
03:00	0	3	3	3	3	5	2	3	*	*	*	*	*	*	2	4
04:00	1	3	4	4	3	5	2	3	*	*	*	*	*	*	2	4
05:00	14	13	15	16	18	10	18	16	*	*	*	*	*	*	16	14
06:00	25	35	26	36	24	30	25	31	*	*	*	*	*	*	25	33
07:00	90	96	93	104	93	99	110	104	*	*	*	*	*	*	96	101
08:00	**118**	**124**	**141**	**126**	**136**	**117**	**137**	**110**	*	*	*	*	*	*	**133**	**119**
09:00	61	60	74	47	75	59	39	31	*	*	*	*	*	*	62	49
10:00	49	39	48	44	51	47	*	*	*	*	*	*	*	*	49	43
11:00	64	60	73	52	68	60	*	*	*	*	*	*	*	*	68	57
12:00 PM	99	93	90	69	71	67	*	*	*	*	*	*	*	*	87	76
01:00	93	95	76	73	89	85	*	*	*	*	*	*	*	*	86	84
02:00	89	**143**	99	104	110	116	*	*	*	*	*	*	*	*	99	121
03:00	128	110	109	108	121	136	*	*	*	*	*	*	*	*	119	118
04:00	130	131	142	116	147	122	*	*	*	*	*	*	*	*	140	123
05:00	**164**	132	**162**	**132**	**152**	**152**	*	*	*	*	*	*	*	*	**159**	**139**
06:00	93	81	125	72	85	81	*	*	*	*	*	*	*	*	101	78
07:00	64	49	77	57	66	48	*	*	*	*	*	*	*	*	69	51
08:00	49	41	63	57	37	42	*	*	*	*	*	*	*	*	50	47
09:00	39	28	33	42	36	46	*	*	*	*	*	*	*	*	36	39
10:00	20	26	34	34	22	34	*	*	*	*	*	*	*	*	25	31
11:00	12	16	8	7	14	18	*	*	*	*	*	*	*	*	11	14
Lane	1417	1393	1506	1318	1434	1398	343	316	0	0	0	0	0	0	1447	1361
Day	2810		2824		2832		659		0		0		0		2808	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00							08:00	08:00
Vol.	118	124	141	126	136	117	137	110							133	119
PM Peak	17:00	14:00	17:00	17:00	17:00	17:00									17:00	17:00
Vol.	164	143	162	132	152	152									159	139

Comb. Total	2810	2824	2832	659	1386	2233	2243	5189
ADT	ADT 2,606	AADT 2,606						

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
Marsh rd to 18th av
Latitude: 0' 0.000 Undefined

Start	29-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	7	8	10	4	8	6
01:00	*	*	*	*	*	*	*	*	*	*	5	7	2	5	4	6
02:00	*	*	*	*	*	*	*	*	*	*	3	1	3	2	3	2
03:00	*	*	*	*	*	*	*	*	*	*	2	4	2	1	2	2
04:00	*	*	*	*	*	*	*	*	*	*	0	3	1	5	0	4
05:00	*	*	*	*	*	*	*	*	*	*	8	3	0	6	4	4
06:00	*	*	*	*	*	*	*	*	*	*	11	20	11	16	11	18
07:00	*	*	*	*	*	*	*	*	*	*	16	29	21	21	18	25
08:00	*	*	*	*	*	*	*	*	*	*	31	46	13	42	22	44
09:00	*	*	*	*	*	*	*	*	*	*	34	37	37	44	36	40
10:00	*	*	*	*	*	*	*	*	*	*	**50**	**54**	44	**55**	47	**54**
11:00	*	*	*	*	*	*	*	*	*	*	45	44	**51**	54	**48**	49
12:00 PM	*	*	*	*	*	*	*	*	*	*	43	**56**	56	46	50	51
01:00	*	*	*	*	*	*	*	*	64	69	59	42	50	46	58	52
02:00	*	*	*	*	*	*	*	*	76	**83**	53	44	**59**	**48**	**63**	**58**
03:00	*	*	*	*	*	*	*	*	73	71	41	48	59	40	58	53
04:00	*	*	*	*	*	*	*	*	**84**	68	**60**	26	44	47	63	47
05:00	*	*	*	*	*	*	*	*	79	62	39	42	46	41	55	48
06:00	*	*	*	*	*	*	*	*	47	53	35	29	38	44	40	42
07:00	*	*	*	*	*	*	*	*	41	58	24	31	40	42	35	44
08:00	*	*	*	*	*	*	*	*	38	36	26	46	35	20	33	34
09:00	*	*	*	*	*	*	*	*	31	21	57	23	27	21	38	22
10:00	*	*	*	*	*	*	*	*	25	10	26	16	11	7	21	11
11:00	*	*	*	*	*	*	*	*	12	1	20	7	7	1	13	3
Lane	0	0	0	0	0	0	0	0	570	532	695	666	667	658	730	719
Day	0		0		0		0		1102		1361		1325		1449	
AM Peak											10:00	10:00	11:00	10:00	11:00	10:00
Vol.											50	54	51	55	48	54
PM Peak									16:00	14:00	16:00	12:00	14:00	14:00	14:00	14:00
Vol.									84	83	60	56	59	48	63	58

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
Marsh rd to 18th av
Latitude: 0' 0.000 Undefined

Start	06-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	6	2	2	2	5	5	8	0	*	*	*	*	*	*	5	2
01:00	1	1	2	2	3	2	1	1	*	*	*	*	*	*	2	2
02:00	0	2	2	2	1	1	1	1	*	*	*	*	*	*	1	2
03:00	1	5	2	2	1	5	1	2	*	*	*	*	*	*	1	4
04:00	4	11	3	14	4	11	4	9	*	*	*	*	*	*	4	11
05:00	16	19	17	24	10	20	17	24	*	*	*	*	*	*	15	22
06:00	45	55	48	50	48	48	59	58	*	*	*	*	*	*	50	53
07:00	**85**	70	**104**	**86**	**110**	**75**	**92**	72	*	*	*	*	*	*	**98**	**76**
08:00	56	**81**	52	75	53	68	52	**77**	*	*	*	*	*	*	53	75
09:00	66	53	67	44	64	65	3	4	*	*	*	*	*	*	50	42
10:00	56	55	59	59	66	59	*	*	*	*	*	*	*	*	60	58
11:00	83	68	68	55	71	74	*	*	*	*	*	*	*	*	74	66
12:00 PM	69	57	69	72	71	60	*	*	*	*	*	*	*	*	70	63
01:00	62	59	68	47	89	61	*	*	*	*	*	*	*	*	73	56
02:00	77	64	71	66	75	64	*	*	*	*	*	*	*	*	74	65
03:00	87	68	87	65	84	73	*	*	*	*	*	*	*	*	86	69
04:00	**93**	**80**	**132**	**86**	**108**	77	*	*	*	*	*	*	*	*	**111**	**81**
05:00	86	64	88	65	98	**80**	*	*	*	*	*	*	*	*	91	70
06:00	60	47	80	52	80	56	*	*	*	*	*	*	*	*	73	52
07:00	51	44	51	51	54	45	*	*	*	*	*	*	*	*	52	47
08:00	48	27	46	26	50	27	*	*	*	*	*	*	*	*	48	27
09:00	40	13	27	19	26	25	*	*	*	*	*	*	*	*	31	19
10:00	16	12	12	11	17	6	*	*	*	*	*	*	*	*	15	10
11:00	7	5	10	8	11	3	*	*	*	*	*	*	*	*	9	5
Lane	1115	962	1167	983	1199	1010	238	248	0	0	0	0	0	0	1146	977
Day	2077		2150		2209		486		0		0		0		2123	
AM Peak	07:00	08:00	07:00	07:00	07:00	07:00	07:00	08:00							07:00	07:00
Vol.	85	81	104	86	110	75	92	77							98	76
PM Peak	16:00	16:00	16:00	16:00	16:00	17:00									16:00	16:00
Vol.	93	80	132	86	108	80									111	81

Comb. Total	2077	2150	2209	486	1102	1361	1325	3572

ADT ADT 1,824 AADT 1,824

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
San Benito av to 12th av
Latitude: 0' 0.000 Undefined

Start	29-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	17	0	8	0	12	0
01:00	*	*	*	*	*	*	*	*	*	*	7	0	8	0	8	0
02:00	*	*	*	*	*	*	*	*	*	*	4	0	9	0	6	0
03:00	*	*	*	*	*	*	*	*	*	*	3	0	2	0	2	0
04:00	*	*	*	*	*	*	*	*	*	*	5	0	5	0	5	0
05:00	*	*	*	*	*	*	*	*	*	*	10	1	9	0	10	0
06:00	*	*	*	*	*	*	*	*	*	*	26	2	14	0	20	1
07:00	*	*	*	*	*	*	*	*	*	*	32	0	40	0	36	0
08:00	*	*	*	*	*	*	*	*	*	*	70	2	37	0	54	1
09:00	*	*	*	*	*	*	*	*	*	*	59	2	64	0	62	1
10:00	*	*	*	*	*	*	*	*	*	*	75	**3**	**99**	**3**	**87**	**3**
11:00	*	*	*	*	*	*	*	*	*	*	**78**	3	76	2	77	2
12:00 PM	*	*	*	*	*	*	*	*	*	*	**75**	3	**97**	**3**	**86**	3
01:00	*	*	*	*	*	*	*	*	113	1	67	2	79	1	86	1
02:00	*	*	*	*	*	*	*	*	111	0	52	**13**	80	0	81	**4**
03:00	*	*	*	*	*	*	*	*	97	2	65	1	93	1	85	1
04:00	*	*	*	*	*	*	*	*	111	**4**	63	0	77	0	84	1
05:00	*	*	*	*	*	*	*	*	**115**	1	59	4	69	0	81	2
06:00	*	*	*	*	*	*	*	*	96	4	46	0	88	0	77	1
07:00	*	*	*	*	*	*	*	*	81	3	44	0	56	1	60	1
08:00	*	*	*	*	*	*	*	*	75	0	63	1	55	1	64	1
09:00	*	*	*	*	*	*	*	*	32	1	69	2	34	1	45	1
10:00	*	*	*	*	*	*	*	*	28	1	26	0	17	0	24	0
11:00	*	*	*	*	*	*	*	*	18	0	21	0	14	0	18	0
Lane	0	0	0	0	0	0	0	0	877	17	1036	39	1130	13	1170	24
Day	0		0		0		0		894		1075		1143		1194	
AM Peak											11:00	10:00	10:00	10:00	10:00	10:00
Vol.											78	3	99	3	87	3
PM Peak									17:00	16:00	12:00	14:00	12:00	12:00	12:00	14:00
Vol.									115	4	75	13	97	3	86	4

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
San Benito av to 12th av
Latitude: 0' 0.000 Undefined

Start	06-Jul-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	6	0	7	0	10	0	6	0	*	*	*	*	*	*	7	0
01:00	3	0	6	0	3	0	3	0	*	*	*	*	*	*	4	0
02:00	0	0	2	0	2	0	5	0	*	*	*	*	*	*	2	0
03:00	4	0	6	0	6	0	2	0	*	*	*	*	*	*	4	0
04:00	8	0	8	0	9	0	11	0	*	*	*	*	*	*	9	0
05:00	28	1	36	0	25	0	37	0	*	*	*	*	*	*	32	0
06:00	85	2	94	0	82	1	93	2	*	*	*	*	*	*	88	1
07:00	**124**	**5**	**141**	2	122	3	**106**	**10**	*	*	*	*	*	*	123	**5**
08:00	111	1	127	2	100	1	99	2	*	*	*	*	*	*	109	2
09:00	106	4	97	0	86	1	*	*	*	*	*	*	*	*	96	2
10:00	100	5	99	**5**	113	4	*	*	*	*	*	*	*	*	104	5
11:00	113	2	129	2	**132**	**5**	*	*	*	*	*	*	*	*	**125**	3
12:00 PM	113	4	127	2	120	2	*	*	*	*	*	*	*	*	120	3
01:00	104	3	96	3	115	3	*	*	*	*	*	*	*	*	105	3
02:00	112	1	118	2	110	1	*	*	*	*	*	*	*	*	113	1
03:00	114	3	139	7	142	2	*	*	*	*	*	*	*	*	132	4
04:00	**170**	**6**	**171**	**10**	**168**	**6**	*	*	*	*	*	*	*	*	**170**	**7**
05:00	110	3	131	2	138	5	*	*	*	*	*	*	*	*	126	3
06:00	110	2	103	5	91	3	*	*	*	*	*	*	*	*	101	3
07:00	74	0	86	1	75	4	*	*	*	*	*	*	*	*	78	2
08:00	58	1	62	2	69	0	*	*	*	*	*	*	*	*	63	1
09:00	40	0	32	0	42	1	*	*	*	*	*	*	*	*	38	0
10:00	29	0	19	1	17	0	*	*	*	*	*	*	*	*	22	0
11:00	8	0	14	2	11	0	*	*	*	*	*	*	*	*	11	1
Lane	1730	43	1850	48	1788	42	362	14	0	0	0	0	0	0	1782	46
Day	1773		1898		1830		376		0		0		0		1828	
AM Peak	07:00	07:00	07:00	10:00	11:00	11:00	07:00	07:00							11:00	07:00
Vol.	124	5	141	5	132	5	106	10							125	5
PM Peak	16:00	16:00	16:00	16:00	16:00	16:00									16:00	16:00
Vol.	170	6	171	10	168	6									170	7

Comb. Total	1773	1898	1830	376	894	1075	1143	3022

ADT ADT 1,544 AADT 1,544

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
2nd to Oakside ave
Latitude: 0' 0.000 Undefined

Start	05-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	12	1	23	4	18	2
01:00	*	*	*	*	*	*	*	*	*	*	23	3	19	8	21	6
02:00	*	*	*	*	*	*	*	*	*	*	11	2	15	3	13	2
03:00	*	*	*	*	*	*	*	*	*	*	4	0	9	5	6	2
04:00	*	*	*	*	*	*	*	*	*	*	19	1	6	0	12	0
05:00	*	*	*	*	*	*	*	*	*	*	18	5	5	4	12	4
06:00	*	*	*	*	*	*	*	*	*	*	41	5	16	5	28	5
07:00	*	*	*	*	*	*	*	*	*	*	100	10	43	7	72	8
08:00	*	*	*	*	*	*	*	*	*	*	**125**	15	95	9	110	12
09:00	*	*	*	*	*	*	*	*	*	*	101	18	104	22	102	20
10:00	*	*	*	*	*	*	*	*	*	*	117	25	110	21	114	23
11:00	*	*	*	*	*	*	*	*	*	*	116	**29**	**130**	**29**	**123**	**29**
12:00 PM	*	*	*	*	*	*	*	*	*	*	**153**	**38**	128	23	140	**30**
01:00	*	*	*	*	*	*	*	*	*	*	125	32	127	**25**	126	28
02:00	*	*	*	*	*	*	*	*	*	*	134	30	93	25	114	28
03:00	*	*	*	*	*	*	*	*	219	17	121	31	107	14	149	21
04:00	*	*	*	*	*	*	*	*	223	**24**	113	25	**136**	22	157	24
05:00	*	*	*	*	*	*	*	*	**230**	21	121	21	128	20	**160**	21
06:00	*	*	*	*	*	*	*	*	195	24	142	23	128	20	155	22
07:00	*	*	*	*	*	*	*	*	152	20	95	15	118	11	122	15
08:00	*	*	*	*	*	*	*	*	109	15	79	10	80	17	89	14
09:00	*	*	*	*	*	*	*	*	91	10	72	9	53	4	72	8
10:00	*	*	*	*	*	*	*	*	58	11	41	5	26	5	42	7
11:00	*	*	*	*	*	*	*	*	32	3	26	1	17	3	25	2
Lane	0	0	0	0	0	0	0	0	1309	145	1909	354	1716	306	1982	333
Day	0		0		0		0		1454		2263		2022		2315	
AM Peak											08:00	11:00	11:00	11:00	11:00	11:00
Vol.											125	29	130	29	123	29
PM Peak									17:00	16:00	12:00	12:00	16:00	13:00	17:00	12:00
Vol.									230	24	153	38	136	25	160	30

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair Oaks ave
2nd to Oakside ave
Latitude: 0' 0.000 Undefined

Start	12-Oct-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	6	1	4	1	5	0	15	0	*	*	*	*	*	*	8	0
01:00	7	2	1	**3**	1	0	4	0	*	*	*	*	*	*	3	1
02:00	4	0	7	0	3	0	3	0	*	*	*	*	*	*	4	0
03:00	5	0	5	1	3	0	3	0	*	*	*	*	*	*	4	0
04:00	12	3	9	2	7	0	15	0	*	*	*	*	*	*	11	1
05:00	38	3	47	2	44	0	45	0	*	*	*	*	*	*	44	1
06:00	97	**26**	93	2	94	0	122	0	*	*	*	*	*	*	102	**7**
07:00	**139**	24	**141**	0	**139**	0	**140**	0	*	*	*	*	*	*	**140**	6
08:00	96	18	117	0	107	0	98	0	*	*	*	*	*	*	104	4
09:00	88	18	102	0	85	0	41	0	*	*	*	*	*	*	79	4
10:00	82	10	94	0	102	0	*	*	*	*	*	*	*	*	93	3
11:00	111	18	102	0	104	0	*	*	*	*	*	*	*	*	106	6
12:00 PM	126	19	100	0	113	0	*	*	*	*	*	*	*	*	113	6
01:00	109	14	115	2	117	0	*	*	*	*	*	*	*	*	114	5
02:00	139	24	136	0	136	0	*	*	*	*	*	*	*	*	137	8
03:00	157	**35**	**165**	**5**	**172**	0	*	*	*	*	*	*	*	*	**165**	**13**
04:00	178	22	154	1	163	0	*	*	*	*	*	*	*	*	165	8
05:00	**186**	23	144	0	148	0	*	*	*	*	*	*	*	*	159	8
06:00	123	19	133	0	126	0	*	*	*	*	*	*	*	*	127	6
07:00	92	10	71	0	95	0	*	*	*	*	*	*	*	*	86	3
08:00	72	12	65	0	63	0	*	*	*	*	*	*	*	*	67	4
09:00	69	11	52	0	84	0	*	*	*	*	*	*	*	*	68	4
10:00	33	2	33	0	44	0	*	*	*	*	*	*	*	*	37	1
11:00	8	1	15	0	21	0	*	*	*	*	*	*	*	*	15	0
Lane	1977	315	1905	19	1976	0	486	0	0	0	0	0	0	0	1951	99
Day	2292		1924		1976		486		0		0		0		2050	
AM Peak	07:00	06:00	07:00	01:00	07:00		07:00								07:00	06:00
Vol.	139	26	141	3	139		140								140	7
PM Peak	17:00	15:00	15:00	15:00	15:00										15:00	15:00
Vol.	186	35	165	5	172										165	13

Comb. Total	2292	1924	1976	486	1454	2263	2022	4365

ADT ADT 2,095 AADT 2,095

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair oaks av
3rd ave and 4th ave
Latitude: 0' 0.000 Undefined

Start	23-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	6	5	10	8	8	6
01:00	*	*	*	*	*	*	*	*	*	*	11	9	11	12	11	10
02:00	*	*	*	*	*	*	*	*	*	*	8	2	8	6	8	4
03:00	*	*	*	*	*	*	*	*	*	*	3	2	8	2	6	2
04:00	*	*	*	*	*	*	*	*	*	*	6	2	2	0	4	1
05:00	*	*	*	*	*	*	*	*	*	*	9	10	5	3	7	6
06:00	*	*	*	*	*	*	*	*	*	*	49	20	29	18	39	19
07:00	*	*	*	*	*	*	*	*	*	*	59	31	33	26	46	28
08:00	*	*	*	*	*	*	*	*	*	*	64	34	53	38	58	36
09:00	*	*	*	*	*	*	*	*	*	*	70	64	65	45	68	54
10:00	*	*	*	*	*	*	*	*	*	*	**87**	62	68	66	78	64
11:00	*	*	*	*	*	*	*	*	*	*	87	**77**	**86**	**79**	**86**	**78**
12:00 PM	*	*	*	*	*	*	*	*	*	*	77	**72**	**81**	48	79	60
01:00	*	*	*	*	*	*	*	*	*	*	**84**	72	78	68	81	70
02:00	*	*	*	*	*	*	*	*	*	*	81	60	49	52	65	56
03:00	*	*	*	*	*	*	*	*	100	95	63	70	54	61	72	75
04:00	*	*	*	*	*	*	*	*	104	82	66	57	64	54	78	64
05:00	*	*	*	*	*	*	*	*	**110**	**116**	69	65	80	64	**86**	**82**
06:00	*	*	*	*	*	*	*	*	73	82	77	72	61	**69**	70	74
07:00	*	*	*	*	*	*	*	*	82	49	70	61	53	37	68	49
08:00	*	*	*	*	*	*	*	*	55	52	49	49	42	44	49	48
09:00	*	*	*	*	*	*	*	*	43	35	47	27	24	24	38	29
10:00	*	*	*	*	*	*	*	*	24	19	19	18	15	15	19	17
11:00	*	*	*	*	*	*	*	*	7	9	9	20	11	6	9	12
Lane	0	0	0	0	0	0	0	0	598	539	1170	961	990	845	1133	944
Day	0		0		0		0		1137		2131		1835		2077	
AM Peak											10:00	11:00	11:00	11:00	11:00	11:00
Vol.											87	77	86	79	86	78
PM Peak									17:00	17:00	13:00	12:00	12:00	18:00	17:00	17:00
Vol.									110	116	84	72	81	69	86	82

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Fair oaks av
3rd ave and 4th ave
Latitude: 0' 0.000 Undefined

Start	30-Mar-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	3	4	4	2	1	3	3	1	*	*	*	*	*	*	3	2
01:00	3	3	1	0	1	0	2	3	*	*	*	*	*	*	2	2
02:00	5	6	1	0	0	1	0	0	*	*	*	*	*	*	2	2
03:00	5	1	2	3	3	2	5	0	*	*	*	*	*	*	4	2
04:00	14	7	13	4	8	5	10	4	*	*	*	*	*	*	11	5
05:00	27	25	29	30	18	32	24	28	*	*	*	*	*	*	24	29
06:00	65	**65**	**69**	**56**	65	53	78	**63**	*	*	*	*	*	*	69	**59**
07:00	70	47	60	46	**75**	47	**80**	60	*	*	*	*	*	*	**71**	50
08:00	45	50	48	42	48	48	39	47	*	*	*	*	*	*	45	47
09:00	43	40	39	38	50	**57**	33	38	*	*	*	*	*	*	41	43
10:00	48	40	48	44	54	48	57	39	*	*	*	*	*	*	52	43
11:00	**75**	65	67	47	67	53	63	46	*	*	*	*	*	*	68	53
12:00 PM	62	63	57	58	53	62	**29**	**48**	*	*	*	*	*	*	50	58
01:00	56	71	55	57	73	60	*	*	*	*	*	*	*	*	61	63
02:00	87	63	70	61	60	52	*	*	*	*	*	*	*	*	72	59
03:00	**94**	72	77	76	**104**	74	*	*	*	*	*	*	*	*	**92**	74
04:00	93	**83**	**95**	74	83	**83**	*	*	*	*	*	*	*	*	90	**80**
05:00	79	64	81	**77**	102	60	*	*	*	*	*	*	*	*	87	67
06:00	65	57	76	42	70	50	*	*	*	*	*	*	*	*	70	50
07:00	43	50	55	54	57	70	*	*	*	*	*	*	*	*	52	58
08:00	49	35	40	29	52	45	*	*	*	*	*	*	*	*	47	36
09:00	22	23	32	27	43	33	*	*	*	*	*	*	*	*	32	28
10:00	10	9	8	7	10	14	*	*	*	*	*	*	*	*	9	10
11:00	4	5	1	0	7	3	*	*	*	*	*	*	*	*	4	3
Lane	1067	948	1028	874	1104	955	423	377	0	0	0	0	0	0	1058	923
Day	2015		1902		2059		800		0		0		0		1981	
AM Peak	11:00	06:00	06:00	06:00	07:00	09:00	07:00	06:00							07:00	06:00
Vol.	75	65	69	56	75	57	80	63							71	59
PM Peak	15:00	16:00	16:00	17:00	15:00	16:00	12:00	12:00							15:00	16:00
Vol.	94	83	95	77	104	83	29	48							92	80

Comb. Total	2015	1902	2059	800	1137	2131	1835	4058

ADT ADT 1,988 AADT 1,988

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Florence rd
Marsh rd to 17th av
Latitude: 0' 0.000 Undefined

Start	09-Nov-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	86	91	35	28	60	60
01:00	*	*	*	*	*	*	*	*	*	*	38	83	18	11	28	47
02:00	*	*	*	*	*	*	*	*	*	*	41	50	11	4	26	27
03:00	*	*	*	*	*	*	*	*	*	*	24	27	2	1	13	14
04:00	*	*	*	*	*	*	*	*	*	*	24	37	0	1	12	19
05:00	*	*	*	*	*	*	*	*	*	*	38	36	8	3	23	20
06:00	*	*	*	*	*	*	*	*	*	*	81	83	20	4	50	44
07:00	*	*	*	*	*	*	*	*	*	*	168	127	74	39	121	83
08:00	*	*	*	*	*	*	*	*	*	*	256	199	110	67	183	133
09:00	*	*	*	*	*	*	*	*	*	*	283	241	195	116	239	178
10:00	*	*	*	*	*	*	*	*	*	*	283	279	222	**154**	252	216
11:00	*	*	*	*	*	*	*	*	*	*	**350**	**324**	**235**	136	**292**	**230**
12:00 PM	*	*	*	*	*	*	*	*	*	*	228	137	252	172	240	154
01:00	*	*	*	*	*	*	*	*	*	*	**287**	**256**	**309**	226	298	241
02:00	*	*	*	*	*	*	*	*	*	*	158	98	246	180	202	139
03:00	*	*	*	*	*	*	*	*	447	435	171	117	243	196	287	249
04:00	*	*	*	*	*	*	*	*	465	454	143	92	246	234	285	260
05:00	*	*	*	*	*	*	*	*	**529**	**495**	214	163	270	**246**	**338**	**301**
06:00	*	*	*	*	*	*	*	*	515	420	222	198	250	240	329	286
07:00	*	*	*	*	*	*	*	*	407	364	127	104	209	187	248	218
08:00	*	*	*	*	*	*	*	*	260	224	70	53	123	160	151	146
09:00	*	*	*	*	*	*	*	*	212	210	63	42	126	116	134	123
10:00	*	*	*	*	*	*	*	*	207	192	147	96	98	96	151	128
11:00	*	*	*	*	*	*	*	*	161	141	66	44	56	33	94	73
Lane	0	0	0	0	0	0	0	0	3203	2935	3568	2977	3358	2650	4056	3389
Day	0		0		0		0		6138		6545		6008		7445	
AM Peak											11:00	11:00	11:00	10:00	11:00	11:00
Vol.											350	324	235	154	292	230
PM Peak									17:00	17:00	13:00	13:00	13:00	17:00	17:00	17:00
Vol.									529	495	287	256	309	246	338	301

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Florence rd
Marsh rd to 17th av
Latitude: 0' 0.000 Undefined

Start	16-Nov-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	25	31	22	13	14	18	40	37	*	*	*	*	*	*	25	25
01:00	18	12	4	1	8	7	16	16	*	*	*	*	*	*	12	9
02:00	18	13	7	0	6	3	18	11	*	*	*	*	*	*	12	7
03:00	9	3	2	1	4	2	12	7	*	*	*	*	*	*	7	3
04:00	20	7	6	6	23	11	17	15	*	*	*	*	*	*	16	10
05:00	63	55	44	20	51	34	60	48	*	*	*	*	*	*	54	39
06:00	147	179	159	128	154	144	146	160	*	*	*	*	*	*	152	153
07:00	338	313	347	264	368	290	355	325	*	*	*	*	*	*	352	298
08:00	**418**	**334**	**444**	**308**	**451**	**356**	**444**	**380**	*	*	*	*	*	*	**439**	**344**
09:00	325	211	290	197	336	217	339	237	*	*	*	*	*	*	322	216
10:00	139	94	192	134	247	207	291	209	*	*	*	*	*	*	217	161
11:00	126	96	191	171	202	212	206	185	*	*	*	*	*	*	181	166
12:00 PM	234	205	278	187	276	272	*	*	*	*	*	*	*	*	263	221
01:00	273	211	244	162	318	263	*	*	*	*	*	*	*	*	278	212
02:00	283	240	261	202	314	368	*	*	*	*	*	*	*	*	286	270
03:00	349	267	368	266	387	372	*	*	*	*	*	*	*	*	368	302
04:00	381	292	378	300	444	352	*	*	*	*	*	*	*	*	401	315
05:00	**406**	**358**	**422**	**355**	**445**	**423**	*	*	*	*	*	*	*	*	**424**	**379**
06:00	348	295	354	278	375	305	*	*	*	*	*	*	*	*	359	293
07:00	261	188	266	218	314	264	*	*	*	*	*	*	*	*	280	223
08:00	172	106	165	122	176	134	*	*	*	*	*	*	*	*	171	121
09:00	133	94	137	85	163	124	*	*	*	*	*	*	*	*	144	101
10:00	88	93	82	106	110	125	*	*	*	*	*	*	*	*	93	108
11:00	78	32	73	40	95	75	*	*	*	*	*	*	*	*	82	49
Lane	4652	3729	4736	3564	5281	4578	1944	1630	0	0	0	0	0	0	4938	4025
Day	8381		8300		9859		3574		0		0		0		8963	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00							08:00	08:00
Vol.	418	334	444	308	451	356	444	380							439	344
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00									17:00	17:00
Vol.	406	358	422	355	445	423									424	379

Comb. Total	8381	8300	9859	3574	6138	6545	6008	16408

ADT ADT 7,819 AADT 7,819

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Glendale ave
5th av to Loyola ave
Latitude: 0' 0.000 Undefined

Start	24-Apr-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	0	0	0	2	0
01:00	*	*	*	*	*	*	*	*	*	*	0	0	1	2	0	1
02:00	*	*	*	*	*	*	*	*	*	*	2	0	1	0	2	0
03:00	*	*	*	*	*	*	*	*	*	*	2	0	1	0	2	0
04:00	*	*	*	*	*	*	*	*	*	*	1	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	1	0	1	1	1	0
06:00	*	*	*	*	*	*	*	*	*	*	1	3	1	1	1	2
07:00	*	*	*	*	*	*	*	*	*	*	10	4	2	1	6	2
08:00	*	*	*	*	*	*	*	*	*	*	**13**	**8**	1	1	7	4
09:00	*	*	*	*	*	*	*	*	*	*	6	6	5	3	6	4
10:00	*	*	*	*	*	*	*	*	*	*	5	3	**8**	**9**	6	**6**
11:00	*	*	*	*	*	*	*	*	*	*	8	0	7	5	**8**	2
12:00 PM	*	*	*	*	*	*	*	*	*	*	4	**8**	7	2	6	**5**
01:00	*	*	*	*	*	*	*	*	*	*	6	5	**12**	**5**	9	5
02:00	*	*	*	*	*	*	*	*	*	*	9	5	12	5	**10**	5
03:00	*	*	*	*	*	*	*	*	**16**	4	10	2	5	3	10	3
04:00	*	*	*	*	*	*	*	*	12	3	7	6	3	1	7	3
05:00	*	*	*	*	*	*	*	*	5	1	**13**	6	7	4	8	4
06:00	*	*	*	*	*	*	*	*	10	**5**	12	3	3	1	8	3
07:00	*	*	*	*	*	*	*	*	11	0	5	4	7	4	8	3
08:00	*	*	*	*	*	*	*	*	7	4	2	2	7	0	5	2
09:00	*	*	*	*	*	*	*	*	4	3	5	3	3	2	4	3
10:00	*	*	*	*	*	*	*	*	2	1	4	1	2	1	3	1
11:00	*	*	*	*	*	*	*	*	1	1	1	0	0	0	1	0
Lane	0	0	0	0	0	0	0	0	68	22	130	69	96	51	120	58
Day	0		0		0		0		90		199		147		178	
AM Peak											08:00	08:00	10:00	10:00	11:00	10:00
Vol.											13	8	8	9	8	6
PM Peak									15:00	18:00	17:00	12:00	13:00	13:00	14:00	12:00
Vol.									16	5	13	8	12	5	10	5

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Glendale ave
5th av to Loyola ave
Latitude: 0' 0.000 Undefined

Start	01-May-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	1	3	0	0	1	1	0	0	*	*	*	*	*	*	0	1
01:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
02:00	1	0	0	0	0	0	1	0	*	*	*	*	*	*	0	0
03:00	2	0	2	0	1	0	0	0	*	*	*	*	*	*	1	0
04:00	0	0	0	0	1	0	4	1	*	*	*	*	*	*	1	0
05:00	1	2	1	3	1	1	1	2	*	*	*	*	*	*	1	2
06:00	3	4	8	8	6	**9**	6	6	*	*	*	*	*	*	6	7
07:00	**6**	11	6	**9**	6	5	6	**8**	*	*	*	*	*	*	6	**8**
08:00	6	**14**	5	1	6	7	**10**	8	*	*	*	*	*	*	**7**	8
09:00	3	5	6	4	8	8	8	5	*	*	*	*	*	*	6	6
10:00	5	5	6	5	**10**	6	4	1	*	*	*	*	*	*	6	4
11:00	6	5	**12**	5	6	8	5	6	*	*	*	*	*	*	7	6
12:00 PM	10	1	4	4	**12**	4	**8**	**4**	*	*	*	*	*	*	8	3
01:00	7	3	6	**7**	7	6	*	*	*	*	*	*	*	*	7	5
02:00	**12**	**5**	10	5	6	**9**	*	*	*	*	*	*	*	*	9	**6**
03:00	10	3	8	4	8	5	*	*	*	*	*	*	*	*	9	4
04:00	11	3	11	2	12	4	*	*	*	*	*	*	*	*	**11**	3
05:00	9	2	10	4	9	3	*	*	*	*	*	*	*	*	9	3
06:00	5	4	8	3	7	2	*	*	*	*	*	*	*	*	7	3
07:00	7	5	8	3	8	5	*	*	*	*	*	*	*	*	8	4
08:00	1	2	**15**	2	8	4	*	*	*	*	*	*	*	*	8	3
09:00	7	2	8	1	6	2	*	*	*	*	*	*	*	*	7	2
10:00	1	0	1	0	0	0	*	*	*	*	*	*	*	*	1	0
11:00	4	2	1	0	0	0	*	*	*	*	*	*	*	*	2	1
Lane	118	81	136	70	129	89	53	41	0	0	0	0	0	0	127	79
Day	199		206		218		94		0		0		0		206	
AM Peak	07:00	08:00	11:00	07:00	10:00	06:00	08:00	07:00							08:00	07:00
Vol.	6	14	12	9	10	9	10	8							7	8
PM Peak	14:00	14:00	20:00	13:00	12:00	14:00	12:00	12:00							16:00	14:00
Vol.	12	5	15	7	12	9	8	4							11	6
Comb. Total	199		206		218		94		90		199		147		384	

ADT ADT 328 AADT 328

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Halsey av
Hurlingame av to Stanford av
Latitude: 0' 0.000 Undefined

Start	07-Jul-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	10	3	16	7	13	5
01:00	*	*	*	*	*	*	*	*	*	*	4	4	8	5	6	4
02:00	*	*	*	*	*	*	*	*	*	*	2	0	6	5	4	2
03:00	*	*	*	*	*	*	*	*	*	*	2	2	3	0	2	1
04:00	*	*	*	*	*	*	*	*	*	*	0	0	3	2	2	1
05:00	*	*	*	*	*	*	*	*	*	*	4	2	1	2	2	2
06:00	*	*	*	*	*	*	*	*	*	*	5	0	2	0	4	0
07:00	*	*	*	*	*	*	*	*	*	*	8	2	1	2	4	2
08:00	*	*	*	*	*	*	*	*	*	*	8	3	8	6	8	4
09:00	*	*	*	*	*	*	*	*	*	*	**22**	5	13	3	18	4
10:00	*	*	*	*	*	*	*	*	*	*	17	7	15	5	16	6
11:00	*	*	*	*	*	*	*	*	*	*	20	**9**	**18**	**8**	**19**	**8**
12:00 PM	*	*	*	*	*	*	*	*	*	*	15	6	16	5	16	6
01:00	*	*	*	*	*	*	*	*	*	*	14	7	22	**16**	18	12
02:00	*	*	*	*	*	*	*	*	*	*	28	13	17	8	22	10
03:00	*	*	*	*	*	*	*	*	*	*	20	13	22	7	21	10
04:00	*	*	*	*	*	*	*	*	*	*	24	9	14	12	19	10
05:00	*	*	*	*	*	*	*	*	21	16	**34**	**21**	17	8	24	15
06:00	*	*	*	*	*	*	*	*	27	21	26	18	15	11	23	17
07:00	*	*	*	*	*	*	*	*	20	18	27	15	16	4	21	12
08:00	*	*	*	*	*	*	*	*	**36**	**31**	29	21	**28**	7	**31**	**20**
09:00	*	*	*	*	*	*	*	*	20	14	24	15	22	15	22	15
10:00	*	*	*	*	*	*	*	*	29	19	14	15	18	5	20	13
11:00	*	*	*	*	*	*	*	*	23	8	16	6	8	6	16	7
Lane	0	0	0	0	0	0	0	0	176	127	373	196	309	149	351	186
Day	0		0		0		0		303		569		458		537	
AM Peak											09:00	11:00	11:00	11:00	11:00	11:00
Vol.											22	9	18	8	19	8
PM Peak									20:00	20:00	17:00	17:00	20:00	13:00	20:00	20:00
Vol.									36	31	34	21	28	16	31	20

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Halsey av
Hurlingame av to Stanford av
Latitude: 0' 0.000 Undefined

Start Time	14-Jul-08 NB	SB	Tue NB	SB	Wed NB	SB	Thu NB	SB	Fri NB	SB	Sat NB	SB	Sun NB	SB	Week Average NB	SB
12:00 AM	3	3	4	6	2	1	7	4	*	*	*	*	*	*	4	4
01:00	1	1	1	2	0	0	3	5	*	*	*	*	*	*	1	2
02:00	0	0	1	1	0	0	2	3	*	*	*	*	*	*	1	1
03:00	0	0	0	0	1	3	1	0	*	*	*	*	*	*	0	1
04:00	3	0	0	0	0	0	0	0	*	*	*	*	*	*	1	0
05:00	4	0	4	1	3	2	1	0	*	*	*	*	*	*	3	1
06:00	4	0	6	1	4	2	2	0	*	*	*	*	*	*	4	1
07:00	17	7	7	3	**20**	5	15	2	*	*	*	*	*	*	15	4
08:00	14	5	**19**	8	19	0	19	6	*	*	*	*	*	*	**18**	5
09:00	**18**	**11**	15	8	10	1	**20**	8	*	*	*	*	*	*	16	7
10:00	10	3	16	**11**	18	**8**	13	9	*	*	*	*	*	*	14	**8**
11:00	2	2	9	10	13	2	15	**10**	*	*	*	*	*	*	10	6
12:00 PM	19	7	25	12	19	4	21	0	*	*	*	*	*	*	21	6
01:00	10	5	12	5	23	10	**23**	0	*	*	*	*	*	*	17	5
02:00	18	11	21	10	15	10	20	0	*	*	*	*	*	*	18	8
03:00	19	8	18	8	15	6	16	0	*	*	*	*	*	*	17	6
04:00	21	7	20	18	23	11	*	*	*	*	*	*	*	*	21	12
05:00	20	10	**28**	16	**39**	**23**	*	*	*	*	*	*	*	*	**29**	16
06:00	**31**	**20**	26	14	29	19	*	*	*	*	*	*	*	*	29	**18**
07:00	14	11	26	**21**	24	11	*	*	*	*	*	*	*	*	21	14
08:00	18	14	27	15	21	3	*	*	*	*	*	*	*	*	22	11
09:00	17	19	15	13	32	15	*	*	*	*	*	*	*	*	21	16
10:00	23	20	16	10	18	5	*	*	*	*	*	*	*	*	19	12
11:00	10	8	6	5	9	5	*	*	*	*	*	*	*	*	8	6
Lane	296	172	322	198	357	146	178	47	0	0	0	0	0	0	330	170
Day	468		520		503		225		0		0		0		500	
AM Peak	09:00	09:00	08:00	10:00	07:00	10:00	09:00	11:00							08:00	10:00
Vol.	18	11	19	11	20	8	20	10							18	8
PM Peak	18:00	18:00	17:00	19:00	17:00	17:00	13:00								17:00	18:00
Vol.	31	20	28	21	39	23	23								29	18

Comb. Total	468	520	503	225	303	569	458	1037

ADT ADT 511 AADT 511

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Hampshire av
Fair Oaks av to Northside av
Latitude: 0' 0.000 Undefined

Start	24-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	10	16	11	7	10	12
01:00	*	*	*	*	*	*	*	*	*	*	15	6	5	7	10	6
02:00	*	*	*	*	*	*	*	*	*	*	7	4	5	4	6	4
03:00	*	*	*	*	*	*	*	*	*	*	7	1	7	1	7	1
04:00	*	*	*	*	*	*	*	*	*	*	2	2	2	3	2	2
05:00	*	*	*	*	*	*	*	*	*	*	8	16	3	5	6	10
06:00	*	*	*	*	*	*	*	*	*	*	29	15	11	7	20	11
07:00	*	*	*	*	*	*	*	*	*	*	40	26	24	17	32	22
08:00	*	*	*	*	*	*	*	*	*	*	52	38	57	27	54	32
09:00	*	*	*	*	*	*	*	*	*	*	39	37	55	37	47	37
10:00	*	*	*	*	*	*	*	*	*	*	61	32	60	**50**	60	41
11:00	*	*	*	*	*	*	*	*	*	*	**69**	**53**	**61**	42	**65**	**48**
12:00 PM	*	*	*	*	*	*	*	*	*	*	47	51	**70**	49	58	50
01:00	*	*	*	*	*	*	*	*	48	32	58	39	60	49	55	40
02:00	*	*	*	*	*	*	*	*	47	47	69	34	56	43	57	41
03:00	*	*	*	*	*	*	*	*	73	57	41	41	54	47	56	48
04:00	*	*	*	*	*	*	*	*	71	70	52	53	59	42	61	55
05:00	*	*	*	*	*	*	*	*	83	**88**	48	48	48	38	60	58
06:00	*	*	*	*	*	*	*	*	**85**	57	**90**	55	65	**59**	**80**	57
07:00	*	*	*	*	*	*	*	*	78	52	73	**71**	52	58	68	**60**
08:00	*	*	*	*	*	*	*	*	57	56	60	59	32	22	50	46
09:00	*	*	*	*	*	*	*	*	51	48	50	30	16	24	39	34
10:00	*	*	*	*	*	*	*	*	23	18	30	18	11	14	21	17
11:00	*	*	*	*	*	*	*	*	14	8	16	14	4	6	11	9
Lane	0	0	0	0	0	0	0	0	630	533	973	759	828	658	935	741
Day	0		0		0		0		1163		1732		1486		1676	
AM Peak											11:00	11:00	11:00	10:00	11:00	11:00
Vol.											69	53	61	50	65	48
PM Peak									18:00	17:00	18:00	19:00	12:00	18:00	18:00	19:00
Vol.									85	88	90	71	70	59	80	60

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Hampshire av
Fair Oaks av to Northside av
Latitude: 0' 0.000 Undefined

Start	31-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	7	4	4	4	3	2	5	3	*	*	*	*	*	*	5	3
01:00	7	1	2	1	1	2	0	0	*	*	*	*	*	*	2	1
02:00	2	1	0	2	4	1	1	2	*	*	*	*	*	*	2	2
03:00	1	3	3	2	0	0	1	1	*	*	*	*	*	*	1	2
04:00	5	9	1	2	7	8	7	8	*	*	*	*	*	*	5	7
05:00	25	15	20	10	23	15	23	14	*	*	*	*	*	*	23	14
06:00	62	27	61	31	61	41	62	34	*	*	*	*	*	*	62	33
07:00	**96**	**59**	**106**	**60**	**88**	**61**	**105**	**42**	*	*	*	*	*	*	**99**	**56**
08:00	29	34	33	24	32	25	25	25	*	*	*	*	*	*	30	27
09:00	32	19	31	25	31	23	42	21	*	*	*	*	*	*	34	22
10:00	31	14	35	16	36	29	30	23	*	*	*	*	*	*	33	20
11:00	36	36	41	29	31	24	41	23	*	*	*	*	*	*	37	28
12:00 PM	41	35	48	20	45	23	**48**	30	*	*	*	*	*	*	46	27
01:00	46	35	47	38	42	26	36	**42**	*	*	*	*	*	*	43	35
02:00	57	35	52	41	61	51	*	*	*	*	*	*	*	*	57	42
03:00	65	45	60	46	67	49	*	*	*	*	*	*	*	*	64	47
04:00	**69**	**62**	70	52	54	58	*	*	*	*	*	*	*	*	64	**57**
05:00	56	48	**80**	50	74	65	*	*	*	*	*	*	*	*	**70**	54
06:00	63	54	68	**56**	59	56	*	*	*	*	*	*	*	*	63	55
07:00	42	37	64	36	**79**	**67**	*	*	*	*	*	*	*	*	62	47
08:00	54	28	27	33	57	33	*	*	*	*	*	*	*	*	46	31
09:00	34	0	23	15	27	20	*	*	*	*	*	*	*	*	28	12
10:00	14	0	11	5	11	14	*	*	*	*	*	*	*	*	12	6
11:00	7	6	7	5	7	8	*	*	*	*	*	*	*	*	7	6
Lane	881	607	894	603	900	701	426	268	0	0	0	0	0	0	895	634
Day	1488		1497		1601		694		0		0		0		1529	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00	07:00
Vol.	96	59	106	60	88	61	105	42							99	56
PM Peak	16:00	16:00	17:00	18:00	19:00	19:00	12:00	13:00							17:00	16:00
Vol.	69	62	80	56	79	67	48	42							70	57

Comb. Total	1488	1497	1601	694	1163	1732	1486	3205

ADT ADT 1,561 AADT 1,561

County of San Mateo
Department of Public Works
752 Chestnut Street, Redwood City, CA 94063
650-363-4103

MARSH ROAD
Between Middlefield Rd & Fair Oaks Ave
Latitude: 0' 0.000 Undefined

Start	27-Sep-04		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	*	*	*	*	*	*	*	*	*	*	317	**403**	292	**339**	304	**371**
01:00	*	*	*	*	*	*	*	*	*	*	293	303	288	273	290	288
02:00	*	*	*	*	*	*	*	*	*	*	205	196	238	203	222	200
03:00	*	*	*	*	*	*	*	*	*	*	133	124	147	117	140	120
04:00	*	*	*	*	*	*	*	*	*	*	51	61	74	64	62	62
05:00	*	*	*	*	*	*	*	*	*	*	47	37	74	58	60	48
06:00	*	*	*	*	*	*	*	*	*	*	32	22	38	25	35	24
07:00	*	*	*	*	*	*	*	*	*	*	23	22	32	20	28	21
08:00	*	*	*	*	*	*	*	*	*	*	42	55	31	28	36	42
09:00	*	*	*	*	*	*	*	*	*	*	88	73	65	56	76	64
10:00	*	*	*	*	*	*	*	*	*	*	223	221	135	116	179	168
11:00	*	*	*	*	*	*	*	*	*	*	**428**	337	**295**	206	**362**	272
12:00 PM	*	*	*	*	*	*	*	*	*	*	560	436	383	377	472	406
01:00	*	*	*	*	*	*	*	*	*	*	675	472	463	362	569	417
02:00	*	*	*	*	*	*	*	*	*	*	701	559	536	526	618	542
03:00	*	*	*	*	*	*	*	*	*	*	734	591	578	626	656	608
04:00	*	*	*	*	*	*	*	*	*	*	**752**	621	579	540	**666**	580
05:00	*	*	*	*	*	*	*	*	*	*	646	612	**592**	**628**	619	620
06:00	*	*	*	*	*	*	*	*	637	802	637	675	589	545	621	674
07:00	*	*	*	*	*	*	*	*	**730**	**842**	613	690	574	564	639	**699**
08:00	*	*	*	*	*	*	*	*	724	623	684	**703**	591	488	666	605
09:00	*	*	*	*	*	*	*	*	719	669	544	592	492	487	585	583
10:00	*	*	*	*	*	*	*	*	650	599	477	514	402	392	510	502
11:00	*	*	*	*	*	*	*	*	405	446	322	373	351	312	359	377
Lane	0	0	0	0	0	0	0	0	3865	3981	9227	8692	7839	7352	8774	8293
Day	0		0		0		0		7846		17919		15191		17067	
AM Peak											11:00	00:00	11:00	00:00	11:00	00:00
Vol.											428	403	295	339	362	371
PM Peak									19:00	19:00	16:00	20:00	17:00	17:00	16:00	19:00
Vol.									730	842	752	703	592	628	666	699

County of San Mateo
Department of Public Works
752 Chestnut Street, Redwood City, CA 94063
650-363-4103

MARSH ROAD
Between Middlefield Rd & Fair Oaks Ave
Latitude: 0' 0.000 Undefined

Start	04-Oct-04		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel	Channel
12:00 AM	264	268	249	346	*	*	*	*	*	*	*	*	*	*	256	307
01:00	205	166	195	191	*	*	*	*	*	*	*	*	*	*	200	178
02:00	127	101	100	105	*	*	*	*	*	*	*	*	*	*	114	103
03:00	73	47	42	38	*	*	*	*	*	*	*	*	*	*	58	42
04:00	24	17	31	26	*	*	*	*	*	*	*	*	*	*	28	22
05:00	18	20	24	24	*	*	*	*	*	*	*	*	*	*	21	22
06:00	11	13	20	19	*	*	*	*	*	*	*	*	*	*	16	16
07:00	24	18	23	20	*	*	*	*	*	*	*	*	*	*	24	19
08:00	72	79	79	88	*	*	*	*	*	*	*	*	*	*	76	84
09:00	213	234	210	222	*	*	*	*	*	*	*	*	*	*	212	228
10:00	628	416	**674**	412	*	*	*	*	*	*	*	*	*	*	**651**	414
11:00	**691**	**619**	589	**577**	*	*	*	*	*	*	*	*	*	*	640	**598**
12:00 PM	637	637	*	*	*	*	*	*	*	*	*	*	*	*	637	637
01:00	507	524	*	*	*	*	*	*	*	*	*	*	*	*	507	524
02:00	343	641	*	*	*	*	*	*	*	*	*	*	*	*	343	641
03:00	667	535	*	*	*	*	*	*	*	*	*	*	*	*	667	535
04:00	589	639	*	*	*	*	*	*	*	*	*	*	*	*	589	639
05:00	621	705	*	*	*	*	*	*	*	*	*	*	*	*	621	705
06:00	676	742	*	*	*	*	*	*	*	*	*	*	*	*	676	742
07:00	643	**812**	*	*	*	*	*	*	*	*	*	*	*	*	643	**812**
08:00	**752**	733	*	*	*	*	*	*	*	*	*	*	*	*	**752**	733
09:00	743	636	*	*	*	*	*	*	*	*	*	*	*	*	743	636
10:00	595	474	*	*	*	*	*	*	*	*	*	*	*	*	595	474
11:00	409	346	*	*	*	*	*	*	*	*	*	*	*	*	409	346
Lane	9532	9422	2236	2068	0	0	0	0	0	0	0	0	0	0	9478	9457
Day	18954		4304		0		0		0		0		0		18935	
AM Peak	11:00	11:00	10:00	11:00											10:00	11:00
Vol.	691	619	674	577											651	598
PM Peak	20:00	19:00													20:00	19:00
Vol.	752	812													752	812

Comb. Total	18954	4304	0	0	7846	17919	15191	36002
ADT	ADT 17,124	AADT 17,124						

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Middlefield Road
NB Pacific to Northside ave
Latitude: 0' 0.000 Undefined

Start Time	Mon 29-Oct-07	Tue 30-Oct-07	Wed 31-Oct-07	Thu 01-Nov-07	Fri 02-Nov-07	Average Day	Sat 03-Nov-07	Sun 04-Nov-07	Week Average
12:00 AM	*	*	*	*	*	*	98	112	105
01:00	*	*	*	*	*	*	71	72	72
02:00	*	*	*	*	*	*	87	93	90
03:00	*	*	*	*	*	*	17	32	24
04:00	*	*	*	*	*	*	25	22	24
05:00	*	*	*	*	*	*	38	16	27
06:00	*	*	*	*	*	*	83	39	61
07:00	*	*	*	*	*	*	226	80	153
08:00	*	*	*	*	*	*	401	161	281
09:00	*	*	*	*	*	*	527	276	402
10:00	*	*	*	*	*	*	577	496	536
11:00	*	*	*	*	*	*	**708**	**618**	**663**
12:00 PM	*	*	*	*	*	*	675	619	647
01:00	*	*	*	*	*	*	685	**701**	**693**
02:00	*	*	*	*	*	*	**700**	598	649
03:00	*	*	*	*	686	686	614	623	641
04:00	*	*	*	*	729	729	661	547	646
05:00	*	*	*	*	**779**	**779**	571	549	633
06:00	*	*	*	*	750	750	576	542	623
07:00	*	*	*	*	599	599	488	486	524
08:00	*	*	*	*	443	443	344	343	377
09:00	*	*	*	*	352	352	281	253	295
10:00	*	*	*	*	313	313	231	215	253
11:00	*	*	*	*	177	177	171	121	156
Day Total	0	0	0	0	4828	4828	8855	7614	8575
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	103.3%	88.8%	
AM Peak							11:00	11:00	11:00
Vol.							708	618	663
PM Peak					17:00	17:00	14:00	13:00	13:00
Vol.					779	779	700	701	693

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Middlefield Road
NB Pacific to Northside ave
Latitude: 0' 0.000 Undefined

Start Time	Mon 05-Nov-07	Tue 06-Nov-07	Wed 07-Nov-07	Thu 08-Nov-07	Fri 09-Nov-07	Average Day	Sat 10-Nov-07	Sun 11-Nov-07	Week Average
12:00 AM	83	64	70	69	*	72	*	*	72
01:00	44	32	30	34	*	35	*	*	35
02:00	45	36	22	15	*	30	*	*	30
03:00	22	24	19	21	*	22	*	*	22
04:00	35	14	18	18	*	21	*	*	21
05:00	31	34	32	25	*	30	*	*	30
06:00	84	80	98	77	*	85	*	*	85
07:00	235	235	221	218	*	227	*	*	227
08:00	524	521	535	516	*	524	*	*	524
09:00	**621**	**583**	**631**	**610**	*	**611**	*	*	**611**
10:00	511	465	521	485	*	496	*	*	496
11:00	521	491	452	528	*	498	*	*	498
12:00 PM	589	521	503	561	*	544	*	*	544
01:00	640	616	629	**622**	*	627	*	*	627
02:00	565	572	575	*	*	571	*	*	571
03:00	581	610	546	*	*	579	*	*	579
04:00	659	606	594	*	*	620	*	*	620
05:00	777	724	742	*	*	748	*	*	748
06:00	**790**	**731**	**749**	*	*	**757**	*	*	**757**
07:00	645	699	625	*	*	656	*	*	656
08:00	508	397	416	*	*	440	*	*	440
09:00	287	358	302	*	*	316	*	*	316
10:00	213	218	216	*	*	216	*	*	216
11:00	119	126	144	*	*	130	*	*	130
Day Total	9129	8757	8690	3799	0	8855	0	0	8855
% Avg. WkDay	103.1%	98.9%	98.1%	42.9%	0.0%				
% Avg. Week	103.1%	98.9%	98.1%	42.9%	0.0%	100.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	09:00		09:00			09:00
Vol.	621	583	631	610		611			611
PM Peak	18:00	18:00	18:00	13:00		18:00			18:00
Vol.	790	731	749	622		757			757
Grand Total	9129	8757	8690	3799	4828	13683	8855	7614	17430
ADT		ADT 8,672		AADT 8,672					

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Middlefield road
SB Hurlingame av to Northside av
Latitude: 0' 0.000 Undefined

Start Time	Mon 29-Oct-07	Tue 30-Oct-07	Wed 31-Oct-07	Thu 01-Nov-07	Fri 02-Nov-07	Average Day	Sat 03-Nov-07	Sun 04-Nov-07	Week Average
12:00 AM	*	*	*	*	*	*	116	131	124
01:00	*	*	*	*	*	*	71	87	79
02:00	*	*	*	*	*	*	68	65	66
03:00	*	*	*	*	*	*	33	34	34
04:00	*	*	*	*	*	*	19	24	22
05:00	*	*	*	*	*	*	30	19	24
06:00	*	*	*	*	*	*	63	34	48
07:00	*	*	*	*	*	*	181	79	130
08:00	*	*	*	*	*	*	315	163	239
09:00	*	*	*	*	*	*	474	293	384
10:00	*	*	*	*	*	*	534	366	450
11:00	*	*	*	*	*	*	**622**	**551**	**586**
12:00 PM	*	*	*	*	*	*	**792**	613	702
01:00	*	*	*	*	*	*	720	**672**	696
02:00	*	*	*	*	*	*	723	600	662
03:00	*	*	*	*	767	767	742	617	**709**
04:00	*	*	*	*	831	831	656	597	695
05:00	*	*	*	*	819	819	699	556	691
06:00	*	*	*	*	**836**	**836**	617	591	681
07:00	*	*	*	*	697	697	505	532	578
08:00	*	*	*	*	476	476	332	372	393
09:00	*	*	*	*	360	360	341	303	335
10:00	*	*	*	*	300	300	271	225	265
11:00	*	*	*	*	216	216	191	147	185
Day Total	0	0	0	0	5302	5302	9115	7671	8778
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	60.4%	60.4%	103.8%	87.4%	
AM Peak							11:00	11:00	11:00
Vol.							622	551	586
PM Peak					18:00	18:00	12:00	13:00	15:00
Vol.					836	836	792	672	709

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID:
Middlefield road
SB Hurlingame av to Northside av
Latitude: 0' 0.000 Undefined

Start Time	Mon 05-Nov-07	Tue 06-Nov-07	Wed 07-Nov-07	Thu 08-Nov-07	Fri 09-Nov-07	Average Day	Sat 10-Nov-07	Sun 11-Nov-07	Week Average
12:00 AM	91	73	92	87	*	86	*	*	86
01:00	44	42	47	34	*	42	*	*	42
02:00	38	26	22	22	*	27	*	*	27
03:00	28	24	26	22	*	25	*	*	25
04:00	16	15	17	20	*	17	*	*	17
05:00	21	18	21	18	*	20	*	*	20
06:00	56	46	51	48	*	50	*	*	50
07:00	162	132	142	147	*	146	*	*	146
08:00	484	499	498	510	*	498	*	*	498
09:00	**651**	**660**	**747**	**691**	*	**687**	*	*	**687**
10:00	571	519	521	581	*	548	*	*	548
11:00	539	486	439	522	*	496	*	*	496
12:00 PM	601	629	548	548	*	582	*	*	582
01:00	638	676	640	623	*	644	*	*	644
02:00	710	717	689	**663**	*	695	*	*	695
03:00	712	670	652	*	*	678	*	*	678
04:00	698	727	713	*	*	713	*	*	713
05:00	792	823	774	*	*	796	*	*	796
06:00	**830**	**876**	**816**	*	*	**841**	*	*	**841**
07:00	725	724	736	*	*	728	*	*	728
08:00	539	509	533	*	*	527	*	*	527
09:00	315	376	355	*	*	349	*	*	349
10:00	217	275	264	*	*	252	*	*	252
11:00	159	148	157	*	*	155	*	*	155
Day Total	9637	9690	9500	4536	0	9602	0	0	9602
% Avg. WkDay	100.4%	100.9%	98.9%	47.2%	0.0%				
% Avg. Week	100.4%	100.9%	98.9%	47.2%	0.0%	100.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	09:00		09:00			09:00
Vol.	651	660	747	691		687			687
PM Peak	18:00	18:00	18:00	14:00		18:00			18:00
Vol.	830	876	816	663		841			841
Grand Total	9637	9690	9500	4536	5302	14904	9115	7671	18380
ADT		ADT 9,242		AADT 9,242					

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Middlefield
2nd av to 3rd av
Latitude: 0' 0.000 Undefined

Start Time	Mon 08-Dec-08	Tue 09-Dec-08	Wed 10-Dec-08	Thu 11-Dec-08	Fri 12-Dec-08	Average Day	Sat 13-Dec-08	Sun 14-Dec-08	Week Average
12:00 AM	*	*	*	*	*	*	222	212	217
01:00	*	*	*	*	*	*	171	127	149
02:00	*	*	*	*	*	*	98	99	98
03:00	*	*	*	*	*	*	70	68	69
04:00	*	*	*	*	*	*	65	51	58
05:00	*	*	*	*	*	*	21	18	20
06:00	*	*	*	*	*	*	21	19	20
07:00	*	*	*	*	*	*	46	26	36
08:00	*	*	*	*	*	*	91	61	76
09:00	*	*	*	*	*	*	209	179	194
10:00	*	*	*	*	*	*	352	231	292
11:00	*	*	*	*	*	*	**428**	**335**	**382**
12:00 PM	*	*	*	*	*	*	572	448	510
01:00	*	*	*	*	*	*	645	475	560
02:00	*	*	*	*	*	*	**765**	560	662
03:00	*	*	*	*	*	*	713	593	653
04:00	*	*	*	*	687	687	692	**611**	663
05:00	*	*	*	*	714	714	759	606	693
06:00	*	*	*	*	**864**	**864**	679	584	**709**
07:00	*	*	*	*	804	804	680	518	667
08:00	*	*	*	*	727	727	493	387	536
09:00	*	*	*	*	532	532	375	229	379
10:00	*	*	*	*	405	405	263	223	297
11:00	*	*	*	*	263	263	229	159	217
Day Total	0	0	0	0	4996	4996	8659	6819	8157
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	61.2%	61.2%	106.2%	83.6%	
AM Peak							11:00	11:00	11:00
Vol.							428	335	382
PM Peak					18:00	18:00	14:00	16:00	18:00
Vol.					864	864	765	611	709

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Middlefield
2nd av to 3rd av
Latitude: 0' 0.000 Undefined

Start Time	Mon 15-Dec-08	Tue 16-Dec-08	Wed 17-Dec-08	Thu 18-Dec-08	Fri 19-Dec-08	Average Day	Sat 20-Dec-08	Sun 21-Dec-08	Week Average
12:00 AM	116	118	109	122	*	116	*	*	116
01:00	63	56	81	69	*	67	*	*	67
02:00	29	38	31	52	*	38	*	*	38
03:00	24	20	19	33	*	24	*	*	24
04:00	23	10	17	16	*	16	*	*	16
05:00	10	15	8	13	*	12	*	*	12
06:00	16	20	18	19	*	18	*	*	18
07:00	65	65	50	70	*	62	*	*	62
08:00	170	159	165	183	*	169	*	*	169
09:00	516	527	533	557	*	533	*	*	533
10:00	**583**	**594**	**608**	**570**	*	**589**	*	*	**589**
11:00	430	427	435	424	*	429	*	*	429
12:00 PM	498	466	463	466	*	473	*	*	473
01:00	564	572	559	566	*	565	*	*	565
02:00	617	655	649	**581**	*	626	*	*	626
03:00	572	568	617	132	*	472	*	*	472
04:00	689	683	621	*	*	664	*	*	664
05:00	710	**738**	682	*	*	710	*	*	710
06:00	**760**	724	**769**	*	*	**751**	*	*	**751**
07:00	660	710	762	*	*	711	*	*	711
08:00	533	618	626	*	*	592	*	*	592
09:00	425	416	498	*	*	446	*	*	446
10:00	295	262	307	*	*	288	*	*	288
11:00	206	208	246	*	*	220	*	*	220
Day Total	8574	8669	8873	3873	0	8591	0	0	8591
% Avg. WkDay	99.8%	100.9%	103.3%	45.1%	0.0%				
% Avg. Week	99.8%	100.9%	103.3%	45.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00	10:00		10:00			10:00
Vol.	583	594	608	570		589			589
PM Peak	18:00	17:00	18:00	14:00		18:00			18:00
Vol.	760	738	769	581		751			751
Grand Total	8574	8669	8873	3873	4996	13587	8659	6819	16748

ADT ADT 8,319 AADT 8,319

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Middlefield
2nd to 3rd av
Latitude: 0' 0.000 Undefined

Start Time	Mon 08-Dec-08	Tue 09-Dec-08	Wed 10-Dec-08	Thu 11-Dec-08	Fri 12-Dec-08	Average Day	Sat 13-Dec-08	Sun 14-Dec-08	Week Average
12:00 AM	*	*	*	*	*	*	300	184	242
01:00	*	*	*	*	*	*	148	100	124
02:00	*	*	*	*	*	*	88	99	94
03:00	*	*	*	*	*	*	79	69	74
04:00	*	*	*	*	*	*	44	35	40
05:00	*	*	*	*	*	*	20	17	18
06:00	*	*	*	*	*	*	22	20	21
07:00	*	*	*	*	*	*	36	18	27
08:00	*	*	*	*	*	*	87	50	68
09:00	*	*	*	*	*	*	220	90	155
10:00	*	*	*	*	*	*	326	178	252
11:00	*	*	*	*	*	*	**457**	**375**	**416**
12:00 PM	*	*	*	*	*	*	563	440	502
01:00	*	*	*	*	*	*	599	488	544
02:00	*	*	*	*	*	*	632	565	598
03:00	*	*	*	*	*	*	**665**	**617**	**641**
04:00	*	*	*	*	*	*	609	614	612
05:00	*	*	*	*	723	723	621	551	632
06:00	*	*	*	*	**770**	**770**	603	490	621
07:00	*	*	*	*	693	693	527	385	535
08:00	*	*	*	*	630	630	442	320	464
09:00	*	*	*	*	454	454	365	237	352
10:00	*	*	*	*	432	432	281	214	309
11:00	*	*	*	*	385	385	217	184	262
Day Total	0	0	0	0	4087	4087	7951	6340	7603
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	53.8%	53.8%	104.6%	83.4%	
AM Peak							11:00	11:00	11:00
Vol.							457	375	416
PM Peak					18:00	18:00	15:00	15:00	15:00
Vol.					770	770	665	617	641

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Middlefield
2nd to 3rd av
Latitude: 0' 0.000 Undefined

Start Time	Mon 15-Dec-08	Tue 16-Dec-08	Wed 17-Dec-08	Thu 18-Dec-08	Fri 19-Dec-08	Average Day	Sat 20-Dec-08	Sun 21-Dec-08	Week Average
12:00 AM	108	114	120	120	*	116	*	*	116
01:00	58	59	67	73	*	64	*	*	64
02:00	38	41	26	40	*	36	*	*	36
03:00	23	16	20	26	*	21	*	*	21
04:00	19	12	13	22	*	16	*	*	16
05:00	21	11	8	12	*	13	*	*	13
06:00	32	32	25	35	*	31	*	*	31
07:00	76	63	67	64	*	68	*	*	68
08:00	171	179	183	175	*	177	*	*	177
09:00	423	390	421	411	*	411	*	*	411
10:00	**576**	**551**	**524**	**541**	*	**548**	*	*	**548**
11:00	424	410	446	404	*	421	*	*	421
12:00 PM	496	499	493	494	*	496	*	*	496
01:00	587	569	506	510	*	543	*	*	543
02:00	644	610	577	**608**	*	610	*	*	610
03:00	560	570	599	307	*	509	*	*	509
04:00	550	577	598	*	*	575	*	*	575
05:00	663	618	601	*	*	627	*	*	627
06:00	**690**	**624**	**666**	*	*	**660**	*	*	**660**
07:00	608	624	662	*	*	631	*	*	631
08:00	482	507	533	*	*	507	*	*	507
09:00	391	372	327	*	*	363	*	*	363
10:00	268	244	263	*	*	258	*	*	258
11:00	177	221	241	*	*	213	*	*	213
Day Total	8085	7913	7986	3842	0	7914	0	0	7914
% Avg. WkDay	102.2%	100.0%	100.9%	48.5%	0.0%				
% Avg. Week	102.2%	100.0%	100.9%	48.5%	0.0%	100.0%	0.0%	0.0%	
AM Peak	10:00	10:00	10:00	10:00		10:00			10:00
Vol.	576	551	524	541		548			548
PM Peak	18:00	18:00	18:00	14:00		18:00			18:00
Vol.	690	624	666	608		660			660
Grand Total	8085	7913	7986	3842	4087	12001	7951	6340	15517

ADT ADT 7,655 AADT 7,655

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID: Ctr #2
MIDL|DLEFIELD ROAD
Between Encina Ave & 9th Ave
Latitude: 0' 0.000 Undefined

Start Time	18-Apr-05 Direction		Tue Direction		Wed Direction		Thu Direction		Fri Direction		Sat Direction		Sun Direction		Week Average Direction	
12:00 AM	*	*	*	*	*	*	*	*	*	*	199	**268**	**229**	**257**	**214**	**262**
01:00	*	*	*	*	*	*	*	*	*	*	171	201	194	194	182	198
02:00	*	*	*	*	*	*	*	*	*	*	115	115	143	133	129	124
03:00	*	*	*	*	*	*	*	*	*	*	61	57	78	63	70	60
04:00	*	*	*	*	*	*	*	*	*	*	51	39	73	45	62	42
05:00	*	*	*	*	*	*	*	*	*	*	30	24	69	48	50	36
06:00	*	*	*	*	*	*	*	*	*	*	20	19	33	28	26	24
07:00	*	*	*	*	*	*	*	*	*	*	16	15	14	17	15	16
08:00	*	*	*	*	*	*	*	*	*	*	20	15	18	17	19	16
09:00	*	*	*	*	*	*	*	*	*	*	41	60	26	35	34	48
10:00	*	*	*	*	*	*	*	*	*	*	118	108	57	53	88	80
11:00	*	*	*	*	*	*	*	*	*	*	**232**	228	137	239	184	234
12:00 PM	*	*	*	*	*	*	*	*	*	*	359	330	288	205	324	268
01:00	*	*	*	*	*	*	*	*	*	*	355	357	286	249	320	303
02:00	*	*	*	*	*	*	*	*	*	*	446	414	326	**411**	386	**412**
03:00	*	*	*	*	*	*	*	*	438	391	**521**	365	451	339	**470**	365
04:00	*	*	*	*	*	*	*	*	485	399	475	381	372	401	444	394
05:00	*	*	*	*	*	*	*	*	422	393	420	434	**456**	357	433	395
06:00	*	*	*	*	*	*	*	*	488	**432**	429	440	409	345	442	406
07:00	*	*	*	*	*	*	*	*	533	415	487	395	365	356	462	389
08:00	*	*	*	*	*	*	*	*	**564**	386	390	359	349	380	434	375
09:00	*	*	*	*	*	*	*	*	530	425	347	**455**	298	303	392	394
10:00	*	*	*	*	*	*	*	*	404	344	370	306	271	283	348	311
11:00	*	*	*	*	*	*	*	*	302	301	296	272	246	212	281	262
Lane	0	0	0	0	0	0	0	0	4166	3486	5969	5657	5188	4970	5809	5414
Day	0		0		0		0		7652		11626		10158		11223	
AM Peak											11:00	00:00	00:00	00:00	00:00	00:00
Vol.											232	268	229	257	214	262
PM Peak									20:00	18:00	15:00	21:00	17:00	14:00	15:00	14:00
Vol.									564	432	521	455	456	411	470	412

San Mateo County Department of Public Works
752 Chestnut Street
Redwood City, CA 94063
(650) 363-4103

Site Code:
Station ID: Ctr #2
MIDL|DLEFIELD ROAD
Between Encina Ave & 9th Ave
Latitude: 0' 0.000 Undefined

Start Time	25-Apr-05 Direction	Direction	Tue Direction	Direction	Wed Direction	Direction	Thu Direction	Direction	Fri Direction	Direction	Sat Direction	Direction	Sun Direction	Direction	Week Average Direction	Direction
12:00 AM	176	179	274	268	203	242	200	235	*	*	*	*	*	*	213	231
01:00	134	138	134	129	127	166	147	155	*	*	*	*	*	*	136	147
02:00	76	67	84	71	69	69	110	65	*	*	*	*	*	*	85	68
03:00	49	40	41	40	41	36	34	33	*	*	*	*	*	*	41	37
04:00	27	24	25	19	23	23	26	16	*	*	*	*	*	*	25	20
05:00	16	13	19	8	17	8	14	10	*	*	*	*	*	*	16	10
06:00	8	7	10	8	18	16	10	12	*	*	*	*	*	*	12	11
07:00	10	16	9	11	11	12	10	14	*	*	*	*	*	*	10	13
08:00	33	38	31	29	23	31	21	28	*	*	*	*	*	*	27	32
09:00	62	120	71	119	68	121	71	109	*	*	*	*	*	*	68	117
10:00	197	268	234	285	249	292	209	287	*	*	*	*	*	*	222	283
11:00	**422**	**487**	**416**	**475**	**422**	**460**	**414**	**468**	*	*	*	*	*	*	**418**	**472**
12:00 PM	384	380	372	397	407	398	374	**420**	*	*	*	*	*	*	384	399
01:00	344	370	356	328	337	298	350	338	*	*	*	*	*	*	347	334
02:00	392	318	360	363	368	351	362	372	*	*	*	*	*	*	370	351
03:00	488	361	449	387	449	387	**440**	373	*	*	*	*	*	*	456	377
04:00	459	403	437	389	442	378	409	347	*	*	*	*	*	*	437	379
05:00	429	381	411	379	449	323	*	*	*	*	*	*	*	*	430	361
06:00	459	383	425	**415**	419	404	*	*	*	*	*	*	*	*	434	401
07:00	496	404	477	341	483	420	*	*	*	*	*	*	*	*	485	388
08:00	**558**	**453**	524	400	**536**	**427**	*	*	*	*	*	*	*	*	**539**	**427**
09:00	537	391	**540**	378	499	424	*	*	*	*	*	*	*	*	525	398
10:00	464	421	373	387	374	349	*	*	*	*	*	*	*	*	404	386
11:00	295	331	327	284	341	279	*	*	*	*	*	*	*	*	321	298
Lane	6515	5993	6399	5910	6375	5914	3201	3282	0	0	0	0	0	0	6405	5940
Day	12508		12309		12289		6483		0		0		0		12345	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00							11:00	11:00
Vol.	422	487	416	475	422	460	414	468							418	472
PM Peak	20:00	20:00	21:00	18:00	20:00	20:00	15:00	12:00							20:00	20:00
Vol.	558	453	540	415	536	427	440	420							539	427

Comb. Total	12508	12309	12289	6483	7652	11626	10158	23568
ADT	ADT 12,004	AADT 12,004						

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Oakside av
Fair Oaks av to Northside av
Latitude: 0' 0.000 Undefined

Start	24-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	5	6	6	4	6	5
01:00	*	*	*	*	*	*	*	*	*	*	4	5	8	3	6	4
02:00	*	*	*	*	*	*	*	*	*	*	3	1	0	0	2	0
03:00	*	*	*	*	*	*	*	*	*	*	1	2	0	4	0	3
04:00	*	*	*	*	*	*	*	*	*	*	1	1	2	1	2	1
05:00	*	*	*	*	*	*	*	*	*	*	3	2	1	0	2	1
06:00	*	*	*	*	*	*	*	*	*	*	5	3	3	4	4	4
07:00	*	*	*	*	*	*	*	*	*	*	7	9	8	7	8	8
08:00	*	*	*	*	*	*	*	*	*	*	16	14	11	8	14	11
09:00	*	*	*	*	*	*	*	*	*	*	**23**	17	18	15	20	16
10:00	*	*	*	*	*	*	*	*	*	*	17	16	15	**20**	16	18
11:00	*	*	*	*	*	*	*	*	*	*	17	**23**	**27**	20	**22**	**22**
12:00 PM	*	*	*	*	*	*	*	*	19	15	**21**	24	12	**26**	17	22
01:00	*	*	*	*	*	*	*	*	16	25	11	29	11	23	13	**26**
02:00	*	*	*	*	*	*	*	*	30	26	14	16	16	18	20	20
03:00	*	*	*	*	*	*	*	*	14	20	18	23	18	14	17	19
04:00	*	*	*	*	*	*	*	*	**31**	23	16	17	**26**	25	**24**	22
05:00	*	*	*	*	*	*	*	*	18	21	20	16	15	19	18	19
06:00	*	*	*	*	*	*	*	*	20	15	8	**35**	14	20	14	23
07:00	*	*	*	*	*	*	*	*	9	**29**	15	19	21	23	15	24
08:00	*	*	*	*	*	*	*	*	8	16	13	10	10	16	10	14
09:00	*	*	*	*	*	*	*	*	22	18	18	16	14	11	18	15
10:00	*	*	*	*	*	*	*	*	11	20	9	7	9	9	10	12
11:00	*	*	*	*	*	*	*	*	4	5	3	9	1	1	3	5
Lane	0	0	0	0	0	0	0	0	202	233	268	320	266	291	281	314
Day	0		0		0		0		435		588		557		595	
AM Peak											09:00	11:00	11:00	10:00	11:00	11:00
Vol.											23	23	27	20	22	22
PM Peak									16:00	19:00	12:00	18:00	16:00	12:00	16:00	13:00
Vol.									31	29	21	35	26	26	24	26

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Oakside av
Fair Oaks av to Northside av
Latitude: 0' 0.000 Undefined

Start	31-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	1	2	3	3	0	2	3	0	*	*	*	*	*	*	2	2
01:00	2	2	2	1	1	1	1	3	*	*	*	*	*	*	2	2
02:00	1	2	3	0	5	1	5	1	*	*	*	*	*	*	4	1
03:00	0	3	1	2	0	2	3	3	*	*	*	*	*	*	1	2
04:00	2	3	1	2	3	2	3	4	*	*	*	*	*	*	2	3
05:00	5	8	12	5	11	9	9	11	*	*	*	*	*	*	9	8
06:00	22	8	17	28	31	18	24	19	*	*	*	*	*	*	24	18
07:00	**46**	**62**	**46**	**68**	**44**	**62**	**33**	**54**	*	*	*	*	*	*	**42**	**62**
08:00	7	13	10	25	11	11	13	10	*	*	*	*	*	*	10	15
09:00	13	8	12	11	16	11	12	11	*	*	*	*	*	*	13	10
10:00	14	19	18	16	17	19	16	11	*	*	*	*	*	*	16	16
11:00	17	14	11	28	26	26	12	24	*	*	*	*	*	*	16	23
12:00 PM	18	19	27	22	23	25	**18**	**23**	*	*	*	*	*	*	22	22
01:00	18	27	17	21	27	28	11	18	*	*	*	*	*	*	18	24
02:00	**49**	26	**44**	**30**	38	**32**	*	*	*	*	*	*	*	*	**44**	**29**
03:00	20	28	24	27	12	26	*	*	*	*	*	*	*	*	19	27
04:00	25	**33**	36	20	20	19	*	*	*	*	*	*	*	*	27	24
05:00	28	22	17	11	28	28	*	*	*	*	*	*	*	*	24	20
06:00	17	18	23	29	**44**	10	*	*	*	*	*	*	*	*	28	19
07:00	14	24	17	22	26	12	*	*	*	*	*	*	*	*	19	19
08:00	22	18	15	14	24	16	*	*	*	*	*	*	*	*	20	16
09:00	10	9	14	16	13	16	*	*	*	*	*	*	*	*	12	14
10:00	11	7	10	6	10	4	*	*	*	*	*	*	*	*	10	6
11:00	2	3	4	5	1	1	*	*	*	*	*	*	*	*	2	3
Lane	364	378	384	412	431	381	163	192	0	0	0	0	0	0	386	385
Day	742		796		812		355		0		0		0		771	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00							07:00	07:00
Vol.	46	62	46	68	44	62	33	54							42	62
PM Peak	14:00	16:00	14:00	14:00	18:00	14:00	12:00	12:00							14:00	14:00
Vol.	49	33	44	30	44	32	18	23							44	29

Comb. Total	742	796	812	355	435	588	557	1366

ADT ADT 699 AADT 699

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Palmer av
Middlefield rd to 15th av
Latitude: 0' 0.000 Undefined

Start	22-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	1	5	3	0	2	2
01:00	*	*	*	*	*	*	*	*	*	*	0	0	1	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	0	1	2	1	1	1
03:00	*	*	*	*	*	*	*	*	*	*	1	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	2	1	2	1	2	1
05:00	*	*	*	*	*	*	*	*	*	*	2	2	1	2	2	2
06:00	*	*	*	*	*	*	*	*	*	*	2	5	5	4	4	4
07:00	*	*	*	*	*	*	*	*	*	*	7	10	5	14	6	12
08:00	*	*	*	*	*	*	*	*	*	*	20	17	14	13	17	15
09:00	*	*	*	*	*	*	*	*	*	*	25	18	16	12	20	15
10:00	*	*	*	*	*	*	*	*	*	*	24	15	**20**	**16**	22	16
11:00	*	*	*	*	*	*	*	*	*	*	**29**	**26**	19	15	**24**	**20**
12:00 PM	*	*	*	*	*	*	*	*	*	*	**27**	17	18	**19**	22	**18**
01:00	*	*	*	*	*	*	*	*	*	*	23	10	17	14	20	12
02:00	*	*	*	*	*	*	*	*	*	*	14	16	**21**	9	18	12
03:00	*	*	*	*	*	*	*	*	**36**	13	23	18	21	9	**27**	13
04:00	*	*	*	*	*	*	*	*	25	**18**	22	**23**	13	8	20	16
05:00	*	*	*	*	*	*	*	*	28	17	18	12	15	13	20	14
06:00	*	*	*	*	*	*	*	*	23	8	19	16	17	10	20	11
07:00	*	*	*	*	*	*	*	*	26	10	16	13	13	8	18	10
08:00	*	*	*	*	*	*	*	*	13	11	19	12	10	7	14	10
09:00	*	*	*	*	*	*	*	*	14	10	20	3	10	7	15	7
10:00	*	*	*	*	*	*	*	*	10	5	4	2	8	2	7	3
11:00	*	*	*	*	*	*	*	*	7	7	8	2	2	2	6	4
Lane	0	0	0	0	0	0	0	0	182	99	326	244	253	186	307	218
Day	0		0		0		0		281		570		439		525	
AM Peak											11:00	11:00	10:00	10:00	11:00	11:00
Vol.											29	26	20	16	24	20
PM Peak									15:00	16:00	12:00	16:00	14:00	12:00	15:00	12:00
Vol.									36	18	27	23	21	19	27	18

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Palmer av
Middlefield rd to 15th av
Latitude: 0' 0.000 Undefined

Start	29-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	0	0	0	0	0	2	0	*	*	*	*	*	*	0	0
01:00	0	0	0	0	0	0	0	1	*	*	*	*	*	*	0	0
02:00	0	0	0	0	1	0	0	1	*	*	*	*	*	*	0	0
03:00	1	0	1	0	2	1	2	0	*	*	*	*	*	*	2	0
04:00	1	2	2	1	1	1	1	1	*	*	*	*	*	*	1	1
05:00	2	6	2	3	2	3	2	7	*	*	*	*	*	*	2	5
06:00	6	14	12	**25**	3	18	4	12	*	*	*	*	*	*	6	17
07:00	9	**25**	11	20	16	**27**	10	**32**	*	*	*	*	*	*	12	**26**
08:00	11	15	6	17	12	19	**16**	19	*	*	*	*	*	*	11	18
09:00	**26**	7	9	11	23	20	9	16	*	*	*	*	*	*	17	14
10:00	13	19	**18**	15	20	5	9	5	*	*	*	*	*	*	15	11
11:00	22	18	18	15	**27**	25	*	*	*	*	*	*	*	*	**22**	19
12:00 PM	33	16	23	12	18	17	*	*	*	*	*	*	*	*	25	15
01:00	25	17	22	21	32	12	*	*	*	*	*	*	*	*	26	17
02:00	23	**25**	24	13	17	12	*	*	*	*	*	*	*	*	21	17
03:00	31	21	30	17	28	17	*	*	*	*	*	*	*	*	30	18
04:00	**40**	10	36	18	39	**22**	*	*	*	*	*	*	*	*	**38**	17
05:00	27	21	**39**	**24**	**42**	17	*	*	*	*	*	*	*	*	36	**21**
06:00	22	11	30	18	28	19	*	*	*	*	*	*	*	*	27	16
07:00	17	23	17	5	22	7	*	*	*	*	*	*	*	*	19	12
08:00	17	6	13	7	14	5	*	*	*	*	*	*	*	*	15	6
09:00	11	2	10	5	6	5	*	*	*	*	*	*	*	*	9	4
10:00	5	1	6	1	3	3	*	*	*	*	*	*	*	*	5	2
11:00	0	5	2	1	1	0	*	*	*	*	*	*	*	*	1	2
Lane	342	264	331	249	357	255	55	94	0	0	0	0	0	0	340	258
Day	606		580		612		149		0		0		0		598	
AM Peak	09:00	07:00	10:00	06:00	11:00	07:00	08:00	07:00							11:00	07:00
Vol.	26	25	18	25	27	27	16	32							22	26
PM Peak	16:00	14:00	17:00	17:00	17:00	16:00									16:00	17:00
Vol.	40	25	39	24	42	22									38	21

Comb. Total	606	580	612	149	281	570	439	1123

ADT ADT 561 AADT 561

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
San Benito ave
Oak Ave to Middlefield rd
Latitude: 0' 0.000 Undefined

Start	22-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	0	2	2	1	1
01:00	*	*	*	*	*	*	*	*	*	*	1	0	0	3	0	2
02:00	*	*	*	*	*	*	*	*	*	*	0	1	0	2	0	2
03:00	*	*	*	*	*	*	*	*	*	*	1	1	2	0	2	0
04:00	*	*	*	*	*	*	*	*	*	*	0	2	2	1	1	2
05:00	*	*	*	*	*	*	*	*	*	*	2	0	1	1	2	0
06:00	*	*	*	*	*	*	*	*	*	*	6	5	3	5	4	5
07:00	*	*	*	*	*	*	*	*	*	*	8	13	13	6	10	10
08:00	*	*	*	*	*	*	*	*	*	*	19	10	13	8	16	9
09:00	*	*	*	*	*	*	*	*	*	*	16	**23**	**19**	**14**	**18**	**18**
10:00	*	*	*	*	*	*	*	*	*	*	**22**	19	12	12	17	16
11:00	*	*	*	*	*	*	*	*	*	*	21	19	12	14	16	16
12:00 PM	*	*	*	*	*	*	*	*	*	*	**25**	9	17	13	21	11
01:00	*	*	*	*	*	*	*	*	*	*	21	**18**	**22**	16	**22**	17
02:00	*	*	*	*	*	*	*	*	19	19	23	18	18	12	20	16
03:00	*	*	*	*	*	*	*	*	31	**31**	14	11	11	**19**	19	**20**
04:00	*	*	*	*	*	*	*	*	35	24	16	17	13	10	21	17
05:00	*	*	*	*	*	*	*	*	**36**	30	15	17	16	7	22	18
06:00	*	*	*	*	*	*	*	*	23	21	17	13	20	16	20	17
07:00	*	*	*	*	*	*	*	*	19	15	17	16	15	7	17	13
08:00	*	*	*	*	*	*	*	*	9	10	16	13	13	12	13	12
09:00	*	*	*	*	*	*	*	*	20	4	10	8	13	2	14	5
10:00	*	*	*	*	*	*	*	*	7	6	9	7	8	3	8	5
11:00	*	*	*	*	*	*	*	*	2	1	4	3	5	1	4	2
Lane	0	0	0	0	0	0	0	0	201	161	283	243	250	186	288	234
Day	0		0		0		0		362		526		436		522	
AM Peak											10:00	09:00	09:00	09:00	09:00	09:00
Vol.											22	23	19	14	18	18
PM Peak									17:00	15:00	12:00	13:00	13:00	15:00	13:00	15:00
Vol.									36	31	25	18	22	19	22	20

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
San Benito ave
Oak Ave to Middlefield rd
Latitude: 0' 0.000 Undefined

Start	29-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	0	2	0	0	3	0	1	1	*	*	*	*	*	*	1	1
01:00	1	1	1	0	1	0	1	2	*	*	*	*	*	*	1	1
02:00	0	0	0	1	0	0	0	1	*	*	*	*	*	*	0	0
03:00	2	3	0	3	1	3	2	1	*	*	*	*	*	*	1	2
04:00	1	0	3	0	1	1	4	2	*	*	*	*	*	*	2	1
05:00	1	9	2	7	4	5	5	6	*	*	*	*	*	*	3	7
06:00	12	18	7	15	9	18	10	18	*	*	*	*	*	*	10	17
07:00	**22**	**44**	19	**46**	17	**33**	**22**	**28**	*	*	*	*	*	*	20	**38**
08:00	19	18	26	21	16	23	20	17	*	*	*	*	*	*	20	20
09:00	19	16	20	13	**23**	17	16	15	*	*	*	*	*	*	20	15
10:00	20	14	20	17	11	15	9	4	*	*	*	*	*	*	15	12
11:00	16	19	**31**	22	15	19	*	*	*	*	*	*	*	*	**21**	20
12:00 PM	22	12	15	21	22	10	*	*	*	*	*	*	*	*	20	14
01:00	20	20	13	18	27	23	*	*	*	*	*	*	*	*	20	20
02:00	25	20	23	17	20	19	*	*	*	*	*	*	*	*	23	19
03:00	21	18	29	20	31	18	*	*	*	*	*	*	*	*	27	19
04:00	**31**	**22**	**35**	28	**35**	**34**	*	*	*	*	*	*	*	*	**34**	**28**
05:00	25	21	23	**30**	22	19	*	*	*	*	*	*	*	*	23	23
06:00	20	17	29	22	27	17	*	*	*	*	*	*	*	*	25	19
07:00	20	16	14	12	24	10	*	*	*	*	*	*	*	*	19	13
08:00	15	10	15	5	9	8	*	*	*	*	*	*	*	*	13	8
09:00	15	4	5	2	8	5	*	*	*	*	*	*	*	*	9	4
10:00	2	4	4	2	6	3	*	*	*	*	*	*	*	*	4	3
11:00	0	1	4	2	3	1	*	*	*	*	*	*	*	*	2	1
Lane	329	309	338	324	335	301	90	95	0	0	0	0	0	0	333	305
Day	638		662		636		185		0		0		0		638	
AM Peak	07:00	07:00	11:00	07:00	09:00	07:00	07:00	07:00							11:00	07:00
Vol.	22	44	31	46	23	33	22	28							21	38
PM Peak	16:00	16:00	16:00	17:00	16:00	16:00									16:00	16:00
Vol.	31	22	35	30	35	34									34	28

Comb. Total	638	662	636	185	362	526	436	1160

ADT ADT 580 AADT 580

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Semicircular
Arrowhead to 5th ave
Latitude: 0' 0.000 Undefined

Start	03-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	14	19	36	30	23	16	24	22
01:00	*	*	*	*	*	*	*	*	13	7	33	21	38	19	28	16
02:00	*	*	*	*	*	*	*	*	9	9	16	10	19	12	15	10
03:00	*	*	*	*	*	*	*	*	6	4	11	10	11	3	9	6
04:00	*	*	*	*	*	*	*	*	15	27	13	17	10	11	13	18
05:00	*	*	*	*	*	*	*	*	38	50	18	25	13	18	23	31
06:00	*	*	*	*	*	*	*	*	123	135	76	48	47	52	82	78
07:00	*	*	*	*	*	*	*	*	186	**196**	169	97	82	106	146	133
08:00	*	*	*	*	*	*	*	*	185	166	177	152	179	93	180	137
09:00	*	*	*	*	*	*	*	*	194	134	200	178	188	147	194	153
10:00	*	*	*	*	*	*	*	*	190	166	277	**260**	206	**221**	224	**216**
11:00	*	*	*	*	*	*	**250**	**179**	**272**	152	**291**	207	**290**	178	**276**	179
12:00 PM	*	*	*	*	*	*	237	209	249	177	**289**	199	227	**196**	250	195
01:00	*	*	*	*	*	*	219	170	257	179	274	214	**273**	167	256	182
02:00	*	*	*	*	*	*	259	224	270	237	259	229	246	168	258	214
03:00	*	*	*	*	*	*	267	204	330	239	267	180	248	139	278	190
04:00	*	*	*	*	*	*	**371**	**273**	**359**	233	266	187	229	159	**306**	213
05:00	*	*	*	*	*	*	308	268	351	**255**	181	259	214	153	264	234
06:00	*	*	*	*	*	*	285	220	287	252	0	**343**	179	125	188	**235**
07:00	*	*	*	*	*	*	259	146	171	217	0	260	193	135	156	190
08:00	*	*	*	*	*	*	147	126	219	146	51	188	149	106	142	142
09:00	*	*	*	*	*	*	88	70	92	100	122	100	87	71	97	85
10:00	*	*	*	*	*	*	49	48	77	62	85	71	52	33	66	54
11:00	*	*	*	*	*	*	31	24	55	46	47	35	36	26	42	33
Lane	0	0	0	0	0	0	2770	2161	3962	3208	3158	3320	3239	2354	3517	2966
Day	0		0		0		4931		7170		6478		5593		6483	
AM Peak							11:00	11:00	11:00	07:00	11:00	10:00	11:00	10:00	11:00	10:00
Vol.							250	179	272	196	291	260	290	221	276	216
PM Peak							16:00	16:00	16:00	17:00	12:00	18:00	13:00	12:00	16:00	18:00
Vol.							371	273	359	255	289	343	273	196	306	235

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Semicircular
Arrowhead to 5th ave
Latitude: 0' 0.000 Undefined

Start	10-Aug-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	15	10	7	7	18	8	17	9	*	*	*	*	*	*	14	8
01:00	9	10	11	4	10	9	15	11	*	*	*	*	*	*	11	8
02:00	13	10	4	3	5	6	8	5	*	*	*	*	*	*	8	6
03:00	9	11	7	3	6	9	4	7	*	*	*	*	*	*	6	8
04:00	16	30	11	26	9	27	16	29	*	*	*	*	*	*	13	28
05:00	54	48	40	56	35	45	34	46	*	*	*	*	*	*	41	49
06:00	120	107	123	130	135	124	138	131	*	*	*	*	*	*	129	123
07:00	225	204	231	194	231	**256**	230	**239**	*	*	*	*	*	*	229	**223**
08:00	174	**205**	188	**214**	208	188	176	173	*	*	*	*	*	*	186	195
09:00	203	152	179	148	183	125	212	159	*	*	*	*	*	*	194	146
10:00	220	168	217	171	206	163	199	165	*	*	*	*	*	*	210	167
11:00	**280**	189	**273**	210	**253**	175	**277**	199	*	*	*	*	*	*	**271**	193
12:00 PM	226	178	225	181	255	186	231	177	*	*	*	*	*	*	234	180
01:00	226	132	257	200	214	144	**245**	**201**	*	*	*	*	*	*	236	169
02:00	259	216	257	229	250	209	177	172	*	*	*	*	*	*	236	206
03:00	312	212	264	213	305	197	*	*	*	*	*	*	*	*	294	207
04:00	**326**	**258**	**321**	**283**	**324**	**252**	*	*	*	*	*	*	*	*	**324**	**264**
05:00	295	246	292	240	294	252	*	*	*	*	*	*	*	*	294	246
06:00	242	178	285	209	275	207	*	*	*	*	*	*	*	*	267	198
07:00	219	143	216	149	210	153	*	*	*	*	*	*	*	*	215	148
08:00	164	123	210	122	177	155	*	*	*	*	*	*	*	*	184	133
09:00	77	55	70	79	90	80	*	*	*	*	*	*	*	*	79	71
10:00	50	34	51	46	47	40	*	*	*	*	*	*	*	*	49	40
11:00	28	23	20	20	23	20	*	*	*	*	*	*	*	*	24	21
Lane	3762	2942	3759	3137	3763	3030	1979	1723	0	0	0	0	0	0	3748	3037
Day	6704		6896		6793		3702		0		0		0		6785	
AM Peak	11:00	08:00	11:00	08:00	11:00	07:00	11:00	07:00							11:00	07:00
Vol.	280	205	273	214	253	256	277	239							271	223
PM Peak	16:00	16:00	16:00	16:00	16:00	16:00	13:00	13:00							16:00	16:00
Vol.	326	258	321	283	324	252	245	201							324	264

Comb. Total	6704	6896	6793	8633	7170	6478	5593	13268

ADT ADT 6,606 AADT 6,606

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Semicircular
Arrowhead to Middlefield rd
Latitude: 0' 0.000 Undefined

Start Time	Mon 03-Aug-09	Tue 04-Aug-09	Wed 05-Aug-09	Thu 06-Aug-09	Fri 07-Aug-09	Average Day	Sat 08-Aug-09	Sun 09-Aug-09	Week Average
12:00 AM	*	*	*	*	16	16	22	17	18
01:00	*	*	*	*	7	7	17	11	12
02:00	*	*	*	*	10	10	7	12	10
03:00	*	*	*	*	2	2	6	3	4
04:00	*	*	*	*	26	26	14	7	16
05:00	*	*	*	*	42	42	23	16	27
06:00	*	*	*	*	122	122	47	49	73
07:00	*	*	*	*	**174**	**174**	84	85	114
08:00	*	*	*	*	150	150	126	84	120
09:00	*	*	*	*	126	126	153	135	138
10:00	*	*	*	*	134	134	**206**	**163**	**168**
11:00	*	*	*	**144**	141	142	172	161	154
12:00 PM	*	*	*	176	152	164	176	**172**	169
01:00	*	*	*	154	146	150	183	140	156
02:00	*	*	*	181	202	192	**191**	148	180
03:00	*	*	*	168	188	178	143	140	160
04:00	*	*	*	**238**	**216**	**227**	156	128	**184**
05:00	*	*	*	225	209	217	165	130	182
06:00	*	*	*	174	213	194	132	107	156
07:00	*	*	*	120	148	134	102	103	118
08:00	*	*	*	102	126	114	94	85	102
09:00	*	*	*	58	89	74	93	60	75
10:00	*	*	*	46	48	47	61	29	46
11:00	*	*	*	22	39	30	31	18	28
Day Total	0	0	0	1808	2726	2672	2404	2003	2410
% Avg. WkDay	0.0%	0.0%	0.0%	67.7%	102.0%				
% Avg. Week	0.0%	0.0%	0.0%	75.0%	113.1%	110.9%	99.8%	83.1%	
AM Peak				11:00	07:00	07:00	10:00	10:00	10:00
Vol.				144	174	174	206	163	168
PM Peak				16:00	16:00	16:00	14:00	12:00	16:00
Vol.				238	216	227	191	172	184

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Semicircular
Arrowhead to Middlefield rd
Latitude: 0' 0.000 Undefined

Start Time	Mon 10-Aug-09	Tue 11-Aug-09	Wed 12-Aug-09	Thu 13-Aug-09	Fri 14-Aug-09	Average Day	Sat 15-Aug-09	Sun 16-Aug-09	Week Average
12:00 AM	6	10	7	9	*	8	*	*	8
01:00	5	4	9	7	*	6	*	*	6
02:00	8	3	5	3	*	5	*	*	5
03:00	6	1	8	7	*	6	*	*	6
04:00	25	27	28	31	*	28	*	*	28
05:00	46	52	41	42	*	45	*	*	45
06:00	96	108	116	107	*	107	*	*	107
07:00	**172**	170	**222**	**207**	*	**193**	*	*	**193**
08:00	162	**189**	166	156	*	168	*	*	168
09:00	140	148	117	148	*	138	*	*	138
10:00	145	138	139	156	*	144	*	*	144
11:00	150	176	153	159	*	160	*	*	160
12:00 PM	168	156	146	161	*	158	*	*	158
01:00	104	178	141	179	*	150	*	*	150
02:00	176	199	184	**241**	*	200	*	*	200
03:00	190	193	179	*	*	187	*	*	187
04:00	**208**	**249**	**226**	*	*	**228**	*	*	**228**
05:00	204	199	208	*	*	204	*	*	204
06:00	160	178	185	*	*	174	*	*	174
07:00	119	121	132	*	*	124	*	*	124
08:00	88	92	128	*	*	103	*	*	103
09:00	51	65	66	*	*	61	*	*	61
10:00	34	41	38	*	*	38	*	*	38
11:00	19	17	16	*	*	17	*	*	17
Day Total	2482	2714	2660	1613	0	2652	0	0	2652
% Avg. WkDay	93.6%	102.3%	100.3%	60.8%	0.0%				
% Avg. Week	93.6%	102.3%	100.3%	60.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	07:00		07:00			07:00
Vol.	172	189	222	207		193			193
PM Peak	16:00	16:00	16:00	14:00		16:00			16:00
Vol.	208	249	226	241		228			228
Grand Total	2482	2714	2660	3421	2726	5324	2404	2003	5062

ADT ADT 2,498 AADT 2,498

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Spring st
6th av to 7th ave
Latitude: 0' 0.000 Undefined

Start	14-Dec-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	20	17	42	34	28	37	30	29
01:00	*	*	*	*	*	*	*	*	10	12	22	24	27	22	20	19
02:00	*	*	*	*	*	*	*	*	10	10	22	15	17	17	16	14
03:00	*	*	*	*	*	*	*	*	5	5	8	13	16	16	10	11
04:00	*	*	*	*	*	*	*	*	5	2	7	2	8	8	7	4
05:00	*	*	*	*	*	*	*	*	4	11	6	7	3	6	4	8
06:00	*	*	*	*	*	*	*	*	38	39	9	20	2	12	16	24
07:00	*	*	*	*	*	*	*	*	73	99	24	42	13	16	37	52
08:00	*	*	*	*	*	*	*	*	120	**213**	61	75	32	27	71	105
09:00	*	*	*	*	*	*	*	*	**137**	163	74	80	46	62	86	102
10:00	*	*	*	*	*	*	*	*	104	122	**109**	**116**	**77**	79	**97**	106
11:00	*	*	*	*	*	*	*	*	72	204	105	98	8	**190**	62	**164**
12:00 PM	*	*	*	*	*	*	*	*	132	112	140	123	12	**195**	95	143
01:00	*	*	*	*	*	*	*	*	138	131	154	131	139	94	144	119
02:00	*	*	*	*	*	*	161	122	149	144	142	135	128	107	145	127
03:00	*	*	*	*	*	*	160	127	181	143	125	138	137	142	151	138
04:00	*	*	*	*	*	*	168	150	191	142	137	119	**147**	139	161	138
05:00	*	*	*	*	*	*	**235**	**169**	234	**182**	**165**	**152**	128	129	**190**	**158**
06:00	*	*	*	*	*	*	217	129	**245**	130	153	127	137	111	188	124
07:00	*	*	*	*	*	*	147	136	131	129	118	108	92	111	122	121
08:00	*	*	*	*	*	*	110	66	114	108	105	91	88	75	104	85
09:00	*	*	*	*	*	*	89	76	95	66	88	73	73	59	86	68
10:00	*	*	*	*	*	*	66	59	78	60	71	56	68	63	71	60
11:00	*	*	*	*	*	*	49	43	65	30	50	36	37	36	50	36
Lane	0	0	0	0	0	0	1402	1077	2351	2274	1937	1815	1463	1753	1963	1955
Day	0		0		0		2479		4625		3752		3216		3918	
AM Peak									09:00	08:00	10:00	10:00	10:00	11:00	10:00	11:00
Vol.									137	213	109	116	77	190	97	164
PM Peak							17:00	17:00	18:00	17:00	17:00	17:00	16:00	12:00	17:00	17:00
Vol.							235	169	245	182	165	152	147	195	190	158

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Spring st
6th av to 7th ave
Latitude: 0' 0.000 Undefined

Start	21-Dec-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	15	36	16	14	22	19	22	30	*	*	*	*	*	*	19	25
01:00	11	11	10	11	13	9	17	14	*	*	*	*	*	*	13	11
02:00	6	7	10	6	9	7	8	14	*	*	*	*	*	*	8	8
03:00	6	3	5	3	4	5	2	2	*	*	*	*	*	*	4	3
04:00	3	2	2	4	1	2	8	4	*	*	*	*	*	*	4	3
05:00	5	12	3	4	2	14	3	6	*	*	*	*	*	*	3	9
06:00	23	28	26	42	25	37	20	22	*	*	*	*	*	*	24	32
07:00	53	82	53	81	59	83	42	51	*	*	*	*	*	*	52	74
08:00	**96**	**151**	**100**	**158**	**103**	**133**	69	**113**	*	*	*	*	*	*	**92**	**139**
09:00	79	93	74	110	98	104	80	98	*	*	*	*	*	*	83	101
10:00	71	84	85	93	90	85	95	93	*	*	*	*	*	*	85	89
11:00	74	95	78	94	86	105	**114**	112	*	*	*	*	*	*	88	102
12:00 PM	106	108	123	111	94	83	**128**	**120**	*	*	*	*	*	*	113	106
01:00	120	129	134	126	129	135	117	95	*	*	*	*	*	*	125	121
02:00	113	126	117	138	131	109	*	*	*	*	*	*	*	*	120	124
03:00	164	142	155	121	158	123	*	*	*	*	*	*	*	*	159	129
04:00	176	137	178	154	177	148	*	*	*	*	*	*	*	*	177	146
05:00	**218**	**149**	193	**164**	210	**176**	*	*	*	*	*	*	*	*	**207**	**163**
06:00	182	125	**215**	139	208	155	*	*	*	*	*	*	*	*	202	140
07:00	148	100	141	121	**219**	131	*	*	*	*	*	*	*	*	169	117
08:00	87	84	96	71	112	95	*	*	*	*	*	*	*	*	98	83
09:00	74	69	85	73	93	85	*	*	*	*	*	*	*	*	84	76
10:00	63	62	73	52	80	45	*	*	*	*	*	*	*	*	72	53
11:00	28	30	48	38	58	48	*	*	*	*	*	*	*	*	45	39
Lane	1921	1865	2020	1928	2181	1936	725	774	0	0	0	0	0	0	2046	1893
Day	3786		3948		4117		1499		0		0		0		3939	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	11:00	08:00							08:00	08:00
Vol.	96	151	100	158	103	133	114	113							92	139
PM Peak	17:00	17:00	18:00	17:00	19:00	17:00	12:00	12:00							17:00	17:00
Vol.	218	149	215	164	219	176	128	120							207	163

Comb. Total	3786	3948	4117	3978	4625	3752	3216	7857

ADT ADT 3,907 AADT 3,907

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Spring st
Florence to haven av
Latitude: 0' 0.000 Undefined

Start	14-Dec-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	19	24	28	23	21	32	23	26
01:00	*	*	*	*	*	*	*	*	8	12	20	28	16	19	15	20
02:00	*	*	*	*	*	*	*	*	9	10	15	14	15	16	13	13
03:00	*	*	*	*	*	*	*	*	6	9	11	15	14	14	10	13
04:00	*	*	*	*	*	*	*	*	3	2	4	6	7	8	5	5
05:00	*	*	*	*	*	*	*	*	7	12	7	8	2	8	5	9
06:00	*	*	*	*	*	*	*	*	46	38	20	21	9	6	25	22
07:00	*	*	*	*	*	*	*	*	95	82	27	33	17	12	46	42
08:00	*	*	*	*	*	*	*	*	**150**	**147**	62	51	29	28	80	75
09:00	*	*	*	*	*	*	*	*	117	122	72	60	57	42	82	75
10:00	*	*	*	*	*	*	*	*	105	99	**107**	**86**	80	51	97	79
11:00	*	*	*	*	*	*	*	*	121	132	98	71	**106**	**68**	**108**	**90**
12:00 PM	*	*	*	*	*	*	*	*	116	103	**150**	111	125	**95**	130	103
01:00	*	*	*	*	*	*	*	*	130	117	135	104	122	76	129	99
02:00	*	*	*	*	*	*	142	107	133	117	133	111	113	90	130	106
03:00	*	*	*	*	*	*	145	136	145	141	129	93	177	45	149	104
04:00	*	*	*	*	*	*	152	127	184	125	115	107	216	0	167	90
05:00	*	*	*	*	*	*	**180**	**152**	176	**152**	135	**134**	**218**	0	**177**	**110**
06:00	*	*	*	*	*	*	176	112	**192**	126	120	117	188	0	169	89
07:00	*	*	*	*	*	*	114	107	119	115	105	93	104	66	110	95
08:00	*	*	*	*	*	*	84	58	97	85	101	77	85	61	92	70
09:00	*	*	*	*	*	*	67	56	78	64	77	66	57	55	70	60
10:00	*	*	*	*	*	*	39	62	67	49	62	48	41	62	52	55
11:00	*	*	*	*	*	*	31	38	48	32	39	34	32	36	38	35
Lane	0	0	0	0	0	0	1130	955	2171	1915	1772	1511	1851	890	1922	1485
Day	0		0		0		2085		4086		3283		2741		3407	
AM Peak									08:00	08:00	10:00	10:00	11:00	11:00	11:00	11:00
Vol.									150	147	107	86	106	68	108	90
PM Peak							17:00	17:00	18:00	17:00	12:00	17:00	17:00	12:00	17:00	17:00
Vol.							180	152	192	152	150	134	218	95	177	110

JAMAR Technologies, Inc.

151 Keith Valley Rd.
Horsham, PA, USA 19044
800-776-0940

Site Code:
Station ID:
Spring st
Florence to haven av
Latitude: 0' 0.000 Undefined

Start	21-Dec-09		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	14	30	16	20	24	27	16	24	*	*	*	*	*	*	18	25
01:00	8	9	7	9	8	10	11	18	*	*	*	*	*	*	8	12
02:00	8	6	11	6	8	5	8	11	*	*	*	*	*	*	9	7
03:00	5	4	11	8	2	5	3	5	*	*	*	*	*	*	5	6
04:00	4	2	3	2	2	6	6	1	*	*	*	*	*	*	4	3
05:00	5	10	3	8	7	13	7	3	*	*	*	*	*	*	6	8
06:00	36	29	39	33	37	37	25	18	*	*	*	*	*	*	34	29
07:00	65	67	74	80	81	79	55	46	*	*	*	*	*	*	69	68
08:00	**114**	**120**	**108**	**111**	118	**106**	81	88	*	*	*	*	*	*	**105**	**106**
09:00	92	60	82	62	**121**	66	90	70	*	*	*	*	*	*	96	64
10:00	74	59	80	75	87	51	78	75	*	*	*	*	*	*	80	65
11:00	78	77	77	69	76	85	**114**	**100**	*	*	*	*	*	*	86	83
12:00 PM	84	98	114	100	102	83	**123**	**94**	*	*	*	*	*	*	106	94
01:00	113	111	109	96	119	118	42	20	*	*	*	*	*	*	96	86
02:00	114	92	107	**138**	111	105	*	*	*	*	*	*	*	*	111	112
03:00	150	123	134	111	134	105	*	*	*	*	*	*	*	*	139	113
04:00	159	120	179	138	155	130	*	*	*	*	*	*	*	*	164	129
05:00	**181**	**129**	**202**	135	**179**	**141**	*	*	*	*	*	*	*	*	**187**	**135**
06:00	155	109	181	121	178	139	*	*	*	*	*	*	*	*	171	123
07:00	116	80	120	84	150	92	*	*	*	*	*	*	*	*	129	85
08:00	71	57	71	58	81	77	*	*	*	*	*	*	*	*	74	64
09:00	62	78	66	65	78	63	*	*	*	*	*	*	*	*	69	69
10:00	44	48	59	54	59	45	*	*	*	*	*	*	*	*	54	49
11:00	20	33	25	35	45	49	*	*	*	*	*	*	*	*	30	39
Lane	1772	1551	1878	1618	1962	1637	659	573	0	0	0	0	0	0	1850	1574
Day	3323		3496		3599		1232		0		0		0		3424	
AM Peak	08:00	08:00	08:00	08:00	09:00	08:00	11:00	11:00							08:00	08:00
Vol.	114	120	108	111	121	106	114	100							105	106
PM Peak	17:00	17:00	17:00	14:00	17:00	17:00	12:00	12:00							17:00	17:00
Vol.	181	129	202	138	179	141	123	94							187	135

Comb. Total	3323	3496	3599	3317	4086	3283	2741	6831

ADT ADT 3,421 AADT 3,421

SamTrans and AC Transit Bus Schedules

Weekdays to San Francisco

Palo Alto Caltrain Bay 9 (A)	El Camino/ Brewster (B)	El Camino/ San Carlos (C)	El Camino/ Ralston (D)	Hwy. 101/ 3rd, S.M. (E)	San Francisco Int'l Airport Courtyard A # (F)	Mission/ 7th, S. F. (G)	Mission/ 1st, S. F. (H)
5:21	5:40	5:46	5:50	6:01	6:10	6:31	6:36
6:11	6:31	6:38	6:43	6:56	7:06	7:30	7:35
6:50	7:13	7:20	7:26	7:43	7:54	8:19	8:25
7:49	8:12	8:20	8:26	8:41	8:54	9:20	9:27
8:50	9:13	9:21	9:26	9:39	9:49	10:16	10:23
9:50	10:13	10:21	10:26	10:39	10:49	11:16	11:23
10:50	11:13	11:21	11:26	11:39	11:49	**12:16**	**12:23**
11:50	**12:13**	**12:21**	**12:26**	**12:39**	**12:48**	**1:13**	**1:20**
12:47	**1:13**	**1:21**	**1:26**	**1:39**	**1:49**	**2:13**	**2:19**
1:46	**2:12**	**2:20**	**2:26**	**2:40**	**2:50**	**3:16**	**3:23**
2:36	**3:02**	**3:10**	**3:16**	**3:30**	**3:40**	**4:06**	**4:13**
3:35	**4:02**	**4:10**	**4:16**	**4:30**	**4:41**	**5:07**	**5:14**
4:33	**5:01**	**5:10**	**5:16**	**5:31**	**5:43**	**6:09**	**6:16**
5:33	**6:01**	**6:10**	**6:16**	**6:31**	**6:43**	**7:07**	**7:14**
6:37	**7:03**	**7:11**	**7:16**	**7:29**	**7:40**	**8:03**	**8:09**
7:41	**8:04**	**8:11**	**8:16**	**8:29**	**8:39**	**9:01**	**9:06**
8:46	**9:06**	**9:12**	**9:16**	**9:27**	**9:37**	**9:59**	**10:04**
9:46	**10:06**	**10:12**	**10:16**	**10:27**	**10:37**	**10:59**	**11:04**

AM - light type. **PM - bold type.** Not all stops are shown. Please call 1-800-660-4287 for other bus stops.
Stops on the lower (arrival) level curbside at Courtyard A, center island at Terminal 2, curbside at Terminal 3 and Courtyard G.

Weekdays to Palo Alto

Mission/ 1st, S. F. (H)	Mission/ 7th, S. F. (G)	San Francisco Int'l Airport Courtyard A # (F)	Hwy. 101/ 3rd, S.M. (E)	El Camino/ Ralston (D)	El Camino/ San Carlos (C)	El Camino/ Brewster (B)	Palo Alto Caltrain Bay 9 (A)
5:28	5:34	5:55	6:06	6:17	6:21	6:29	6:47
6:22	6:28	6:49	7:03	7:17	7:21	7:30	7:54
7:17	7:23	7:46	8:00	8:17	8:22	8:31	8:58
8:16	8:24	8:49	9:02	9:17	9:22	9:31	9:58
9:17	9:26	9:50	10:02	10:17	10:22	10:31	10:57
10:19	10:28	10:50	11:02	11:17	11:22	11:33	11:58
11:18	11:28	11:50	**12:02**	**12:17**	**12:23**	**12:34**	**12:59**
12:18	**12:28**	**12:50**	**1:02**	**1:17**	**1:23**	**1:34**	**1:59**
1:17	**1:27**	**1:49**	**2:02**	**2:17**	**2:23**	**2:34**	**2:59**
2:14	**2:24**	**2:47**	**3:01**	**3:17**	**3:23**	**3:34**	**4:01**
3:14	**3:24**	**3:47**	**4:01**	**4:17**	**4:23**	**4:34**	**5:01**
4:11	**4:21**	**4:46**	**5:00**	**5:17**	**5:23**	**5:34**	**6:03**
5:09	**5:19**	**5:46**	**6:01**	**6:17**	**6:22**	**6:31**	**6:56**
6:12	**6:22**	**6:49**	**7:02**	**7:17**	**7:22**	**7:31**	**7:54**
7:22	**7:31**	**7:52**	**8:04**	**8:17**	**8:22**	**8:30**	**8:50**
8:23	**8:32**	**8:52**	**9:04**	**9:17**	**9:21**	**9:28**	**9:46**
9:23	**9:32**	**9:52**	**10:04**	**10:17**	**10:21**	**10:28**	**10:46**
10:26	**10:34**	**10:54**	**11:05**	**11:17**	**11:21**	**11:28**	**11:46**

AM - light type. **PM - bold type.** Not all stops are shown. Please call 1-800-660-4287 for other bus stops.
Stops on the lower (arrival) level curbside at Courtyard A, center island at Terminal 2, curbside at Terminal 3 and Courtyard G.

Fares

	Local/ Express Fare*	Local/ Express Fare* Effective Feb 1, 2010
Adult ..... Age 18 - 64	$1.75/$4.50	$2.00/$5.00
Youth ..... Age 17 and younger	$1.00/$2.00	$1.25/$2.50
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢/$2.00	$1.00/$2.50

Children
One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.

*** Discounted tokens and monthly passes available for purchase**

SamTrans has fare arrangements with connecting transit districts. Call SamTrans Customer Service Center for details.

SamTrans Information
Llame para información sobre SamTrans
1-800-660-4287
(TTY Only) 650-508-6448
www.samtrans.com

samTrans
Express Service

San Francisco
- Transbay Terminal
- South of Market, 7th/Mission
- San Francisco Int'l Airport

San Mateo
- 3rd/Highway 101

Belmont
- Caltrain

San Carlos
- Caltrain

Redwood City
- Caltrain

Menlo Park
- Caltrain

Palo Alto
- Caltrain
- Stanford Shopping Center

Effective 12/20/09
Information
1-800-660-4287
www.samtrans.com

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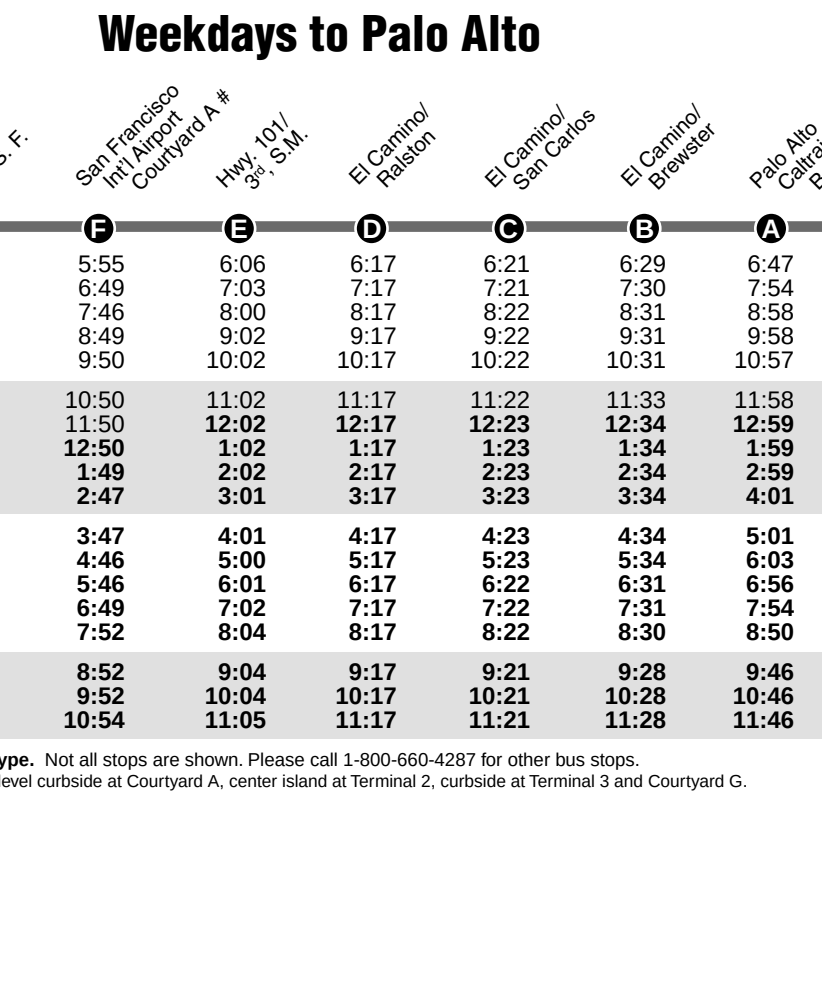

Luggage Restriction
Patrons may not transport luggage on Route KX in either direction between San Francisco Airport and downtown San Francisco. Carry-on pieces, such as a briefcase or tote bag are acceptable.

San Francisco Stops Restriction
SamTrans cannot pick up northbound passengers at San Francisco stops.

Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

How to Use this Timetable:
Locate the time point (A) on the map prior to where you want to board the bus. Not all bus stops are shown. Find the same time point on the schedule. The departure and arrival times are listed under each time point. To plan your trip, use this timetable with the SamTrans System Map, which shows where all routes operate. Trip-planning assistance is available by calling SamTrans.

Printed on recycled paper.

Saturdays to San Francisco

Palo Alto Caltrain Bay 9 (A)	El Camino/ Brewster (B)	El Camino/ San Carlos (C)	El Camino/ Ralston (D)	Hwy. 101/ 3rd, S.M. (E)	San Francisco Int'l Airport Courtyard A # (F)	Mission/ 7th, S. F. (G)	Mission/ 1st, S. F. (H)
6:40	6:56	7:03	7:06	7:18	7:27	7:46	7:51
7:40	7:58	8:05	8:09	8:22	8:31	8:51	8:56
8:40	9:02	9:09	9:14	9:27	9:38	10:00	10:05
9:40	10:03	10:10	10:15	10:29	10:40	11:03	11:08
10:40	11:03	11:10	11:15	11:29	11:39	**12:02**	**12:07**
11:40	**12:04**	**12:12**	**12:17**	**12:31**	**12:41**	**1:04**	**1:09**
12:40	**1:05**	**1:12**	**1:17**	**1:31**	**1:41**	**2:04**	**2:09**
1:39	**2:05**	**2:12**	**2:17**	**2:31**	**2:41**	**3:05**	**3:10**
2:40	**3:06**	**3:13**	**3:18**	**3:32**	**3:41**	**4:05**	**4:10**
3:40	**4:06**	**4:14**	**4:19**	**4:32**	**4:42**	**5:08**	**5:13**
4:40	**5:04**	**5:11**	**5:16**	**5:29**	**5:41**	**6:09**	**6:14**
5:40	**6:04**	**6:11**	**6:16**	**6:29**	**6:40**	**7:05**	**7:10**
6:40	**7:04**	**7:11**	**7:16**	**7:29**	**7:39**	**8:02**	**8:07**
7:40	**8:02**	**8:08**	**8:13**	**8:26**	**8:36**	**8:58**	**9:03**
8:40	**9:01**	**9:07**	**9:11**	**9:23**	**9:33**	**9:55**	**10:00**

Saturdays to Palo Alto

Mission/ 1st, S. F. (H)	Mission/ 7th, S. F. (G)	San Francisco Int'l Airport Courtyard A # (F)	Hwy. 101/ 3rd, S.M. (E)	El Camino/ Ralston (D)	El Camino/ San Carlos (C)	El Camino/ Brewster (B)	Palo Alto Caltrain Bay 9 (A)
6:15	6:23	6:43	6:54	7:05	7:09	7:17	7:34
7:15	7:23	7:44	7:57	8:09	8:13	8:21	8:38
8:15	8:23	8:44	8:58	9:11	9:15	9:25	9:42
9:15	9:23	9:46	10:00	10:13	10:17	10:26	10:46
10:15	10:24	10:46	11:00	11:14	11:19	11:31	11:52
11:15	11:25	11:48	**12:02**	**12:18**	**12:23**	**12:33**	**12:55**
12:15	**12:25**	**12:48**	**1:02**	**1:18**	**1:22**	**1:32**	**1:54**
1:15	**1:25**	**1:47**	**2:00**	**2:16**	**2:21**	**2:32**	**2:54**
2:15	**2:26**	**2:48**	**3:00**	**3:16**	**3:21**	**3:32**	**3:53**
3:15	**3:25**	**3:47**	**4:01**	**4:17**	**4:22**	**4:33**	**4:53**
4:15	**4:25**	**4:46**	**5:00**	**5:15**	**5:20**	**5:31**	**5:51**
5:15	**5:26**	**5:47**	**6:01**	**6:15**	**6:20**	**6:31**	**6:51**
6:15	**6:26**	**6:47**	**7:01**	**7:14**	**7:19**	**7:28**	**7:47**
7:15	**7:24**	**7:44**	**7:57**	**8:10**	**8:14**	**8:22**	**8:41**
8:15	**8:24**	**8:44**	**8:56**	**9:09**	**9:13**	**9:20**	**9:38**
9:15	**9:24**	**9:44**	**9:56**	**10:09**	**10:13**	**10:20**	**10:38**

Luggage Restriction

Patrons may not transport luggage on Route KX in either direction between San Francisco Airport and downtown San Francisco. Carry-on pieces, such as a briefcase or tote bag are acceptable.

San Francisco Stops Restriction

SamTrans cannot pick up northbound passengers at San Francisco stops. Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

Sundays & Holidays to San Francisco

Palo Alto Caltrain Bay 9 (A)	El Camino/ Brewster (B)	El Camino/ San Carlos (C)	El Camino/ Ralston (D)	Hwy. 101/ 3rd, S.M. (E)	San Francisco Int'l Airport Courtyard A # (F)	Mission/ 7th, S. F. (G)	Mission/ 1st, S. F (H)
6:40	6:57	7:03	7:07	7:19	7:29	7:50	7:55
7:40	8:00	8:06	8:11	8:22	8:32	8:53	8:58
8:40	9:00	9:06	9:11	9:22	9:32	9:53	9:58
9:40	10:01	10:07	10:12	10:24	10:35	10:56	11:01
10:40	11:01	11:08	11:12	11:24	11:35	11:56	**12:01**
11:40	**12:01**	**12:08**	**12:12**	**12:25**	**12:36**	**12:59**	**1:04**
12:40	**1:01**	**1:08**	**1:13**	**1:26**	**1:36**	**2:02**	**2:07**
1:40	**2:03**	**2:10**	**2:15**	**2:28**	**2:38**	**3:02**	**3:07**
2:40	**3:03**	**3:10**	**3:15**	**3:28**	**3:38**	**4:02**	**4:07**
3:40	**4:05**	**4:12**	**4:17**	**4:30**	**4:40**	**5:04**	**5:09**
4:40	**5:03**	**5:10**	**5:14**	**5:27**	**5:38**	**6:04**	**6:09**
5:40	**6:03**	**6:10**	**6:14**	**6:26**	**6:37**	**7:01**	**7:06**
6:40	**7:03**	**7:10**	**7:14**	**7:26**	**7:37**	**8:01**	**8:06**
7:40	**8:01**	**8:07**	**8:11**	**8:23**	**8:33**	**8:55**	**9:00**
8:40	**9:01**	**9:07**	**9:11**	**9:23**	**9:33**	**9:55**	**10:00**

AM - light type. **PM - bold type.** Not all stops are shown. Please call 1-800-660-4287 for other bus stops.
Stops on the lower (arrival) level curbside at Courtyard A, center island at Terminal 2, curbside at Terminal 3 and Courtyard G.

Sundays & Holidays to Palo Alto

Mission/ 1st, S. F. (H)	Mission/ 7th, S. F. (G)	San Francisco Int'l Airport Courtyard A # (F)	Hwy. 101/ 3rd, S.M. (E)	El Camino/ Ralston (D)	El Camino/ San Carlos (C)	El Camino/ Brewster (B)	Palo Alto Caltrain Bay 9 (A)
6:15	6:23	6:45	6:57	7:09	7:14	7:24	7:40
7:15	7:23	7:45	7:57	8:09	8:14	8:24	8:40
8:15	8:23	8:45	8:59	9:12	9:17	9:27	9:45
9:15	9:24	9:46	10:00	10:13	10:18	10:28	10:46
10:15	10:24	10:46	11:01	11:14	11:19	11:29	11:47
11:15	11:25	11:47	**12:00**	**12:14**	**12:19**	**12:29**	**12:48**
12:15	**12:25**	**12:47**	**1:00**	**1:14**	**1:19**	**1:29**	**1:48**
1:15	**1:25**	**1:47**	**2:01**	**2:16**	**2:21**	**2:31**	**2:50**
2:15	**2:25**	**2:47**	**3:01**	**3:16**	**3:21**	**3:31**	**3:50**
3:15	**3:25**	**3:47**	**4:01**	**4:15**	**4:20**	**4:30**	**4:48**
4:15	**4:25**	**4:47**	**5:01**	**5:15**	**5:20**	**5:30**	**5:48**
5:15	**5:25**	**5:48**	**6:02**	**6:16**	**6:21**	**6:31**	**6:49**
6:15	**6:25**	**6:47**	**7:00**	**7:13**	**7:18**	**7:26**	**7:43**
7:15	**7:24**	**7:44**	**7:56**	**8:09**	**8:13**	**8:20**	**8:38**
8:15	**8:24**	**8:44**	**8:56**	**9:09**	**9:13**	**9:20**	**9:38**
9:15	**9:23**	**9:43**	**9:54**	**10:06**	**10:10**	**10:17**	**10:35**

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Stops on the lower (arrival) level curbside at Courtyard A, center island at Terminal 2, curbside at Terminal 3 and Courtyard G.

samTrans

Community Service

72

Redwood City

Atherton
- Woodside Plaza
- Post Office

Fares

	Local Fare*
Adult Age 18 - 64	$1.75
Youth Age 17 and younger	$1.00
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢

Children
One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.

*** Discounted tokens and monthly passes available for purchase**

SamTrans has fare arrangements with connecting transit districts. Call SamTrans Customer Service Center for details.

SamTrans Information
Llame para información sobre SamTrans
1-800-660-4287
(TTY Only) 650-508-6448
www.samtrans.com

Effective 2/1/09

Information
1-800-660-4287
www.samtrans.com

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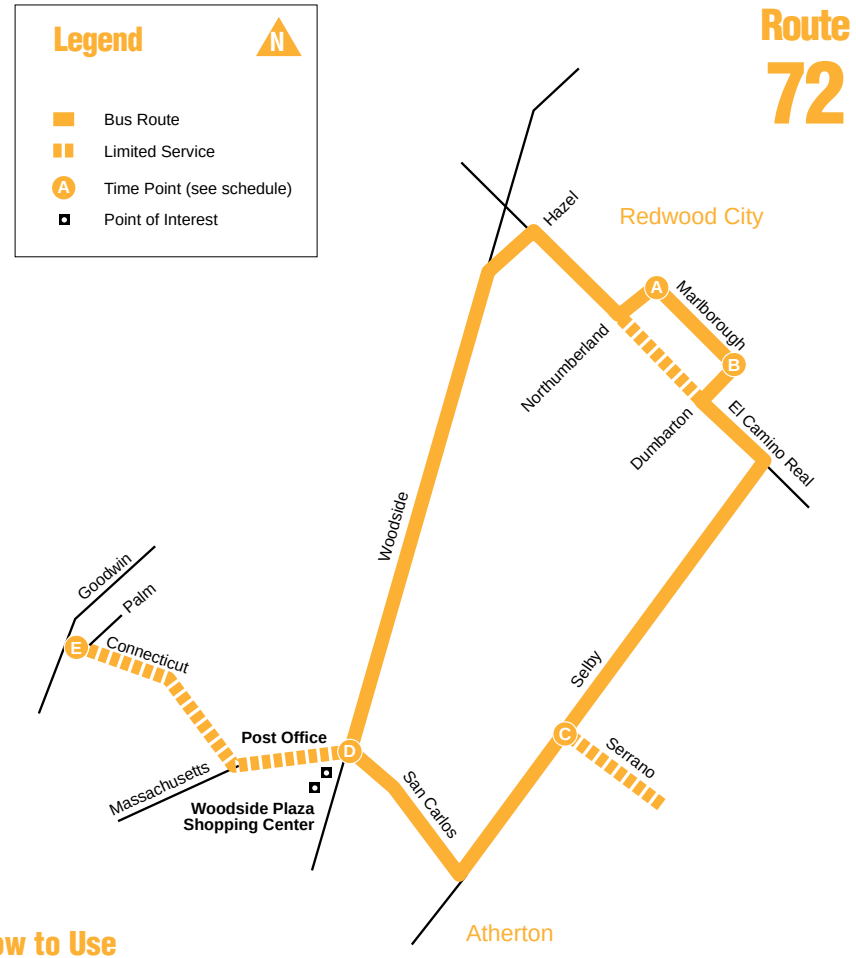

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Printed on recycled paper.

Weekday Mornings

Northumberland/ Marlborough (A)	Marlborough/ Dumbarton (B)	Selby Lane/ Serrano (C)	
8:04 *	8:06 *	8:10 *	—

AM - light type. **PM - dark type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
No Saturday, Sunday or Holiday service.
* School days only.

Weekday Afternoons

Selby Lane/ Serrano (C)	San Carlos/ Woodside Rd. (D)	Connecticut/ Palm (E)	Northumberland/ Marlborough (A)	Marlborough/ Dumbarton (B)
1:45 +	**1:48** +	—	**1:59** +	**2:01** +
2:41 *	**2:44** *	—	**2:55** *	**2:57** *
2:43 *	**2:46** *	—	**2:57** *	**2:59** *
—	—	**3:10 ***	**3:20***	**3:22 ***
3:30 *	**3:33** *	—	**3:44** *	**3:46** *

AM - light type. **PM - dark type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
No Saturday, Sunday or Holiday service.
+ Thursday, School days only.
* School days only.

samTrans

Caltrain Connection

270

Fares

	Local Fare*
Adult Age 18 - 64	$1.75
Youth Age 17 and younger	$1.00
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢

Children
One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.

*** Discounted tokens and monthly passes available for purchase**

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(TTY Only) 650-508-6448
www.samtrans.com

Redwood City
- Caltrain
- Sequoia Station
- Post Office
- City Hall
- Kaiser Hospital
- Post Office
- Harbor Village

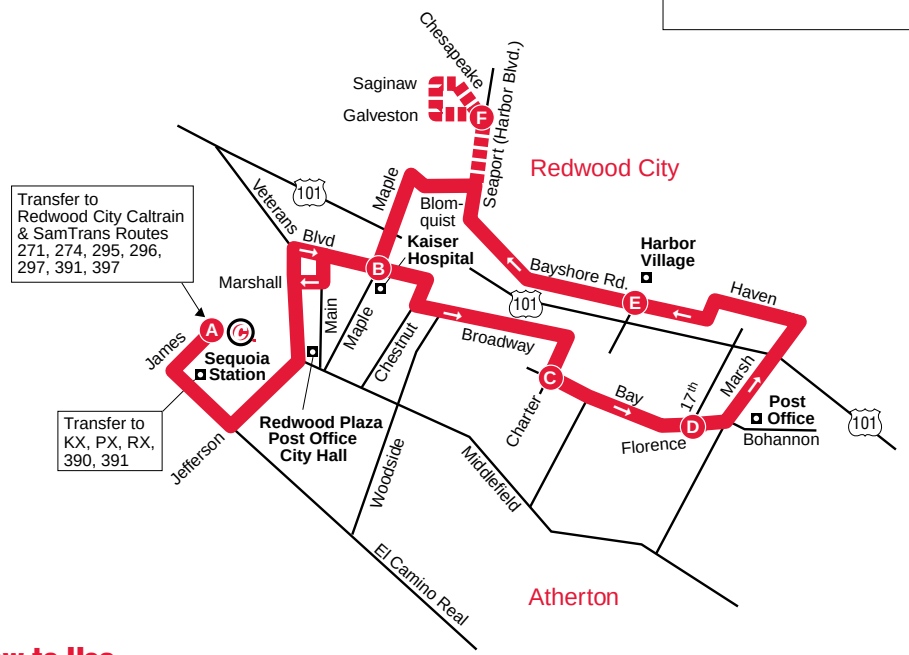
Effective 11/9/09

Information
1-800-660-4287
www.samtrans.com

samTrans

Route 270

Legend
- Bus Route
- Limited Service
- A — Time Point (see schedule)
- Transfer Point
- Caltrain Station
- Point of Interest



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Printed on recycled paper.

Weekdays

Redwood City Caltrain Station (A)	Kaiser Hospital (B)	Charter/ Broadway (C)	Florence/ 17th Ave. (D)	Harbor Village (E)	Galveston/ Chesapeake (F)	Kaiser Hospital (B)	Redwood City Caltrain Station (A)
6:35	6:43	6:49	6:55	7:04	7:08	7:14	7:22
7:35	7:43	7:49	7:55	8:04	8:08	8:14	8:22
8:35	8:43	8:49	8:55	9:04	9:08	9:14	9:22
9:35	9:43	9:48	9:54	10:03	—	10:08	10:15
10:35	10:43	10:48	10:54	11:03	—	11:08	11:15
11:35	11:43	11:48	11:54	**12:03**	—	**12:08**	**12:15**
12:35	**12:43**	**12:48**	**12:54**	**1:03**	—	**1:08**	**1:15**
1:35	**1:43**	**1:48**	**1:54**	**2:03**	—	**2:08**	**2:15**
2:35	**2:43**	**2:48**	**2:54**	**3:03**	—	**3:08**	**3:15**
3:37	**3:45**	**3:51**	**3:57**	**4:06**	—	**4:11**	**4:19**
4:35	**4:43**	**4:49**	**4:55**	**5:04**	**5:08**	**5:14**	**5:22**
5:10	**5:18**	**5:24**	**5:30**	**5:39**	**5:43**	**5:49**	**5:57**
6:10	**6:18**	**6:24**	**6:30**	**6:39**	**6:44**	**6:50**	**6:57**

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
No Sunday or Holiday service.

Saturdays

Redwood City Caltrain Station (A)	Kaiser Hospital (B)	Charter/ Broadway (C)	Florence/ 17th Ave. (D)	Harbor Village (E)	Kaiser Hospital (B)	Redwood City Caltrain Station (A)
9:35	9:42	9:47	9:53	10:02	10:06	10:13
10:35	10:42	10:47	10:53	11:02	11:06	11:13
11:35	11:42	11:47	11:53	**12:02**	**12:06**	**12:13**
12:35	**12:42**	**12:47**	**12:53**	**1:02**	**1:07**	**1:13**
1:35	**1:42**	**1:47**	**1:53**	**2:02**	**2:07**	**2:13**
2:35	**2:42**	**2:47**	**2:53**	**3:02**	**3:06**	**3:13**
3:35	**3:42**	**3:46**	**3:52**	**4:01**	**4:06**	**4:12**
4:35	**4:42**	**4:46**	**4:52**	**5:01**	**5:06**	**5:12**
5:35	**5:42**	**5:46**	**5:52**	**6:01**	**6:06**	**6:12**

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
No Sunday or Holiday service.

samTrans

Caltrain Connection

Redwood City
- Caltrain
- Sequoia Station
- Red Morton Comm. Ctr.
- Library
- Woodside Plaza

271

Fares

	Local Fare*
Adult Age 18 - 64	$1.75
Youth Age 17 and younger	$1.00
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢

Children
One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.

*** Discounted tokens and monthly passes available for purchase**

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Effective 2/1/09

Information
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www.samtrans.com

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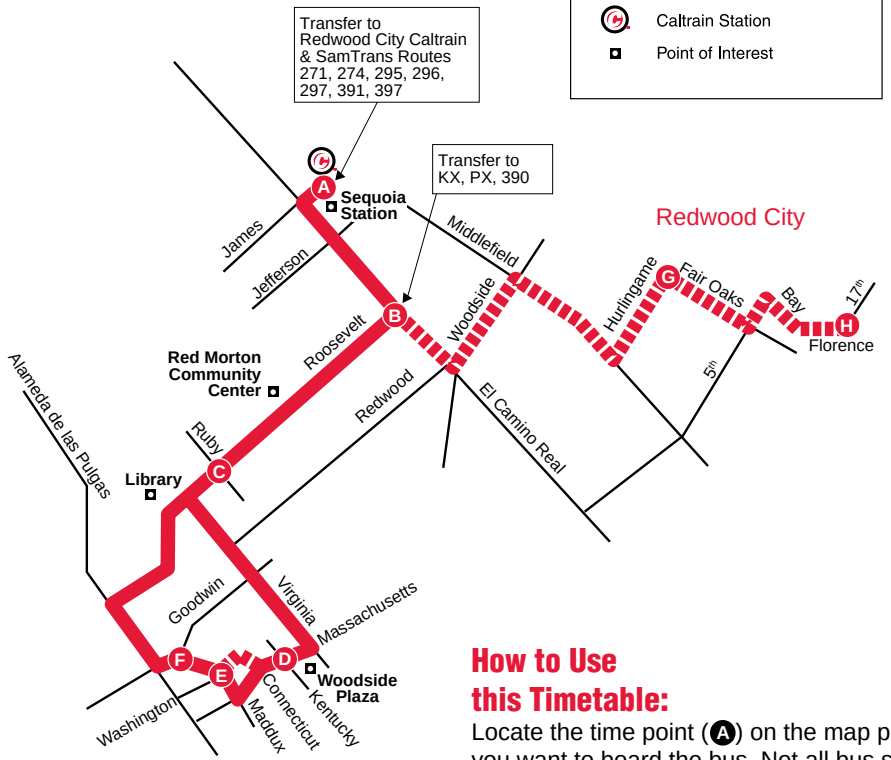
Route 271

Legend
- Bus Route
- Limited Service
- Time Point (see schedule)
- Transfer Point
- Caltrain Station
- Point of Interest



How to Use this Timetable:

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Weekdays to Redwood City Caltrain Station

Woodside Plaza (D)	Madduxl/ Goodwin (F)	Roosevelt/ Ruby (C)	El Camino Real/ Roosevelt (B)	Redwood City Caltrain (A)	Roosevelt/ El Camino Real (B)	Fair Oaks/ Hurlingame (G)	Florence/ 17th (H)
6:47	6:49	6:52	6:55	6:59	—	—	—
7:13	7:15	7:18	7:21	7:25	—	—	—
8:17	8:19	8:22	8:25	8:29	—	—	—
8:47	8:49	8:52	8:55	8:59	—	—	—
9:17	9:19	9:22	9:25	9:28	—	—	—
9:47	9:49	9:52	9:55	9:58	—	—	—
10:17	10:19	10:22	10:25	10:28	—	—	—
10:47	10:49	10:52	10:55	10:58	—	—	—
11:17	11:19	11:22	11:25	11:28	—	—	—
11:47	11:49	11:52	11:55	11:58	—	—	—
12:17	**12:19**	**12:22**	**12:25**	**12:28**	**—**	**—**	**—**
12:47	**12:49**	**12:51**	**12:53**	**12:57**	**—**	**—**	**—**
1:17	**1:19**	**1:21**	**1:23**	**1:27**	**—**	**—**	**—**
1:47	**1:49**	**1:51**	**1:53**	**1:57**	**—**	**—**	**—**
(Wash./Conn. 2:07)**	**2:08 ****	**2:11 ****	—	—	**2:16 ****	**2:23 ****	**(Bay/5th 2:25**)**
(Wash./Conn. 2:07)**	**2:08 ****	**2:11 ****	—	—	**2:16 ****	**2:23 ****	**2:30 ****
(Wash./Conn. 2:09)**	**2:10 ****	**2:13 ****	—	—	**2:18 ****	**2:25 ****	**2:32 ****
2:17	**2:20**	**2:23**	**2:26**	**2:30**	**—**	**—**	**—**
2:47	**2:50**	**2:53**	**2:56**	**3:00**	**—**	**—**	**—**
(Wash./Conn. 3:09*)	**3:10 ***	**3:13 ***	—	—	**3:18 ***	**3:25 ***	**(Bay/5th 3:27*)**
3:10	**3:12**	**3:15**	**3:19**	**3:23**	**—**	**—**	**—**
(Wash./Conn. 3:11*)	**3:13 ***	**3:16 ***	—	—	**3:20 ***	**3:27 ***	**3:34 ***
(Wash./Conn. 3:14*)	**3:15 ***	**3:18 ***	—	—	**3:23 ***	**3:30 ***	**3:37 ***
(Wash./Conn. 3:19*)	**3:20 ***	**3:23 ***	—	—	**3:28 ***	**3:35 ***	**3:42 ***
3:47	**3:50**	**3:53**	**3:56**	**4:00**	**—**	**—**	**—**
4:17	**4:20**	**4:23**	**4:26**	**4:30**	**—**	**—**	**—**
4:52	**4:55**	**4:58**	**5:01**	**5:05**	**—**	**—**	**—**
5:22	**5:25**	**5:28**	**5:31**	**5:35**	**—**	**—**	**—**
5:52	**5:55**	**5:58**	**6:01**	**6:05**	**—**	**—**	**—**
6:22	**6:25**	**6:28**	**6:31**	**6:35**	**—**	**—**	**—**

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
* School Days only. Monday, Tuesday, Wednesday, Friday via Fair Oaks & 5th. See Map.
** School Days only. Thursday ONLY, via Fair Oaks & 5th. See Map.

Weekdays to Woodside Plaza

Redwood City Caltrain (A)	Florence/ 17th (H)	Fair Oaks/ Hurlingame (G)	Roosevelt/ El Camino Real (B)	Roosevelt/ Ruby (C)	Woodside Plaza (D)	Washington/ Connecticut (E)
6:35	—	—	6:38	6:42	6:46	—
7:01	—	—	7:04	7:08	7:12	—
—	7:30 *	7:35 *	7:43 *	7:46 *	7:50 *	7:52 *
8:05	—	—	8:08	8:12	8:16	—
—	8:00 *	8:05 *	8:13 *	8:16 *	8:20 *	8:22 *
8:35	—	—	8:38	8:42	8:46	—
9:05	—	—	9:08	9:12	9:16	—
9:35	—	—	9:38	9:42	9:46	—
10:05	—	—	10:08	10:12	10:16	—
10:35	—	—	10:38	10:42	10:46	—
11:05	—	—	11:08	11:12	11:16	—
11:35	—	—	11:38	11:42	11:46	—
12:05	—	—	**12:08**	**12:12**	**12:16**	—
12:35	—	—	**12:38**	**12:42**	**12:46**	—
1:05	—	—	**1:08**	**1:12**	**1:16**	—
1:35	—	—	**1:38**	**1:42**	**1:46**	—
2:05	—	—	**2:08**	**2:12**	**2:16**	—
2:35	—	—	**2:39**	**2:43**	**2:47**	—
3:05	—	—	**3:09**	**3:13**	**3:17**	—
3:35	—	—	**3:39**	**3:43**	**3:47**	—
4:05	—	—	**4:09**	**4:13**	**4:17**	—
4:40	—	—	**4:44**	**4:48**	**4:52**	—
5:10	—	—	**5:14**	**5:18**	**5:22**	—
5:40	—	—	**5:44**	**5:48**	**5:52**	—
6:10	—	—	**6:14**	**6:18**	**6:22**	—

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
* School Days only.

Saturdays, Sundays & Holidays to East Palo Alto

Redwood City Caltrain (A)	Middlefield/ 5th (B)	Merrill/ Santa Cruz (C)	Ravenswood/ Middlefield (D)	Newbridge/ Willow (E)	Bay/ University (F)	East Bayshore/ Cooley (G)
9:58	10:10	10:20	10:23	10:31	10:36	10:42
10:58	11:10	11:20	11:23	11:31	11:36	11:42
11:58	**12:10**	**12:20**	**12:23**	**12:31**	**12:36**	**12:42**
12:58	**1:10**	**1:20**	**1:23**	**1:31**	**1:36**	**1:42**
1:58	**2:10**	**2:20**	**2:23**	**2:31**	**2:36**	**2:42**
2:58	**3:10**	**3:20**	**3:23**	**3:31**	**3:36**	**3:42**
3:58	**4:10**	**4:20**	**4:23**	**4:31**	**4:36**	**4:42**
4:58	**5:10**	**5:20**	**5:23**	**5:31**	**5:36**	**5:42**
5:58	**6:10**	**6:20**	**6:23**	**6:31**	**6:36**	**6:42**
6:58	**7:10**	**7:20**	**7:23**	**7:31**	**7:36**	**7:42**

AM - light type. **PM - bold type.**
Not all stops listed. Please call 1-800-660-4287 for other bus stops.

Saturdays, Sundays & Holidays to Redwood City Caltrain

East Bayshore/ Cooley (G)	Bay/ University (F)	Newbridge/ Saratoga (E)	Merrill/ Santa Cruz (C)	Middlefield/ 5th (B)	Redwood City Caltrain (A)
8:51	8:57	9:02	9:14	9:23	9:35
9:51	9:57	10:02	10:14	10:23	10:35
10:51	10:57	11:02	11:14	11:23	11:35
11:51	11:57	**12:02**	**12:14**	**12:23**	**12:35**
12:51	**12:57**	**1:02**	**1:14**	**1:23**	**1:35**
1:51	**1:57**	**2:02**	**2:14**	**2:23**	**2:35**
2:51	**2:57**	**3:02**	**3:14**	**3:23**	**3:35**
3:51	**3:57**	**4:02**	**4:14**	**4:23**	**4:35**
4:51	**4:57**	**5:02**	**5:14**	**5:23**	**5:35**
5:51	**5:57**	**6:02**	**6:14**	**6:23**	**6:35**

AM - light type. **PM - bold type.**
Not all stops listed. Please call 1-800-660-4287 for other bus stops.

Fares

	Local Fare*
Adult Age 18 - 64	$1.75
Youth Age 17 and younger	$1.00
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢
Children One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.	

*** Discounted tokens and monthly passes available for purchase**

SamTrans has fare arrangements with connecting transit districts. Call SamTrans Customer Service Center for details.

SamTrans Information
Llame para información sobre SamTrans
1-800-660-4287
(TTY Only) 650-508-6448
www.samtrans.com

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Caltrain Connection

Redwood City
- Caltrain
- City Hall
- Library

Menlo Park
- Library
- City Hall
- Caltrain
- Veteran's Hospital

East Palo Alto
- Library
- City Hall
- Post Office

296

Effective 4/12/09

Information
1-800-660-4287
www.samtrans.com

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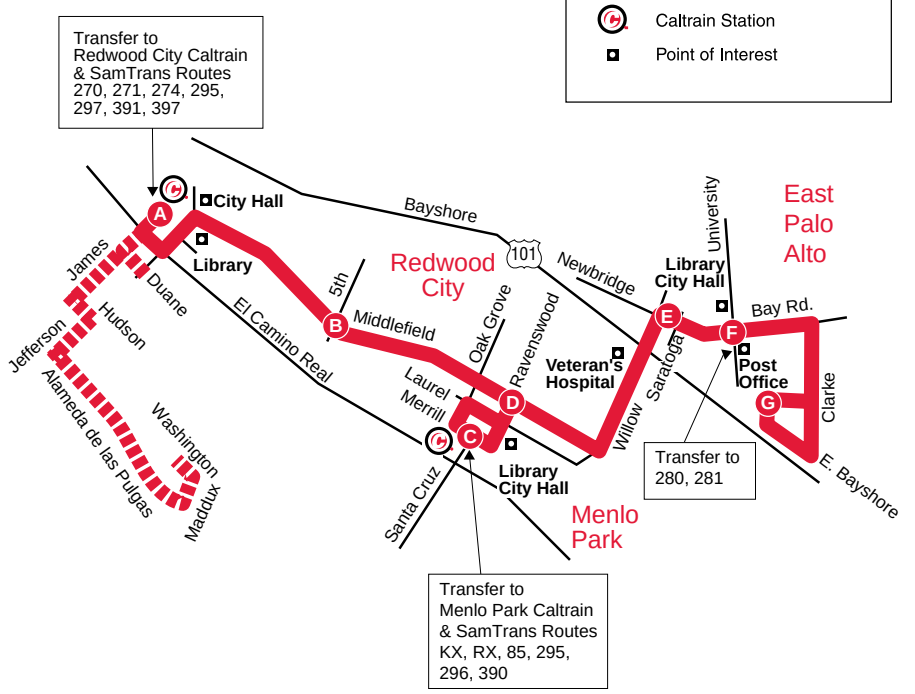
Route 296

Legend
- Bus Route
- Limited Service
- A Time Point (see schedule)
- Transfer Point
- Caltrain Station
- Point of Interest



How to Use this Timetable:

Locate the time point (A) on the map prior to where you want to board the bus. Not all bus stops are shown. Find the same time point on the schedule. The departure and arrival times are listed under each time point. To plan your trip, use this timetable with the SamTrans System Map, which shows where all routes operate. Trip-planning assistance is available by calling SamTrans.

Printed on recycled paper.

Route 296

Weekdays to East Palo Alto

Redwood City Caltrain (A)	Middlefield/ 5th (B)	Merrill/ Santa Cruz (C)	Ravenswood/ Middlefield (D)	Newbridge/ Willow (E)	Bay/ University (F)	East Bayshore/ Cooley (G)
6:35	6:47	6:55	6:58	7:05	7:09	7:15
7:05	7:18	7:26	7:29	7:37	7:42	7:48
7:35	7:48	8:00	8:03	8:11	8:16	8:22
8:05	8:21	8:30	8:33	8:41	8:47	8:53
8:34	8:47	8:56	8:59	9:06	9:10	9:16
9:04	9:17	9:26	9:29	9:36	9:40	9:46
9:34	9:47	9:56	9:59	10:06	10:10	10:16
10:04	10:17	10:26	10:29	10:36	10:40	10:46
10:34	10:47	10:56	10:59	11:06	11:10	11:16
11:04	11:17	11:26	11:29	11:36	11:40	11:46
11:34	11:47	11:59	**12:02**	**12:10**	**12:14**	**12:20**
12:04	**12:18**	**12:28**	**12:31**	**12:39**	**12:43**	**12:49**
12:38	**12:52**	**1:02**	**1:05**	**1:13**	**1:17**	**1:23**
1:08	**1:22**	**1:32**	**1:35**	**1:43**	**1:47**	**1:53**
—	—	—	**2:00** &	**2:08** &	**2:12** &	**2:18** &
1:38	**1:52**	**2:02**	**2:05**	**2:13**	**2:17**	**2:23**
—	—	—	**2:30** *	**2:39** *	**2:46** *	**2:53** *
2:08	**2:23**	**2:33**	**2:36**	**2:45**	**2:50**	**2:57**
(2:05** Wash/Conn	2:09** Jeff/Alameda	2:13** James/Duane)	**2:35** &	**2:44** &	**2:51** &	**2:58** &
2:16**	**2:31****	**2:39****	**2:42****	**2:49****	**2:54****	**3:00****
2:27#	**2:42**#	**2:52**#	**2:56**#	**3:05**#	**3:12**#	**3:19**#
2:34	**2:49**	**2:59**	**3:03**	**3:12**	**3:19**	**3:26**
—	—	—	**3:27** *	**3:36** *	**3:41** *	**3:47** *
3:04	**3:16**	**3:25**	**3:28**	**3:37**	**3:42**	**3:48**
(3:10* James/Duane)						
3:13 *	**3:27** *	**3:36** *	**3:39** *	**3:47** *	**3:52** *	**3:58***
(3:12@ Wash/Conn	3:16@ Jeff/Alameda	3:20@ James/Duane)				
3:23 @	**3:38** @	**3:46** @	**3:49** @	**3:56** @	**4:01** @	**4:07** @
3:34	**3:48**	**3:56**	**3:59**	**4:08**	**4:13**	**4:19**
4:04	**4:18**	**4:28**	**4:31**	**4:40**	**4:45**	**4:51**
4:34	**4:48**	**4:58**	**5:01**	**5:10**	**5:15**	**5:21**
5:10	**5:24**	**5:34**	**5:37**	**5:46**	**5:51**	**5:57**
5:40	**5:54**	**6:04**	**6:07**	**6:16**	**6:21**	**6:27**
6:10	**6:24**	**6:33**	**6:36**	**6:45**	**6:49**	**6:55**
6:40	**6:54**	**7:03**	**7:06**	**7:13**	**7:17**	**7:23**
7:25	**7:36**	**7:44**	**7:47**	**7:54**	**7:58**	**8:04**
8:35	**8:46**	**8:54**	**8:57**	**9:04**	**9:08**	**9:14**
9:35	**9:45**	**9:53**	**9:55**	**10:00**	**10:04**	**10:09**

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
@School days only, Monday, Tuesday, Wednesday and Friday.
***** School days only.
****** Thursday School days only.
# Wednesday School days only.
& School days only on Wednesday and Thursday trip leaves at 2:00 p.m.

Weekdays to Redwood City Caltrain

East Bayshore/ Cooley (G)	Bay/ University (F)	Newbridge/ Saratoga (E)	Merrill/ Santa Cruz (C)	Middlefield/ 5th (B)	Redwood City Caltrain (A)
5:45	5:50	5:54	6:03	6:11	6:20
—	—	6:21	6:30	6:33	6:47
6:40	6:45	6:49	6:58	7:06	7:15
—	6:56 *	7:01 *	7:13 *	7:22 *	7:34 *
6:57 %	7:03 %	7:08 %	7:18 %	7:25 %	(7:37% James/Duane)
7:07 %	7:13 %	7:18 %	7:28 %	7:35 %	(7:47% James/Duane)
7:09	7:15	7:20	7:32	7:41	7:53
—	7:17 *	(7:22 Middlefield/Ringwood)		—	—
7:37	7:43	7:49	8:03	8:14	8:26
—	7:47 *	7:52 *	8:06 *	8:16 *	8:27 *
8:05	8:11	8:16	8:30	8:40	8:51
8:37	8:43	8:48	9:02	9:11	9:23
9:14	9:20	9:25	9:37	9:46	9:58
9:46	9:52	9:57	10:09	10:18	10:30
10:16	10:22	10:27	10:39	10:48	11:00
10:46	10:52	10:57	11:09	11:18	11:30
11:16	11:22	11:27	11:39	11:48	**12:00**
11:46	11:52	11:57	**12:09**	**12:18**	**12:30**
12:16	**12:22**	**12:27**	**12:39**	**12:48**	**1:00**
12:48	**12:53**	**12:57**	**1:09**	**1:19**	**1:30**
1:18	**1:23**	**1:27**	**1:39**	**1:49**	**2:00**
1:48	**1:53**	**1:57**	**2:09**	**2:19**	**2:30**
2:17	**2:22**	**2:26**	**2:38**	**2:48**	**2:59**
2:43	**2:49**	**2:54**	**3:06**	**3:18**	**3:30**
3:13	**3:19**	**3:24**	**3:36**	**3:48**	**4:00**
3:45	**3:51**	**3:56**	**4:08**	**4:18**	**4:30**
4:15	**4:21**	**4:26**	**4:38**	**4:48**	**5:00**
4:45	**4:51**	**4:56**	**5:08**	**5:18**	**5:30**
5:15	**5:21**	**5:26**	**5:38**	**5:48**	**6:00**
5:45	**5:51**	**5:56**	**6:08**	**6:18**	**6:30**
6:15	**6:21**	**6:26**	**6:38**	**6:48**	**7:00**
7:18	**7:24**	**7:29**	**7:38**	**7:47**	**7:57**
8:18	**8:24**	**8:27**	**8:36**	**8:45**	**8:53**
9:18	**9:24**	**9:27**	**9:36**	**9:45**	**9:53**
10:18	**10:23**	**10:26**	**10:35**	**10:43**	**10:51**

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.
* School days only.
% Bypass Redwood City Caltrain Station, school days only.

Sundays & Holidays to Redwood City & San Francisco

Route	Palo Alto Caltrain Bay 8 (A)	Bay/ University (B)	Middlefield/ 5th (C)	Redwood City Caltrain (D)	El Camino Real/ San Carlos (E)	El Camino Real/ Hillsdale (F)	El Camino Real/ Burlingame (G)	Millbrae Inter-modal Bay 6 (H)	S.F. Int'l Airport - Courtyard A (I)	So. Airport/ Baden (J)	Bayshore/ Old County (K)	Market/ 11th (L)	Mission/ 1st (M)
297	**6:45**	**6:57**	**7:11**	**7:21**	—	—	—	—	—	—	—	—	—
297	**7:45**	**7:57**	**8:11**	**8:21**	—	—	—	—	—	—	—	—	—
297	**8:45**	**8:57**	**9:11**	**9:21**	—	—	—	—	—	—	—	—	—
297	**9:45**	**9:57**	**10:11**	**10:21**	—	—	—	—	—	—	—	—	—
297	**10:45**	**10:57**	**11:11**	**11:21**	—	—	—	—	—	—	—	—	—
297	**11:45**	**11:57**	12:11	12:21	—	—	—	—	—	—	—	—	—
397	12:51	1:03	1:17	1:27	1:32	1:39	1:48	1:57	2:02	2:20	2:26	2:50	2:56
397	1:51	2:03	2:17	2:27	2:32	2:39	2:48	2:57	3:02	3:20	3:26	3:50	3:56
397	2:51	3:03	3:17	3:27	3:32	3:39	3:48	3:57	4:02	4:20	4:26	4:50	4:56
297	3:45	3:57	4:11	4:21	—	—	—	—	—	—	—	—	—
297	4:45	4:57	5:11	5:21	—	—	—	—	—	—	—	—	—
297	5:45	5:57	6:11	6:21	—	—	—	—	—	—	—	—	—
297	6:45	6:57	7:11	7:21	—	—	—	—	—	—	—	—	—
297	7:45	7:57	8:11	8:21	—	—	—	—	—	—	—	—	—

Routes 297 and 397 do not operate mid-day.
Call 1-800-660-4287 for alternate service information.

AM - light type. **PM - bold type.**
Not all stops listed. Please call 1-800-660-4287 for other bus stops.

San Francisco Stops Restriction

SamTrans cannot pick up northbound passengers at San Francisco stops.
Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

Printed on recycled paper.

Fares

	Local Fare*	Into/Out of San Francisco*
Adult Age 18 - 64	$1.75	$1.75/$3.50
Youth Age 17 and younger	$1.00	$1.00/$2.00
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢	75¢/$1.50

Children
One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.

*** Discounted tokens and monthly passes available for purchase**

SamTrans has fare arrangements with connecting transit districts. Call SamTrans Customer Service Center for details.

SamTrans Information
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www.samtrans.com

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BART/Caltrain Connection

ALL NIGHTER

San Francisco
- Transbay Terminal
- 1st/Mission
- 11th/Market

Brisbane
- Park & Ride

South San Francisco

San Francisco
- San Francisco Int'l Airport

Millbrae
- Millbrae Intermodal

Burlingame

San Mateo
- Hillsdale Caltrain

San Carlos
- Caltrain

Redwood City
- Caltrain

Palo Alto
- Caltrain

297&397

Effective 4/12/09

Information
1-800-660-4287
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Sundays & Holidays to Palo Alto Caltrain

Route	Mission/ 1st (M)	Market/ 11th (L)	Bayshore/ Old County (K)	So. Airport/ Baden (J)	S.F. Int'l Airport - Courtyard A (I)	Millbrae Inter-modal Bay 7 (H)	El Camino Real/ Burlingame (G)	El Camino Real/ Hillsdale (F)	El Camino Real/ San Carlos (E)	Redwood City Caltrain (D)	Middlefield/ 5th (C)	Bay/ University (B)	Palo Alto Caltrain Bay 1 (A)
297	—	—	—	—	—	—	—	—	—	**6:43**	**6:54**	**7:07**	**7:20**
297	—	—	—	—	—	—	—	—	—	**7:43**	**7:54**	**8:07**	**8:20**
297	—	—	—	—	—	—	—	—	—	**8:43**	**8:54**	**9:07**	**9:20**
297	—	—	—	—	—	—	—	—	—	**9:43**	**9:54**	**10:07**	**10:20**
297	—	—	—	—	—	—	—	—	—	**10:43**	**10:54**	**11:07**	**11:20**
297	—	—	—	—	—	—	—	—	—	**11:43**	**11:54**	12:07	12:20
297	—	—	—	—	—	—	—	—	—	12:43	12:54	1:07	1:20
297	—	—	—	—	—	—	—	—	—	1:43	1:54	2:07	2:20
397	1:17	1:24	1:47	1:53	2:03	2:13	2:22	2:32	2:40	2:45	2:56	3:09	3:22
397	2:17	2:24	2:47	2:53	3:03	3:13	3:22	3:32	3:40	3:45	3:56	4:09	4:22
397	3:17	3:24	3:47	3:53	4:03	4:13	4:22	4:32	4:40	4:45	4:56	5:09	5:22
397	4:17	4:24	4:47	4:53	5:03	5:13	5:22	5:32	5:40	5:45	5:56	6:09	6:22
297	—	—	—	—	—	—	—	—	—	6:43	6:54	7:07	7:20
297	—	—	—	—	—	—	—	—	—	7:43	7:54	8:07	8:20
297	—	—	—	—	—	—	—	—	—	8:43	8:54	9:07	9:20

Routes 297 and 397 do not operate mid-day.
Call 1-800-660-4287 for alternative service information.

AM - light type. **PM - bold type.**
Not all stops listed. Please call 1-800-660-4287 for other bus stops.

San Francisco Stops Restriction

SamTrans cannot pick up northbound passengers at San Francisco stops.
Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

NOTE:

Southbound passengers boarding at the **Bayshore** / **Sunnydale** bus stop pay the **Local Fare.**

Weekdays to Redwood City & San Francisco

Route	Palo Alto Caltrain (A)	Bay/ University (B)	Middlefield/ 5th (C)	Redwood City Caltrain (D)	El Camino Real/ San Carlos (E)	El Camino Real/ Hillsdale (F)	El Camino Real/ Burlingame (G)	Millbrae Inter-modal Bay 6 (H)	S.F. Int'l Airport - Courtyard A (I)	So. Airport/ Baden (J)	Bayshore/ Old County (K)	Market/ 11th (L)	Mission/ 1st (M)
297	**10:45**	**10:57**	**11:11**	**11:21**	—	—	—	—	—	—	—	—	—
297	**11:45**	**11:57**	12:11	12:21	—	—	—	—	—	—	—	—	—
397	12:51	1:03	1:17	1:27	1:32	1:39	1:48	1:57	2:02	2:20	2:26	2:50	2:56
397	1:51	2:03	2:17	2:27	2:32	2:39	2:48	2:57	3:02	3:20	3:26	3:50	3:56
397	2:51	3:03	3:17	3:27	3:32	3:39	3:48	3:57	4:02	4:02	4:26	4:50	4:56
297	3:45	3:57	4:11	4:21	—	—	—	—	—	—	—	—	—
297	4:45	4:57	5:11	5:21	—	—	—	—	—	—	—	—	—

Routes 297 and 397 do not operate mid-day.
Call 1-800-660-4287 for alternate service information.

AM - light type. **PM - bold type.**
Not all stops listed.
Please call 1-800-660-4287 for other bus stops.

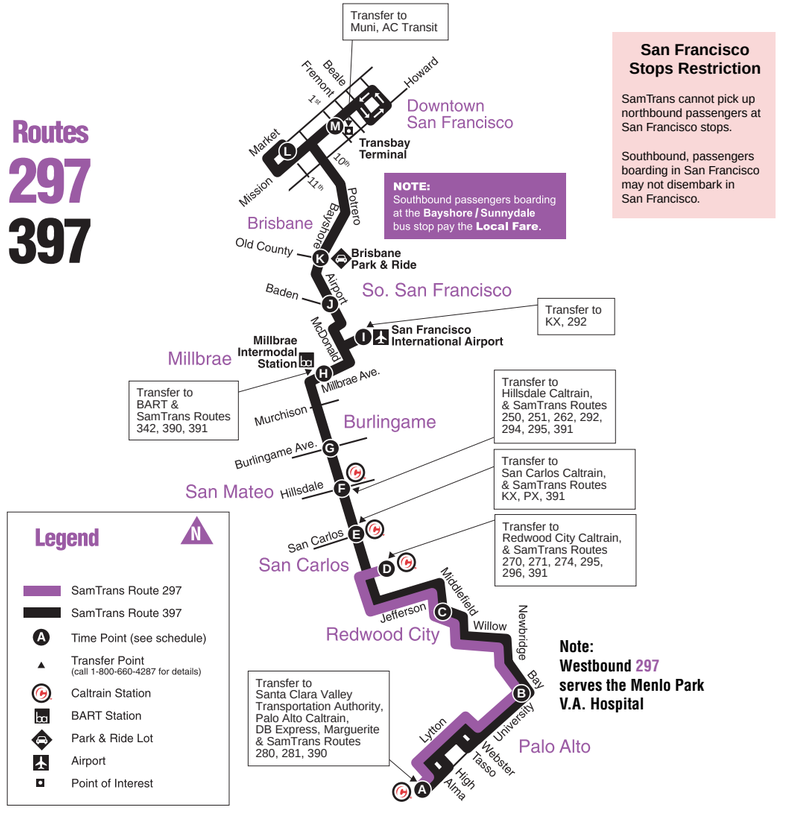
San Francisco Stops Restriction
SamTrans cannot pick up northbound passengers at San Francisco stops.
Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

Saturdays to Redwood City & San Francisco

Route	Palo Alto Caltrain (A)	Bay/ University (B)	Middlefield/ 5th (C)	Redwood City Caltrain (D)	El Camino Real/ San Carlos (E)	El Camino Real/ Hillsdale (F)	El Camino Real/ Burlingame (G)	Millbrae Inter-modal Bay 6 (H)	S.F. Int'l Airport - Courtyard A (I)	So. Airport/ Baden (J)	Bayshore/ Old County (K)	Market/ 11th (L)	Mission/ 1st (M)
297	**6:45**	**6:57**	**7:11**	**7:21**	—	—	—	—	—	—	—	—	—
297	**7:45**	**7:57**	**8:11**	**8:21**	—	—	—	—	—	—	—	—	—
297	**8:45**	**8:57**	**9:11**	**9:21**	—	—	—	—	—	—	—	—	—
297	**9:45**	**9:57**	**10:11**	**10:21**	—	—	—	—	—	—	—	—	—
297	**10:45**	**10:57**	**11:11**	**11:21**	—	—	—	—	—	—	—	—	—
297	**11:45**	**11:57**	12:11	12:21	—	—	—	—	—	—	—	—	—
397	12:51	1:03	1:17	1:27	1:32	1:39	1:48	1:57	2:02	2:20	2:26	2:50	2:56
397	1:51	2:03	2:17	2:27	2:32	2:39	2:48	2:57	3:02	3:20	3:26	3:50	3:56
397	2:51	3:03	3:17	3:27	3:32	3:39	3:48	3:57	4:02	4:20	4:26	4:50	4:56
297	3:45	3:57	4:11	4:21	—	—	—	—	—	—	—	—	—
297	4:45	4:57	5:11	5:21	—	—	—	—	—	—	—	—	—
297	5:45	5:57	6:11	6:21	—	—	—	—	—	—	—	—	—
297	6:45	6:57	7:11	7:21	—	—	—	—	—	—	—	—	—
297	7:45	7:57	8:11	8:21	—	—	—	—	—	—	—	—	—

Routes 297 and 397 do not operate mid-day.
Call 1-800-660-4287 for alternate service information.

Routes 297 397



San Francisco Stops Restriction

SamTrans cannot pick up northbound passengers at San Francisco stops.

Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

NOTE:
Southbound passengers boarding at the **Bayshore / Sunnydale** bus stop pay the **Local Fare.**

Note:
Westbound 297 serves the Menlo Park V.A. Hospital

How to Use this Timetable:

Locate the time point (A) on the map prior to where you want to board the bus. Not all bus stops are shown. Find the same time point on the schedule. The departure and arrival times are listed under each time point. To plan your trip, use this timetable with the SamTrans System Map, which shows where all routes operate. Trip-planning assistance is available by calling SamTrans.

Weekdays to Palo Alto Caltrain

Route	Mission/ 1st (M)	Market/ 11th (L)	Bayshore/ Old County (K)	So. Airport/ Baden (J)	S.F. Int'l Airport - Courtyard A (I)	Millbrae Inter-modal Bay 7 (H)	El Camino Real/ Burlingame (G)	El Camino Real/ Hillsdale (F)	El Camino Real/ San Carlos (E)	Redwood City Caltrain (D)	Middlefield/ 5th (C)	Bay/ University (B)	Palo Alto Caltrain Bay 1 (A)
297	—	—	—	—	—	—	—	—	—	**10:43**	**10:54**	**11:07**	**11:20**
297	—	—	—	—	—	—	—	—	—	**11:43**	**11:54**	12:07	12:20
297	—	—	—	—	—	—	—	—	—	12:43	12:54	1:07	1:20
297	—	—	—	—	—	—	—	—	—	1:43	1:54	2:07	2:20
397	1:17	1:24	1:47	1:53	2:03	2:13	2:22	2:32	2:40	2:45	2:56	3:09	3:22
397	2:17	2:24	2:47	2:53	3:03	3:13	3:22	3:32	3:40	3:45	3:56	4:09	4:22
397	3:17	3:24	3:47	3:53	4:03	4:13	4:22	4:32	4:40	4:45	4:56	5:09	5:22
397	4:17	4:24	4:47	4:53	5:03	5:13	5:22	5:32	5:40	5:45	—	—	—

Routes 297 and 397 do not operate mid-day.
Call 1-800-660-4287 for alternate service information.

AM - light type. **PM - bold type.**
Not all stops listed.
Please call 1-800-660-4287 for other bus stops.

San Francisco Stops Restriction
SamTrans cannot pick up northbound passengers at San Francisco stops.
Southbound, passengers boarding in San Francisco may not disembark in San Francisco.

Saturdays to Palo Alto Caltrain

Route	Mission/ 1st (M)	Market/ 11th (L)	Bayshore/ Old County (K)	So. Airport/ Baden (J)	S.F. Int'l Airport - Courtyard A (I)	Millbrae Inter-modal Bay 7 (H)	El Camino Real/ Burlingame (G)	El Camino Real/ Hillsdale (F)	El Camino Real/ San Carlos (E)	Redwood City Caltrain (D)	Middlefield/ 5th (C)	Bay/ University (B)	Palo Alto Caltrain Bay 1 (A)
297	—	—	—	—	—	—	—	—	—	**7:43**	**7:54**	**8:07**	**8:20**
297	—	—	—	—	—	—	—	—	—	**8:43**	**8:54**	**9:07**	**9:20**
297	—	—	—	—	—	—	—	—	—	**9:43**	**9:54**	**10:07**	**10:20**
297	—	—	—	—	—	—	—	—	—	**10:43**	**10:54**	**11:07**	**11:20**
297	—	—	—	—	—	—	—	—	—	**11:43**	**11:54**	12:07	12:20
297	—	—	—	—	—	—	—	—	—	12:43	12:54	1:07	1:20
297	—	—	—	—	—	—	—	—	—	1:43	1:54	2:07	2:20
397	1:17	1:24	1:47	1:53	2:03	2:13	2:22	2:32	2:40	2:45	2:56	3:09	3:22
397	2:17	2:24	2:47	2:53	3:03	3:13	3:22	3:32	3:40	3:45	3:56	4:09	4:22
397	3:17	3:24	3:47	3:53	4:03	4:13	4:22	4:32	4:40	4:45	4:56	5:09	5:22
397	4:17	4:24	4:47	4:53	5:03	5:13	5:22	5:32	5:40	5:45	5:56	6:09	6:22
297	—	—	—	—	—	—	—	—	—	6:43	6:54	7:07	7:20
297	—	—	—	—	—	—	—	—	—	7:43	7:54	8:07	8:20
297	—	—	—	—	—	—	—	—	—	8:43	8:54	9:07	9:20

Routes 297 and 397 do not operate mid-day.
Call 1-800-660-4287 for alternate service information.

Saturdays to Daly City BART

Palo Alto Caltrain (A)	El Camino/ Brewster (B)	El Camino/ San Carlos (C)	El Camino/ Ralston (D)	El Camino/ Hillsdale (E)	El Camino/ 5th (F)	El Camino/ Burlingame (G)	Millbrae Transit Center Bay 4 (H)	El Camino/ Sneath (I)	South San Francisco BART Bay 3 (J)	Daly City BART (K)
5:52	6:11	6:16	6:20	6:26	6:33	6:39	6:50	7:01	7:09	7:22
6:32	6:51	6:56	7:00	7:05	7:13	7:19	7:30	7:41	7:49	8:02
7:11	7:30	7:36	7:40	7:46	7:54	8:00	8:10	8:21	8:29	8:42
7:46	8:06	8:12	8:16	8:23	8:32	8:39	8:50	9:02	9:11	9:25
8:25	8:45	8:51	8:55	9:02	9:12	9:19	9:30	9:43	9:52	10:06
9:02	9:23	9:29	9:34	9:41	9:51	9:58	10:10	10:24	10:33	10:47
9:41	10:03	10:09	10:14	10:21	10:31	10:38	10:50	11:05	11:13	11:27
10:22	10:43	10:49	10:53	11:01	11:11	11:18	11:30	11:45	11:53	12:09
11:00	11:21	11:28	11:32	11:41	11:51	11:58	**12:10**	**12:25**	**12:34**	**12:50**
11:33	**11:57**	**12:04**	**12:09**	**12:18**	**12:30**	**12:38**	**12:50**	**1:07**	**1:17**	**1:33**
12:14	**12:38**	**12:45**	**12:50**	**12:59**	**1:10**	**1:18**	**1:30**	**1:47**	**1:57**	**2:13**
12:55	**1:19**	**1:26**	**1:31**	**1:40**	**1:51**	**1:58**	**2:10**	**2:26**	**2:36**	**2:52**
1:30	**1:55**	**2:03**	**2:08**	**2:18**	**2:30**	**2:38**	**2:50**	**3:08**	**3:19**	**3:35**
2:11	**2:35**	**2:43**	**2:48**	**2:58**	**3:09**	**3:17**	**3:30**	**3:48**	**3:59**	**4:15**
2:52	**3:16**	**3:24**	**3:29**	**3:37**	**3:49**	**3:57**	**4:10**	**4:28**	**4:38**	**4:55**
3:32	**3:57**	**4:04**	**4:09**	**4:17**	**4:28**	**4:37**	**4:50**	**5:06**	**5:17**	**5:34**
4:13	**4:38**	**4:45**	**4:49**	**4:57**	**5:09**	**5:17**	**5:30**	**5:44**	**5:55**	**6:10**
4:53	**5:18**	**5:25**	**5:29**	**5:37**	**5:49**	**5:57**	**6:10**	**6:24**	**6:35**	**6:50**
6:04	**6:26**	**6:32**	**6:37**	**6:44**	**6:54**	**7:02**	**7:15**	**7:29**	**7:39**	**7:53**
7:05	**7:27**	**7:33**	**7:37**	**7:44**	**7:54**	**8:02**	**8:15**	**8:29**	**8:39**	**8:52**
8:11	**8:31**	**8:37**	**8:41**	**8:48**	**8:57**	**9:04**	**9:15**	**9:29**	**9:39**	**9:51**
9:14	**9:34**	**9:39**	**9:43**	**9:49**	**9:58**	**10:05**	**10:15**	**10:26**	**10:34**	**10:45**
10:13	**10:33**	**10:38**	**10:42**	**10:48**	**10:57**	**11:04**	**11:14**	**11:25**	**11:33**	**11:44**
11:17	**11:37**	**11:42**	**11:46**	**11:52**	**11:59**	12:05	12:15	12:24	12:32	12:42
12:18	12:37	12:42	12:46	12:52	12:59	1:05	1:15	1:24	1:32	1:42

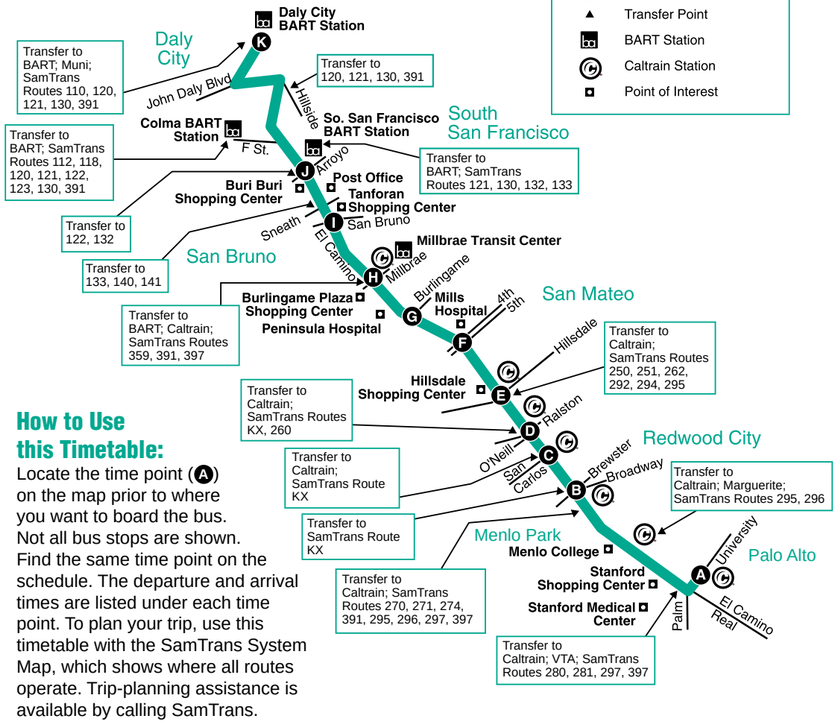
AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.

Sundays & Holidays to Daly City BART

Palo Alto Caltrain (A)	El Camino/ Brewster (B)	El Camino/ San Carlos (C)	El Camino/ Ralston (D)	El Camino/ Hillsdale (E)	El Camino/ 5th (F)	El Camino/ Burlingame (G)	Millbrae Transit Center Bay 4 (H)	El Camino/ Sneath (I)	South San Francisco BART Bay 3 (J)	Daly City BART (K)
5:51	6:09	6:14	6:18	6:25	6:33	6:39	6:50	7:01	7:09	7:21
6:31	6:49	6:54	6:58	7:05	7:12	7:19	7:30	7:41	7:49	8:01
7:11	7:29	7:35	7:39	7:45	7:52	7:59	8:10	8:21	8:29	8:42
7:49	8:08	8:14	8:18	8:24	8:32	8:39	8:50	9:03	9:12	9:25
8:28	8:47	8:53	8:57	9:04	9:12	9:19	9:30	9:43	9:52	10:06
9:08	9:27	9:33	9:37	9:44	9:52	9:59	10:10	10:23	10:31	10:45
9:42	10:03	10:10	10:14	10:21	10:30	10:38	10:50	11:04	11:12	11:27
10:22	10:43	10:50	10:55	11:02	11:11	11:18	11:30	11:45	11:53	**12:07**
11:03	**11:24**	**11:31**	**11:35**	**11:42**	**11:51**	**11:58**	**12:10**	**12:25**	**12:33**	**12:47**
11:37	**11:59**	**12:06**	**12:10**	**12:18**	**12:29**	**12:37**	**12:50**	**1:06**	**1:16**	**1:31**
12:17	**12:39**	**12:46**	**12:51**	**12:59**	**1:09**	**1:17**	**1:30**	**1:46**	**1:56**	**2:11**
12:59	**1:20**	**1:27**	**1:32**	**1:40**	**1:50**	**1:59**	**2:10**	**2:24**	**2:34**	**2:49**
-----	-----	-----	-----	-----	-----	-----	**2:30**	**2:45**	**2:55**	**3:10**
1:39	**2:00**	**2:07**	**2:12**	**2:20**	**2:31**	**2:39**	**2:50**	**3:04**	**3:14**	**3:29**
2:16	**2:39**	**2:46**	**2:51**	**2:59**	**3:10**	**3:18**	**3:30**	**3:45**	**3:55**	**4:10**
2:58	**3:21**	**3:28**	**3:32**	**3:40**	**3:50**	**3:58**	**4:10**	**4:25**	**4:35**	**4:50**
3:38	**4:00**	**4:07**	**4:11**	**4:19**	**4:29**	**4:37**	**4:50**	**5:04**	**5:14**	**5:28**
4:14	**4:36**	**4:44**	**4:49**	**4:57**	**5:08**	**5:17**	**5:30**	**5:44**	**5:54**	**6:09**
4:56	**5:18**	**5:26**	**5:31**	**5:39**	**5:50**	**5:59**	**6:10**	**6:24**	**6:34**	**6:49**
6:09	**6:30**	**6:37**	**6:41**	**6:48**	**6:57**	**7:04**	**7:15**	**7:29**	**7:38**	**7:51**
7:10	**7:31**	**7:38**	**7:42**	**7:48**	**7:57**	**8:04**	**8:15**	**8:27**	**8:36**	**8:49**
8:13	**8:33**	**8:40**	**8:44**	**8:50**	**8:58**	**9:04**	**9:15**	**9:27**	**9:35**	**9:48**
9:14	**9:34**	**9:40**	**9:44**	**9:50**	**9:58**	**10:04**	**10:15**	**10:27**	**10:35**	**10:48**
10:10	**10:30**	**10:36**	**10:40**	**10:46**	**10:54**	**11:00**	**11:11**	**11:23**	**11:31**	**11:44**
11:20	**11:38**	**11:44**	**11:47**	**11:53**	12:00	12:06	12:15	12:25	12:33	12:45
12:21	12:39	12:44	12:47	12:53	1:00	1:06	1:15	1:25	1:33	1:45

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.

Route 390



Legend

- Bus Route
- (A) Time Point (see schedule)
- Transfer Point
- BART Station
- Caltrain Station
- Point of Interest

How to Use this Timetable:

Locate the time point (A) on the map prior to where you want to board the bus. Not all bus stops are shown. Find the same time point on the schedule. The departure and arrival times are listed under each time point. To plan your trip, use this timetable with the SamTrans System Map, which shows where all routes operate. Trip-planning assistance is available by calling SamTrans.

Saturdays to Palo Alto

Daly City BART (K)	South San Francisco BART Bay 5 (J)	El Camino/ Sneath (I)	Millbrae Transit Center Bay 8 (H)	El Camino/ Burlingame (G)	El Camino/ 4th (F)	El Camino/ Hillsdale (E)	El Camino/ Ralston (D)	El Camino/ San Carlos (C)	El Camino/ Broadway (B)	Palo Alto Caltrain (A)
6:04	6:19	6:28	6:42	6:52	6:59	7:07	7:12	7:16	7:23	7:39
6:44	6:59	7:08	7:22	7:32	7:39	7:47	7:52	7:56	8:03	8:20
7:23	7:39	7:48	8:02	8:12	8:19	8:28	8:33	8:37	8:44	9:01
8:01	8:17	8:26	8:42	8:52	8:59	9:08	9:13	9:17	9:24	9:41
8:41	8:57	9:06	9:22	9:32	9:39	9:48	9:54	9:58	10:06	10:24
9:20	9:36	9:45	10:02	10:13	10:20	10:30	10:36	10:40	10:47	11:05
9:56	10:15	10:25	10:42	10:53	11:00	11:10	11:16	11:20	11:27	11:45
10:35	10:53	11:03	11:22	11:35	11:43	11:55	**12:02**	**12:06**	**12:15**	**12:36**
11:15	11:33	11:43	**12:02**	**12:14**	**12:22**	**12:34**	**12:41**	**12:45**	**12:54**	**1:15**
11:55	**12:13**	**12:23**	**12:42**	**12:54**	**1:02**	**1:15**	**1:22**	**1:26**	**1:35**	**1:56**
12:31	**12:52**	**1:03**	**1:22**	**1:33**	**1:41**	**1:53**	**2:00**	**2:04**	**2:13**	**2:33**
1:11	**1:32**	**1:43**	**2:02**	**2:13**	**2:21**	**2:33**	**2:40**	**2:44**	**2:53**	**3:13**
1:54	**2:12**	**2:23**	**2:42**	**2:53**	**3:01**	**3:13**	**3:20**	**3:24**	**3:33**	**3:53**
2:34	**2:52**	**3:03**	**3:22**	**3:34**	**3:41**	**3:53**	**4:00**	**4:04**	**4:13**	**4:34**
3:15	**3:34**	**3:45**	**4:02**	**4:14**	**4:21**	**4:33**	**4:40**	**4:44**	**4:53**	**5:14**
3:56	**4:15**	**4:25**	**4:42**	**4:54**	**5:01**	**5:13**	**5:20**	**5:24**	**5:33**	**5:54**
4:37	**4:55**	**5:05**	**5:22**	**5:34**	**5:41**	**5:53**	**6:00**	**6:04**	**6:12**	**6:33**
5:19	**5:36**	**5:46**	**6:02**	**6:13**	**6:20**	**6:32**	**6:39**	**6:43**	**6:50**	**7:11**
6:03	**6:21**	**6:31**	**6:47**	**6:58**	**7:05**	**7:16**	**7:22**	**7:26**	**7:33**	**7:54**
7:08	**7:24**	**7:33**	**7:47**	**7:57**	**8:04**	**8:13**	**8:19**	**8:23**	**8:30**	**8:47**
8:08	**8:24**	**8:33**	**8:47**	**8:57**	**9:04**	**9:13**	**9:18**	**9:22**	**9:29**	**9:46**
9:09	**9:25**	**9:33**	**9:47**	**9:56**	**10:03**	**10:12**	**10:17**	**10:21**	**10:28**	**10:44**
9:59	**10:15**	**10:23**	**10:37**	**10:46**	**10:53**	**11:02**	**11:07**	**11:11**	**11:18**	**11:34**
11:13	**11:27**	**11:35**	**11:47**	**11:56**	12:02	12:10	12:14	12:17	12:23	12:37
12:14	12:28	12:35	12:47	12:55	1:01	1:08	1:12	1:15	1:21	1:35
1:14	1:28	1:35	1:47	1:55	2:01	2:08	2:12	2:15	2:21	2:35

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.

Sundays & Holidays to Palo Alto

Daly City BART (K)	South San Francisco BART Bay 5 (J)	El Camino/ Sneath (I)	Millbrae Transit Center Bay 8 (H)	El Camino/ Burlingame (G)	El Camino/ 4th (F)	El Camino/ Hillsdale (E)	El Camino/ Ralston (D)	El Camino/ San Carlos (C)	El Camino/ Broadway (B)	Palo Alto Caltrain (A)
6:05	6:19	6:28	6:42	6:51	6:57	7:06	7:11	7:15	7:21	7:37
6:45	6:59	7:08	7:22	7:32	7:38	7:47	7:52	7:56	8:02	8:18
7:23	7:38	7:47	8:02	8:12	8:18	8:26	8:31	8:36	8:42	8:58
8:02	8:17	8:27	8:42	8:52	8:59	9:07	9:12	9:17	9:24	9:40
8:43	8:58	9:07	9:22	9:32	9:39	9:48	9:53	9:57	10:04	10:20
9:22	9:37	9:46	10:02	10:12	10:19	10:29	10:35	10:39	10:46	11:03
9:56	10:15	10:25	10:42	10:52	10:59	11:11	11:17	11:21	11:28	11:47
10:36	10:54	11:05	11:22	11:34	11:41	11:53	11:59	**12:04**	**12:11**	**12:30**
11:16	**11:34**	**11:45**	**12:02**	**12:14**	**12:22**	**12:33**	**12:39**	**12:43**	**12:51**	**1:10**
11:55	**12:14**	**12:25**	**12:42**	**12:53**	**1:01**	**1:11**	**1:18**	**1:22**	**1:30**	**1:49**
12:36	**12:55**	**1:05**	**1:22**	**1:32**	**1:40**	**1:50**	**1:56**	**2:01**	**2:09**	**2:28**
1:17	**1:35**	**1:45**	**2:02**	**2:13**	**2:21**	**2:32**	**2:39**	**2:43**	**2:51**	**3:10**
1:55	**2:13**	**2:24**	**2:42**	**2:54**	**3:02**	**3:14**	**3:21**	**3:25**	**3:33**	**3:52**
2:37	**2:54**	**3:04**	**3:22**	**3:33**	**3:41**	**3:53**	**4:00**	**4:04**	**4:12**	**4:32**
3:19	**3:36**	**3:46**	**4:02**	**4:13**	**4:21**	**4:32**	**4:39**	**4:43**	**4:51**	**5:09**
3:56	**4:15**	**4:26**	**4:42**	**4:54**	**5:02**	**5:13**	**5:20**	**5:24**	**5:32**	**5:50**
4:37	**4:54**	**5:05**	**5:22**	**5:34**	**5:41**	**5:51**	**5:58**	**6:02**	**6:10**	**6:28**
5:18	**5:35**	**5:45**	**6:02**	**6:13**	**6:21**	**6:32**	**6:38**	**6:42**	**6:49**	**7:07**
6:04	**6:21**	**6:31**	**6:47**	**6:58**	**7:05**	**7:15**	**7:21**	**7:25**	**7:32**	**7:49**
7:05	**7:21**	**7:31**	**7:47**	**7:57**	**8:04**	**8:13**	**8:18**	**8:22**	**8:30**	**8:47**
8:05	**8:21**	**8:31**	**8:47**	**8:58**	**9:05**	**9:14**	**9:19**	**9:23**	**9:31**	**9:47**
9:07	**9:23**	**9:32**	**9:47**	**9:57**	**10:03**	**10:12**	**10:17**	**10:21**	**10:28**	**10:43**
9:58	**10:14**	**10:23**	**10:38**	**10:48**	**10:54**	**11:03**	**11:08**	**11:12**	**11:19**	**11:34**
11:10	**11:26**	**11:34**	**11:47**	**11:56**	12:01	12:09	12:13	12:17	12:22	12:37
12:11	12:26	12:34	12:47	12:55	1:00	1:08	1:12	1:15	1:20	1:35
1:12	1:27	1:35	1:47	1:55	2:00	2:08	2:12	2:15	2:20	2:35

AM - light type. **PM - bold type.**
Not all stops shown. Please call 1-800-660-4287 for other bus stops.

Fares

	Local Fare*	Effective Feb. 1, 2010
Adult Age 18 - 64	$1.75	$2.00
Youth Age 17 and younger	$1.00	$1.25
Eligible Discount Age 65+, disabled & Medicare cardholder (proof of eligibility or identity required)	75¢	$1.00

Children
One child (age 4 and younger) rides free with each adult or eligible discount farepaying passenger. Additional children subject to youth fare.

*** Discounted tokens and monthly passes available for purchase**

SamTrans has fare arrangements with connecting transit districts. Call SamTrans Customer Service Center for details.

SamTrans Information
Llame para información sobre SamTrans
1-800-660-4287
(TTY Only) 650-508-6448
www.samtrans.com

samTrans

BART/Caltrain Connection

Daly City
- BART

Colma

South San Francisco
- BART
- Kaiser Hospital

San Bruno

Millbrae
- Millbrae Transit Center

Burlingame

San Mateo
- Hillsdale Shopping Center
- Caltrain

Belmont
- Caltrain

San Carlos
- Caltrain

Redwood City

Atherton

Menlo Park

Palo Alto
- Caltrain

Effective 12/20/09

Information
1-800-660-4287
www.samtrans.com

samTrans

390

Route 390

samTrans

Weekdays to Daly City BART

Palo Alto Caltrain (A)	El Camino/ Brewster (B)	El Camino/ San Carlos (C)	El Camino/ Ralston (D)	El Camino/ Hillsdale (E)	El Camino/ 5th (F)	El Camino/ Burlingame (G)	Millbrae Transit Center Bay 4 (H)	El Camino/ Sneath (I)	South San Francisco BART Bay 3 (J)	Daly City BART (K)
5:39	5:58	6:04	6:09	6:15	6:23	6:30	6:42	6:55	7:02	7:14
6:04	6:23	6:30	6:35	6:42	6:51	6:58	7:12	7:26	7:36	7:50
6:31	6:51	6:59	7:04	7:11	7:20	7:28	7:42	7:57	8:07	8:21
6:58	7:20	7:28	7:33	7:40	7:50	7:58	8:12	8:30	8:40	8:54
7:26	7:49	7:57	8:03	8:11	8:21	8:30	8:42	8:56	9:06	9:20
7:56	8:19	8:27	8:33	8:41	8:51	9:00	9:12	9:26	9:36	9:50
8:26	8:49	8:57	9:03	9:11	9:21	9:30	9:42	9:56	10:06	10:20
8:56	9:19	9:27	9:33	9:41	9:51	10:00	10:12	10:26	10:36	10:50
9:26	9:49	9:57	10:03	10:11	10:21	10:30	10:42	10:56	11:06	11:20
9:55	10:18	10:26	10:32	10:40	10:51	10:59	11:12	11:28	11:38	11:53
10:25	10:48	10:56	11:02	11:10	11:21	11:29	11:42	11:58	**12:08**	**12:23**
10:53	11:17	11:25	11:31	11:39	11:50	11:58	**12:12**	**12:29**	**12:39**	**12:55**
11:23	11:47	11:55	**12:01**	**12:09**	**12:20**	**12:28**	**12:42**	**12:59**	**1:09**	**1:25**
11:53	**12:17**	**12:25**	**12:31**	**12:39**	**12:51**	**12:59**	**1:12**	**1:29**	**1:40**	**1:56**
12:23	**12:47**	**12:55**	**1:01**	**1:09**	**1:21**	**1:29**	**1:42**	**1:59**	**2:10**	**2:26**
12:51	**1:15**	**1:24**	**1:30**	**1:38**	**1:50**	**1:59**	**2:12**	**2:29**	**2:40**	**2:56**
1:21	**1:45**	**1:54**	**2:00**	**2:08**	**2:20**	**2:29**	**2:42**	**2:59**	**3:10**	**3:26**
—	—	—	—	**2:15**	**2:28**	**2:37**	**2:50**	**3:08**	**3:19**	**3:35**
1:50	**2:14**	**2:23**	**2:29**	**2:37**	**2:49**	**2:58**	**3:12**	**3:30**	**3:41**	**3:57**
—	—	—	—	**2:58**	**3:11**	**3:20**	**3:34**	**3:52**	**4:03**	**4:19**
2:18	**2:43**	**2:52**	**2:58**	**3:06**	**3:19**	**3:28**	**3:42**	**4:00**	**4:11**	**4:27**
2:48	**3:13**	**3:22**	**3:28**	**3:36**	**3:49**	**3:58**	**4:12**	**4:30**	**4:41**	**4:57**
3:17	**3:42**	**3:52**	**3:58**	**4:06**	**4:19**	**4:28**	**4:42**	**5:00**	**5:11**	**5:28**
3:47	**4:12**	**4:22**	**4:28**	**4:36**	**4:49**	**4:58**	**5:12**	**5:30**	**5:41**	**5:58**
4:16	**4:41**	**4:51**	**4:57**	**5:05**	**5:18**	**5:27**	**5:42**	**6:00**	**6:11**	**6:28**
4:44	**5:11**	**5:21**	**5:28**	**5:37**	**5:49**	**5:58**	**6:12**	**6:30**	**6:40**	**6:57**
5:17	**5:44**	**5:54**	**6:01**	**6:09**	**6:20**	**6:29**	**6:42**	**6:58**	**7:08**	**7:22**
5:47	**6:14**	**6:24**	**6:31**	**6:39**	**6:50**	**6:59**	**7:12**	**7:28**	**7:38**	**7:52**
6:24	**6:51**	**6:59**	**7:04**	**7:11**	**7:21**	**7:29**	**7:42**	**7:58**	**8:08**	**8:22**
7:16	**7:39**	**7:47**	**7:52**	**7:59**	**8:08**	**8:15**	**8:27**	**8:42**	**8:50**	**9:03**
8:21	**8:42**	**8:49**	**8:54**	**9:00**	**9:09**	**9:16**	**9:27**	**9:41**	**9:48**	**10:00**
9:24	**9:45**	**9:52**	**9:56**	**10:01**	**10:09**	**10:16**	**10:27**	**10:41**	**10:48**	**11:00**
10:27	**10:47**	**10:53**	**10:57**	**11:02**	**11:10**	**11:16**	**11:27**	**11:38**	**11:45**	**11:56**
11:30	**11:50**	**11:55**	12:00	12:05	12:12	12:17	12:27	12:38	12:44	12:55

AM - light type. **PM - bold type.**
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Weekdays to Palo Alto

Daly City BART (K)	South San Francisco BART Bay 5 (J)	El Camino/ Sneath (I)	Millbrae Transit Center Bay 8 (H)	El Camino/ Burlingame (G)	El Camino/ 4th (F)	El Camino/ Hillsdale (E)	El Camino/ Ralston (D)	El Camino/ San Carlos (C)	El Camino/ Broadway (B)	Palo Alto Caltrain (A)
—	—	—	—	—	—	—	—	5:32	5:38	5:53
—	—	—	—	—	—	—	—	6:01	6:07	6:22
—	—	—	—	—	—	—	—	6:21	6:27	6:44
—	—	—	—	—	—	—	—	6:41	6:47	7:04
—	—	—	6:21	6:31	6:37	6:46	6:51	6:56	7:03	7:23
5:54	6:07	6:14	6:28	6:38	6:45	6:54	6:59	7:04	7:11	7:31
6:17	6:32	6:41	6:58	7:11	7:21	7:32	7:39	7:44	7:53	8:17
6:45	7:02	7:11	7:28	7:41	7:51	8:02	8:09	8:14	8:23	8:45
7:15	7:32	7:41	7:58	8:11	8:21	8:32	8:39	8:44	8:53	9:15
7:16	7:35	7:46	8:06	8:19	8:29	8:40	—	—	—	—
7:38	7:58	8:09	8:28	8:41	8:50	9:01	9:08	9:13	9:22	9:43
8:10	8:29	8:40	8:58	9:11	9:20	9:31	9:38	9:43	9:52	10:13
8:42	8:59	9:10	9:28	9:40	9:49	10:01	10:08	10:13	10:22	10:43
9:12	9:29	9:40	9:58	10:10	10:19	10:31	10:38	10:43	10:52	11:13
9:42	9:59	10:10	10:28	10:40	10:49	11:01	11:08	11:13	11:22	11:43
10:12	10:29	10:40	10:58	11:10	11:19	11:33	11:40	11:46	11:56	**12:18**
10:42	10:59	11:10	11:28	11:40	11:49	**12:03**	**12:10**	**12:16**	**12:26**	**12:48**
11:12	11:29	11:40	11:58	**12:10**	**12:19**	**12:33**	**12:41**	**12:47**	**12:57**	**1:19**
11:42	11:59	**12:10**	**12:28**	**12:40**	**12:49**	**1:03**	**1:11**	**1:17**	**1:27**	**1:49**
12:11	**12:28**	**12:40**	**12:58**	**1:10**	**1:19**	**1:33**	**1:41**	**1:47**	**1:57**	**2:18**
12:40	**12:58**	**1:10**	**1:28**	**1:40**	**1:49**	**2:03**	**2:11**	**2:17**	**2:27**	**2:48**
1:10	**1:28**	**1:40**	**1:58**	**2:11**	**2:20**	**2:34**	**2:42**	**2:48**	**2:58**	**3:20**
1:39	**1:57**	**2:09**	**2:28**	**2:41**	**2:51**	**3:05**	**3:13**	**3:19**	**3:30**	**3:53**
2:09	**2:27**	**2:39**	**2:58**	**3:11**	**3:21**	**3:35**	**3:43**	**3:49**	**4:00**	**4:23**
2:38	**2:56**	**3:08**	**3:28**	**3:42**	**3:52**	**4:05**	**4:13**	**4:19**	**4:30**	**4:53**
3:05	**3:25**	**3:38**	**3:58**	**4:12**	**4:22**	**4:35**	**4:43**	**4:49**	**4:59**	**5:21**
3:35	**3:55**	**4:08**	**4:28**	**4:41**	**4:51**	**5:04**	**5:12**	**5:17**	**5:27**	**5:49**
4:07	**4:26**	**4:38**	**4:58**	**5:11**	**5:21**	**5:34**	**5:41**	**5:46**	**5:56**	**6:18**
4:38	**4:57**	**5:09**	**5:28**	**5:41**	**5:51**	**6:03**	**6:10**	**6:15**	**6:23**	**6:43**
5:09	**5:28**	**5:40**	**5:58**	**6:11**	**6:19**	**6:31**	**6:38**	**6:43**	**6:51**	**7:10**
5:43	**6:01**	**6:11**	**6:28**	**6:40**	**6:48**	**7:00**	**7:07**	**7:12**	**7:19**	**7:36**
6:14	**6:32**	**6:42**	**6:58**	**7:09**	**7:17**	**7:28**	**7:34**	**7:39**	**7:46**	**8:03**
6:45	**7:02**	**7:12**	**7:28**	**7:39**	**7:46**	**7:56**	**8:02**	**8:07**	**8:14**	**8:31**
7:30	**7:47**	**7:57**	**8:13**	**8:24**	**8:31**	**8:41**	**8:47**	**8:52**	**8:59**	**9:16**
8:31	**8:48**	**8:58**	**9:13**	**9:23**	**9:30**	**9:39**	**9:44**	**9:48**	**9:55**	**10:10**
9:34	**9:49**	**9:58**	**10:13**	**10:23**	**10:30**	**10:38**	**10:43**	**10:47**	**10:53**	**11:08**
10:39	**10:53**	**11:00**	**11:13**	**11:23**	**11:29**	**11:37**	**11:42**	**11:46**	**11:52**	12:06
11:41	**11:53**	12:00	12:13	12:21	12:26	12:34	12:39	12:43	12:49	1:03

AM - light type. **PM - bold type.**
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Service between the Colma BART Station and Redwood City is available daily on SamTrans Route 391.

Printed on recycled paper.

M Eastbound Weekday

Eastbound	M	M	M	M	M	M	M	M	M	M	M	M
Union City BART	612a	640a	710a	740a	824a	840a	910a	940a	1015a			
Paseo Padre Pkwy. & Fremont Blvd.	619a	647a	717a	747a	831a	847a	917a	947a	1022a			
Ardenwood Park & Ride	626a	654a	724a	754a	838a	854a	924a	954a	1029a			250p
Sun Microsystems	640a	708a	738a	808a	852a	908a	938a	1008a	1043a			304p
Stanford Midpoint Center	650a	718a	748a	818a	902a	918a	948a	1018a	1053a			314p
Oracle Headquarters	706a	734a	804a	834a	918a	934a	1004a	1034a	1109a			330p
Hillsdale Shopping Center	716a	744a	814a	844a	928a	944a	1014a	1044a		1112a	112p	340p
E. Hillsdale Blvd. & Saratoga Dr.	719a	747a	817a	847a	931a	947a	1017a	1047a		1115a	115p	343p
1163 Chess Dr.												353p
Vintage Park Dr. & Metro Center Blvd.	729a	757a	827a	857a	941a	957a	1027a	1057a	1119a	1125a	125p	357p
Chabot College	745a	813a	843a	913a	957a	1013a	1043a	1113a	1135a	1141a	141p	413p
Hayward BART	755a	823a	853a	923a	1007a	1023a	1053a	1123a		1151a	151p	425p
Castro Valley BART	806a	834a	904a	934a	1018a	1034a	1104a	1134a				436p

Eastbound	M	M	M	M	M	M	M
Union City BART			410p	440p	510p		
Paseo Padre Pkwy. & Fremont Blvd.							
Ardenwood Park & Ride	317p	350p	420p	450p	520p	550p	636p
Sun Microsystems	331p	404p	434p	504p	534p	604p	650p
Stanford Midpoint Center	341p	414p	444p	514p	544p	614p	700p
Oracle Headquarters	357p	430p	500p	530p	600p	630p	716p
Hillsdale Shopping Center	407p	440p	510p	540p	610p	640p	726p
E. Hillsdale Blvd. & Saratoga Dr.	410p	443p	513p	543p	613p	643p	729p
1163 Chess Dr.	420p	453p	523p	553p	623p	653p	739p
Vintage Park Dr. & Metro Center Blvd.	424p	457p	527p	557p	627p	657p	743p
Chabot College	440p	513p	543p	613p	643p	713p	759p
Hayward BART	452p	525p	555p	625p	655p	725p	811p
Castro Valley BART	503p	536p	606p	636p			

M Eastbound Weekend

Eastbound	M	M	M	M	M	M
Hillsdale Shopping Center	754a	954a	1154a	154p	354p	554p
E. Hillsdale Blvd. & Saratoga Dr.	757a	957a	1157a	157p	357p	557p
Foster City Civic Center	805a	1005a	1205p	205p	405p	605p
Chabot College	820a	1020a	1220p	220p	420p	620p
Hayward BART	832a	1032a	1232p	232p	432p	632p
Castro Valley BART	846a	1046a	1246p	246p	446p	646p

M Westbound Weekday

Westbound	M	M	M	M	M	M	M	M	M	M	M	M
Castro Valley BART	532a	602a	632a	702a	732a	802a	832a	902a				
Hayward BART	542a	612a	642a	712a	742a	812a	842a	912a	1015a	1215p	203p	
Chabot College	556a	626a	656a	726a	756a	826a	856a	926a	1029a	1229p	217p	
1163 Chess Dr.	612a	642a	712a	742a	812a	842a	912a	942a	1045a			
Vintage Park Dr. & Metro Center Blvd.	616a	646a	716a	746a	816a	846a	916a	946a	1049a	1245p	233p	
E. Hillsdale Blvd. & Saratoga Dr.	624a	654a	724a	754a	824a	854a	924a		1057a	1253p	241p	
Hillsdale Caltrain	627a	657a	727a	757a	827a	857a	927a		1100a	1256p	244p	
Hillsdale Shopping Center	629a	659a	729a	759a	829a	859a	929a		1102a	1258p	246p	
Oracle Headquarters	639a	709a	739a	809a	839a	909a	939a	1002a			256p	357p
Stanford Midpoint Center	655a	725a	755a	825a	855a	925a	955a	1018a			312p	413p
Sun Microsystems											327p	428p
Ardenwood Park & Ride	710a	740a	810a	840a	910a	940a	1010a	1033a			338p	439p
Paseo Padre Pkwy. & Fremont Blvd.											347p	448p
Union City BART	723a	753a	823a	853a	923a	953a	1023a	1046a			356p	457p

Westbound	M	M	M	M	M	M	M	M
Castro Valley BART								
Hayward BART								733p
Chabot College		443p	451p	521p	551p	621p	651p	747p
1163 Chess Dr.								
Vintage Park Dr. & Metro Center Blvd.		459p	507p	537p	607p	637p	707p	803p
E. Hillsdale Blvd. & Saratoga Dr.		507p	515p	545p	615p	645p	715p	811p
Hillsdale Caltrain		510p	518p	548p	618p	648p	718p	814p
Hillsdale Shopping Center		512p	520p	550p	620p	650p	720p	816p
Oracle Headquarters	452p	522p	530p	600p	630p	700p	730p	826p
Stanford Midpoint Center	508p	538p	546p	616p	646p	716p	746p	842p
Sun Microsystems	523p	553p	601p	631p	701p	731p	801p	857p
Ardenwood Park & Ride	534p	604p	612p	642p	712p	742p	812p	908p
Paseo Padre Pkwy. & Fremont Blvd.	543p	613p	621p	651p	721p	751p	821p	917p
Union City BART	552p	622p	630p	700p	730p	800p	830p	926p

M Westbound Weekend

Westbound	M	M	M	M	M	M
Castro Valley BART	647a	847a	1047a	1247p	247p	447p
Hayward BART	655a	855a	1055a	1255p	255p	455p
Chabot College	705a	905a	1105a	105p	305p	505p
Foster City Civic Center	720a	920a	1120a	120p	320p	520p
E. Hillsdale Blvd. & Saratoga Dr.	728a	928a	1128a	128p	328p	528p
Hillsdale Caltrain	730a	930a	1130a	130p	330p	530p
Hillsdale Shopping Center	732a	932a	1132a	132p	332p	532p

Caltrain Service Schedules

Printer-Friendly Caltrain Schedule

Northbound - Weekday Service

Morning to Early Afternoon - Page 1 of 2

GILROY / SAN JOSE to SAN FRANCISCO - Northbound — WEEKDAY SERVICE

See Page 2 For Early Afternoon and Evening Times

	Train #	101	103	305	207	309	211	313	215	217	319	221	323	225	227	329	231	233	135	237	139	143	147	151	
Zone 6	Gilroy	AM								6:07		6:30			7:05						AM		PM		Zone 6
Zone 6	San Martin									6:16		6:39			7:14										Zone 6
Zone 6	Morgan Hill									6:22		6:45			7:20										Zone 6
Zone 5	Blossom Hill									6:35		6:58			7:33										Zone 5
Zone 5	Capitol									6:41		7:04			7:39										Zone 5
	Tamien	-	4:58		5:50	5:56				6:49	6:56	7:12			7:47	7:56		8:33		9:33					
	San Jose Diridon	4:30	5:05	5:45	5:57	6:03	6:22	6:45	6:50	6:57	7:03	7:20	7:45	7:50	7:55	8:03	8:22	8:40	9:10	9:40	10:10	11:10	**12:10**	**1:10**	
	College Park	-	-	-	-	-	-	-	-	-	-	-	-	-	7:58	-	-	-	-	-	-	-	**-**	**-**	
Zone 4	Santa Clara	4:35	5:10	-	6:02	-	6:27	-	-	7:02	-	7:25	-	-	8:02	-	8:27	8:45	9:15	9:45	10:15	11:15	**12:15**	**1:15**	Zone 4
Zone 4	Lawrence	4:40	5:15	-	6:12	-	-	-	-	7:12	-	7:30	-	-	8:12	-	-	8:50	9:20	9:50	10:20	11:20	**12:20**	**1:20**	Zone 4
	Sunnyvale	4:44	5:19	-	6:18	6:13	-	-	7:00	7:18	7:13	-	-	8:00	8:18	8:13	-	8:54	9:24	9:54	10:24	11:24	**12:24**	**1:24**	
	Mountain View	4:49	5:24	5:57	6:23	-	6:37	6:57	7:05	7:23	-	7:37	7:57	8:05	8:23	-	8:37	8:59	9:29	9:59	10:29	11:29	**12:29**	**1:29**	
	San Antonio	4:53	5:28	-	6:27	-	-	-	-	7:27	-	-	-	-	8:27	-	-	9:03	9:33	10:03	10:33	11:33	**12:33**	**1:33**	
	California Avenue	4:57	5:32	-	6:31	-	-	-	7:11	7:31	-	-	-	8:11	8:31	-	-	9:07	9:37	10:07	10:37	11:37	**12:37**	**1:37**	
Zone 3	Palo Alto	5:01	5:36	6:05	6:36	6:23	-	7:05	7:16	7:36	7:23	-	8:05	8:16	8:36	8:23	-	9:11	9:41	10:11	10:41	11:41	**12:41**	**1:41**	Zone 3
Zone 3	Menlo Park	5:04	5:39	-	6:39	-	6:45	-	-	7:39	-	7:45	-	-	8:39	-	8:45	9:14	9:44	10:14	10:44	11:44	**12:44**	**1:44**	Zone 3
	Redwood City	5:09	5:44	-	6:45	6:30	6:51	-	-	7:45	7:30	7:51	-	-	8:45	8:30	8:51	9:19	9:49	10:19	10:49	11:49	**12:49**	**1:49**	
	San Carlos	5:13	5:48	-	-	-	6:55	-	7:24	-	-	7:55	-	8:24	-	-	8:55	9:23	9:53	10:23	10:53	11:53	**12:53**	**1:53**	
	Belmont	5:16	5:51	-	-	-	6:58	-	-	-	-	7:58	-	-	-	-	8:58	9:26	9:56	10:26	10:56	11:56	**12:56**	**1:56**	
	Hillsdale	5:19	5:54	6:16	6:51	-	7:02	7:16	7:28	7:51	-	8:02	8:16	8:28	8:51	-	9:02	9:29	9:59	10:29	10:59	11:59	**12:59**	**1:59**	
	Hayward Park	5:22	5:57	-	-	-	7:05	-	-	-	-	8:05	-	-	-	-	9:05	-	10:02	-	11:02	**12:02**	**1:02**	**2:02**	
	San Mateo	5:25	6:00	-	-	6:39	7:08	-	7:32	-	7:39	8:08	-	8:32	-	8:39	9:08	9:33	10:05	10:33	11:05	**12:05**	**1:05**	**2:05**	
Zone 2	Burlingame	5:28	6:03	-	-	-	7:11	-	7:35	-	-	8:11	-	8:35	-	-	9:11	9:36	10:08	10:36	11:08	**12:08**	**1:08**	**2:08**	Zone 2
Zone 2	Millbrae	5:33	6:08	6:24	6:59	6:45	7:17	7:24	-	7:59	7:45	8:17	8:24	-	8:59	8:45	9:17	9:41	10:13	10:41	11:13	**12:13**	**1:13**	**2:13**	Zone 2
	San Bruno	5:37	6:12	-	-	-	7:21	-	7:42	-	-	8:21	-	8:42	-	-	9:21	9:45	10:17	10:45	11:17	**12:17**	**1:17**	**2:17**	
	So. San Francisco	5:41	6:16	-	7:05	-	7:25	-	-	8:05	-	8:25	-	-	9:05	-	9:25	-	10:21	-	11:21	**12:21**	**1:21**	**2:21**	
	Bayshore	5:47	6:22	-	-	-	7:33+	-	-	-	-	8:33+	-	-	-	-	9:31	-	10:27	-	11:27	**12:27**	**1:27**	**2:27**	
	22nd Street	5:52	6:27	-	-	-	7:40+	-	-	-	-	8:40+	-	-	-	-	9:37	-	10:32	-	11:32	**12:32**	**1:32**	**2:32**	
Zone 1	San Francisco	6:01	6:36	6:42	7:19	7:02	7:48	7:42	7:57	8:19	8:02	8:48	8:42	8:57	9:19	9:02	9:45	10:02	10:41	11:02	11:41	**12:41**	**1:41**	**2:41**	Zone 1

Local | Limited | Baby Bullet | 6:45 ▸ 6:51, 7:12 ▸ 7:18 Timed Transfers | - Train bypasses station. | + Train may leave up to 5 minutes early.

EFFECTIVE AUGUST 31, 2009

08.09 - RJC

Printer-Friendly Caltrain Schedule

Northbound - Weekday Service

Early Afternoon to Evening - Page 2 of 2

GILROY / SAN JOSE to SAN FRANCISCO - Northbound — WEEKDAY SERVICE

See Page 1 For Morning and Early Afternoon Times

	155	257	NORTHBOUND	159	261	263	365	267	369	271	373	275	277	379	281	383	285	287	189	191	193	195	*197	
Zone 6	PM		Gilroy																				PM	Zone 6
			San Martin																					
			Morgan Hill																					
Zone 5			Blossom Hill																					Zone 5
			Capitol																					
		2:33	Tamien		3:37	3:58		4:32		4:58			5:32		5:58		6:24				8:23	9:23		
	2:10	2:40	San Jose Diridon	3:05	3:44	4:05	4:25	4:39	4:45	5:05	5:25	5:31	5:39	5:45	6:05	6:25	6:31	6:45	6:50	7:30	8:30	9:30	10:30	
	-	-	College Park	3:08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Zone 4	2:15	2:45	Santa Clara	3:12	3:49	4:10	-	4:44	-	5:10	-	-	5:44	-	6:10	-	-	-	6:55	7:35	8:35	9:35	10:35	Zone 4
	2:20	2:50	Lawrence	3:17	3:54	-	-	4:52	-	-	-	5:39	5:52	-	-	-	6:39	6:53	7:00	7:40	8:40	9:40	10:40	
	2:24	2:54	Sunnyvale	3:21	3:58	-	-	4:58	-	-	-	-	5:58	-	-	-	-	-	7:04	7:44	8:44	9:44	10:44	
	2:29	2:59	Mountain View	3:26	4:03	-	4:37	5:03	4:58	-	5:37	5:46	6:03	5:58	-	6:37	6:46	7:00	7:09	7:49	8:49	9:49	10:49	
	2:33	3:03	San Antonio	3:30	4:07	-	-	5:07	-	-	-	-	6:07	-	-	-	-	-	7:13	7:53	8:53	9:53	10:53	
	2:37	3:07	California Avenue	3:34	4:11	-	-	5:11	-	-	-	-	6:11	-	-	-	-	7:06	7:17	7:57	8:57	9:57	10:57	
Zone 3	2:41	3:11	Palo Alto	3:38	4:16	4:24	-	5:16	5:06	5:24	-	5:54	6:16	6:06	6:24	-	6:54	7:10	7:21	8:01	9:01	10:01	11:01	Zone 3
	2:44	3:14	Menlo Park	3:41	4:19	-	4:46	5:19	-	-	5:46	5:57	6:19	-	-	6:46	6:57	7:13	7:24	8:04	9:04	10:04	11:04	
	2:49	3:19	Redwood City	3:46	4:25	4:31	4:52	5:25	-	5:31	5:52	-	6:25	-	6:31	6:52	-	7:19	7:29	8:09	9:09	10:09	11:09	
	2:53	3:23	San Carlos	3:50	4:29	4:35	-	5:29	-	5:35	-	6:04	6:29	-	6:35	-	7:04	7:23	7:33	8:13	9:13	10:13	11:13	
	2:56	3:26	Belmont	3:53	-	4:38	-	-	-	5:38	-	-	-	-	6:38	-	-	-	7:36	8:16	9:16	10:16	11:16	
	2:59	3:29	Hillsdale	3:56	-	4:42	-	-	5:17	5:42	-	6:08	-	6:17	6:42	-	7:08	7:28	7:39	8:19	9:19	10:19	11:19	
	3:02	-	Hayward Park	3:59	-	4:45	-	-	-	5:45	-	-	-	-	6:45	-	-	-	7:42	8:22	9:22	10:22	11:22	
	3:05	3:33	San Mateo	4:02	4:36	4:48	-	5:36	-	5:48	-	6:12	6:36	-	6:48	-	7:12	7:32	7:45	8:25	9:25	10:25	11:25	
Zone 2	3:08	3:36	Burlingame	4:05	-	4:51	-	-	-	5:51	-	6:15	-	-	6:51	-	7:15	7:35	7:48	8:28	9:28	10:28	11:28	Zone 2
	3:13	3:41	Millbrae	4:10	4:43	4:57	5:05	5:43	5:25	5:57	6:05	-	6:43	6:25	6:57	7:05	-	7:41	7:53	8:33	9:33	10:33	11:33	
	3:17	3:45	San Bruno	4:14	-	5:01	-	-	-	6:01	-	6:22	-	-	7:01	-	7:22	-	7:57	8:37	9:37	10:37	11:37	
	3:21	-	So. San Francisco	4:18	-	5:05	-	-	-	6:05	-	-	-	-	7:05	-	-	-	8:01	8:41	9:41	10:41	11:41	
	3:27	-	Bayshore	4:24	-	5:13+	-	-	-	6:13+	-	-	-	-	7:13+	-	-	-	8:07	8:47	9:47	10:47	11:47	
	3:32	-	22nd Street	4:29	4:55	5:21+	5:17	5:55	5:37	6:21+	6:17	-	6:55	6:37	7:21+	7:17	-	7:53	8:12	8:52	9:52	10:52	11:52	
Zone 1	3:41	4:02	San Francisco	4:38	5:03	5:29	5:24	6:02	5:44	6:29	6:24	6:39	7:02	6:44	7:29	7:24	7:39	8:00	8:21	9:01	10:01	11:01	12:01	Zone 1

Local | Limited | Baby Bullet | 6:45 ▸ 6:51, 7:12 ▸ 7:18 Timed Transfers

- Train bypasses station. + Train may leave up to 5 minutes early.

* Train departure may be delayed up to 15 minutes after Sharks games.

EFFECTIVE AUGUST 31, 2009

08.09 - RJC

Printer-Friendly Caltrain Schedule

Southbound - Weekday Service

Morning to Early Afternoon - Page 1 of 2

SAN FRANCISCO to SAN JOSE / GILROY - Southbound — WEEKDAY SERVICE

See Page 2 For Early Afternoon and Evening Times

	Train #	102	104	206	208	210	312	314	216	218	220	322	324	226	228	230	332	134	236	138	142	146	150	
Zone 1	San Francisco	4:55	5:25	6:11	6:24	6:44	6:59	7:14	7:19	7:24	7:44	7:59	8:14	8:19	8:24	8:44	8:59	9:07	9:37	10:07	11:07	**12:07**	**1:07**	Zone 1
	22nd Street	5:00	5:30	6:16	6:29	6:49	7:04	7:19	-	7:29	7:49	8:04	8:19	-	8:29	8:49	9:04	9:12	-	10:12	11:12	**12:12**	**1:12**	
	Bayshore	5:05	5:35	-	6:34	-	-	-	-	7:34	-	-	-	-	8:34	-	-	9:17	-	10:17	11:17	**12:17**	**1:17**	
	So. San Francisco	5:11	5:41	-	6:40	-	-	-	-	7:40	-	-	-	-	8:40	-	-	9:23	-	10:23	11:23	**12:23**	**1:23**	
	San Bruno	5:15	5:45	-	6:44	-	-	-	7:33	7:44	-	-	-	8:33	8:44	-	-	9:27	9:51	10:27	11:27	**12:27**	**1:27**	
Zone 2	Millbrae	5:19	5:49	6:29	6:48	7:01	7:17	7:32	-	7:48	8:01	8:17	8:32	-	8:48	9:01	9:17	9:31	9:55	10:31	11:31	**12:31**	**1:31**	Zone 2
	Burlingame	5:23	5:53	6:33	6:52	-	-	-	7:38	7:52	-	-	-	8:38	8:52	-	-	9:35	9:59	10:35	11:35	**12:35**	**1:35**	
	San Mateo	5:26	5:56	6:36	6:55	7:07	-	-	7:42	7:55	8:07	-	-	8:42	8:55	9:07	-	9:38	10:02	10:38	11:38	**12:38**	**1:38**	
	Hayward Park	5:29	5:59	-	6:58	-	-	-	-	7:58	-	-	-	-	8:58	-	-	9:41	-	10:41	11:41	**12:41**	**1:41**	
	Hillsdale	5:32	6:02	6:40	7:01	-	-	7:40	7:46	8:01	-	-	8:40	8:46	9:01	-	-	9:44	10:06	10:44	11:44	**12:44**	**1:44**	
	Belmont	5:35	6:05	-	7:04	-	-	-	-	8:04	-	-	-	-	9:04	-	-	9:47	10:09	10:47	11:47	**12:47**	**1:47**	
	San Carlos	5:38	6:08	6:44	7:07	7:13	-	-	7:50	8:07	8:13	-	-	8:50	9:07	9:13	-	9:50	10:12	10:50	11:50	**12:50**	**1:50**	
	Redwood City	5:43	6:13	6:49	7:12 ▶	7:18	7:30	-	-	8:12 ▶	8:18	8:30	-	-	9:12 ▶	9:18	9:30	9:55	10:17	10:55	11:55	**12:55**	**1:55**	
Zone 3	Menlo Park	5:48	6:18	6:54	-	7:23	7:35	-	7:58	-	8:23	8:35	-	8:58	-	9:23	9:35	10:00	10:22	11:00	**12:00**	**1:00**	**2:00**	Zone 3
	Palo Alto	5:51	6:21	6:57	7:18	7:26	-	7:51	8:01	8:18	8:26	-	8:51	9:01	9:18	9:26	-	10:03	10:25	11:03	**12:03**	**1:03**	**2:03**	
	California Avenue	5:55	6:25	7:01	-	7:30	-	-	-	-	8:30	-	-	-	-	9:30	-	10:07	10:29	11:07	**12:07**	**1:07**	**2:07**	
	San Antonio	5:59	6:29	-	-	7:34	-	-	-	-	8:34	-	-	-	-	9:34	-	10:11	10:33	11:11	**12:11**	**1:11**	**2:11**	
	Mountain View	6:03	6:33	7:07	-	7:38	7:44	7:58	8:09	-	8:38	8:44	8:58	9:09	-	9:38	9:44	10:15	10:37	11:15	**12:15**	**1:15**	**2:15**	
	Sunnyvale	6:08	6:38	-	-	7:43	-	-	-	-	8:43	-	-	-	-	9:43	-	10:20	10:42	11:20	**12:20**	**1:20**	**2:20**	
Zone 4	Lawrence	6:12	6:42	7:12	-	7:49+	-	-	8:16	-	8:49+	-	-	9:16	-	9:49+	-	10:24	10:46	11:24	**12:24**	**1:24**	**2:24**	Zone 4
	Santa Clara	6:17	6:47	-	7:34	7:56+	-	-	-	8:34	8:56+	-	-	-	9:34	9:56+	-	10:29	10:51	11:29	**12:29**	**1:29**	**2:29**	
	College Park	-	-	-	-	7:59+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	**-**	**-**	
	San Jose Diridon	6:26	6:56	7:24	7:43	8:06	7:58	8:13	8:28	8:43	9:05	8:58	9:13	9:28	9:43	10:05	9:58	10:38	11:00	11:38	**12:38**	**1:38**	**2:38**	
	Tamien		7:03		7:50	8:13				8:50	9:12				9:50	10:12			11:07					
Zone 5	Capitol																							Zone 5
	Blossom Hill																							
Zone 6	Morgan Hill																							Zone 6
	San Martin		AM																AM		PM			
	Gilroy																							

Local — Limited — Baby Bullet — 6:45 ▶ 6:51, 7:12 ▶ 7:18 Timed Transfers — - Train bypasses station. + Train may leave up to 5 minutes early.

EFFECTIVE AUGUST 31, 2009

08.09 - RJC

Printer-Friendly Caltrain Schedule

Southbound - Weekday Service

Early Afternoon to Evening - Page 2 of 2

SAN FRANCISCO to SAN JOSE / GILROY - Southbound — WEEKDAY SERVICE

See Page 1 For Morning and Early Afternoon Times

	154	256	158	SOUTHBOUND	260	362	264	266	368	270	372	274	276	378	280	382	284	386	288	190	192	194	196	198	
Zone 1	2:07	2:37	3:07	San Francisco	3:37	4:09	4:19	4:27	4:33	4:56	5:14	5:20	5:27	5:33	5:56	6:14	6:27	6:33	6:56	7:30	8:40	9:40	10:40	12:01	Zone 1
	2:12	-	3:12	22nd Street	-	-	-	4:32	-	-	-	-	5:32	-	-	-	6:32	-	-	7:35	8:45	9:45	10:45	12:06	
	2:17	-	3:17	Bayshore	-	-	-	4:40	-	-	-	-	5:40	-	-	-	6:40	-	-	7:40	8:50	9:50	10:50	12:11	
	2:23	-	3:23	So. San Francisco	-	-	-	4:48	-	5:08	-	-	5:48	-	6:08	-	6:48	-	7:08	7:46	8:56	9:56	10:56	12:17	
	2:27	2:51	3:27	San Bruno	3:51	-	4:33	4:52	-	-	-	5:34	5:52	-	-	-	6:52	-	-	7:50	9:00	10:00	11:00	12:21	
Zone 2	2:31	2:55	3:31	Millbrae	3:55	4:25	-	4:56	4:49	5:14	5:30	-	5:56	5:49	6:14	6:30	6:56	6:49	7:14	7:54	9:04	10:04	11:04	12:25	Zone 2
	2:35	2:59	3:35	Burlingame	3:59	-	4:38	5:00	-	-	-	5:39	6:00	-	-	-	7:00	-	-	7:58	9:08	10:08	11:08	12:29	
	2:38	3:02	3:38	San Mateo	4:02	-	4:42	5:04	4:57	-	-	5:43	6:04	5:57	-	-	7:04	6:57	-	8:01	9:11	10:11	11:11	12:32	
	2:41	-	3:41	Hayward Park	-	-	-	5:07	-	-	-	-	6:07	-	-	-	7:07	-	-	8:04	9:14	10:14	11:14	12:35	
	2:44	3:06	3:44	Hillsdale	4:06	4:33	4:47	5:11	-	5:22	5:38	5:48	6:11	-	6:22	6:38	7:11	-	7:22	8:07	9:17	10:17	11:17	12:38	
	2:47	3:09	3:47	Belmont	4:09	-	-	5:14	-	-	-	-	6:14	-	-	-	7:14	-	-	8:10	9:20	10:20	11:20	12:41	
	2:50	3:12	3:50	San Carlos	4:12	-	4:51	5:18	-	-	-	5:52	6:18	-	-	-	7:18	-	-	8:13	9:23	10:23	11:23	12:44	
	2:55	3:17	3:55	Redwood City	4:17	-	-	5:22	5:06	5:28	-	-	6:22	6:06	6:28	-	7:22	7:06	7:28	8:18	9:28	10:28	11:28	12:49	
Zone 3	3:00	3:22	4:00	Menlo Park	4:22	-	-	5:28	-	5:34	-	-	6:28	-	6:34	-	7:28	-	7:34	8:23	9:33	10:33	11:33	12:54	Zone 3
	3:03	3:25	4:03	Palo Alto	4:25	4:44	5:01	-	5:12	5:38	5:49	6:02	-	6:12	6:38	6:49	-	7:12	7:38	8:26	9:36	10:36	11:36	12:57	
	3:07	3:29	4:07	California Avenue	4:29	-	5:05	-	-	5:42	-	6:06	-	-	6:42	-	-	-	7:42	8:30	9:40	10:40	11:40	1:01	
	3:11	3:33	4:11	San Antonio	4:33	-	-	-	-	5:46	-	-	-	-	6:46	-	-	-	7:46	8:34	9:44	10:44	11:44	1:05	
	3:15	3:37	4:15	Mountain View	4:37	4:51	5:11	5:36	-	5:50	5:56	6:12	6:36	-	6:50	6:56	7:36	-	7:50	8:38	9:48	10:48	11:48	1:09	
	3:20	3:42	4:20	Sunnyvale	4:42	-	5:16	-	5:21	5:55	-	6:17	-	6:21	6:55	-	-	7:21	7:55	8:43	9:53	10:53	11:53	1:14	
Zone 4	3:24	3:46	4:24	Lawrence	4:46	-	-	-	-	6:01+	-	-	6:43	-	7:01+	-	-	-	7:59	8:47	9:57	10:57	11:57	1:18	Zone 4
	3:29	3:51	4:29	Santa Clara	4:51	-	-	5:47	-	6:08+	-	-	6:48	-	7:08+	-	7:47	-	8:04	8:52	10:02	11:02	12:02	1:23	
	-	-	4:32	College Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	3:38	4:00	4:39	San Jose Diridon	5:00	5:06	5:27	5:55	5:32	6:16	6:11	6:28	6:56	6:32	7:16	7:11	7:55	7:32	8:12	9:01	10:11	11:11	12:11	1:32	
		4:07	4:45	Tamien	5:07				5:39	6:22			7:02	6:39	7:23			7:39	8:19		10:18	11:18			
Zone 5			4:52	Capitol						6:29			7:09												Zone 5
			4:58	Blossom Hill						6:35			7:15												
Zone 6	PM		5:11	Morgan Hill						6:48			7:28								PM		AM		Zone 6
			5:17	San Martin						6:54			7:34												
			5:30	Gilroy						7:07			7:47												

Local | Limited | Baby Bullet | 6:45 ▸ 6:51, 7:12 ▸ 7:18 Timed Transfers | - Train bypasses station. | + Train may leave up to 5 minutes early.

EFFECTIVE AUGUST 31, 2009

08.09 - RJC

WEEKEND and HOLIDAY CALTRAIN SERVICE

Effective August 31, 2009

NORTHBOUND

Saturday and Sunday

Mile Post		Train #	SAT ONLY 421	423	425	427	429	431	433	435	437	439	441	443	445	447	449	SAT ONLY *451
		Shuttle Bus						AM	PM									
		Departs: Tamien	-	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	-	-
		Arrives SJ Diridon	-	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	-	-
47.5		San Jose Diridon	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:30
44.7	Zone 4	Santa Clara	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05	10:35
40.8	Zone 4	Lawrence	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10	10:40
38.8		Sunnyvale	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	8:14	9:14	10:44
36.1		Mountain View	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	8:19	9:19	10:49
34.1		San Antonio	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	8:23	9:23	10:53
31.8		California Avenue	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	8:27	9:27	10:57
30.1		Palo Alto	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	8:31	9:31	11:01
28.9	Zone 3	Menlo Park	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	7:34	8:34	9:34	11:04
27.8	Zone 3	Atherton	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	8:37	9:37	11:07
25.4		Redwood City	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	8:41	9:41	11:11
23.2		San Carlos	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	11:15
21.9		Belmont	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	8:48	9:48	11:18
20.3		Hillsdale	7:51	8:51	9:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:51	7:51	8:51	9:51	11:21
19.1		Hayward Park	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:54	8:54	9:54	11:24
17.9		San Mateo	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:57	8:57	9:57	11:27
16.3		Burlingame	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:30
15.2	Zone 2	Broadway	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	9:03	10:03	11:33
13.7	Zone 2	Millbrae	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	8:08	9:08	10:08	11:38
11.6		San Bruno	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	8:12	9:12	10:12	11:42
9.3		So. San Francisco	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	7:17	8:17	9:17	10:17	11:47
5.2		Bayshore	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	8:23	9:23	10:23	11:53
1.9		22nd Street	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28	7:28	8:28	9:28	10:28	11:58
0.2	Zone 1	San Francisco	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	8:36	9:36	10:36	12:06

Hourly local service operates each Saturday and Sunday, serving all regular service stations from San Francisco to San Jose.

A **shuttle bus** operates between the San Jose Diridon and Tamien stations. Caltrain fare policies apply. Please note that the service day begins a little later on Sunday and ends earlier. Caltrain operates the Sunday schedule on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. A modified schedule may be operated the Day after Thanksgiving and on Presidents Day. Details will be posted online three weeks in advance.

SOUTHBOUND

Saturday and Sunday

Mile Post		Train #	422	424	426	428	430	432	434	436	438	440	442	444	446	448	SATURDAY ONLY 450	454
0.2	Zone 1	San Francisco	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	12:01
1.9	Zone 1	22nd Street	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	9:20	10:20	12:06
5.2		Bayshore	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25	12:11
9.3		So. San Francisco	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	8:31	9:31	10:31	12:17
11.6		San Bruno	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	10:35	12:21
13.7	Zone 2	Millbrae	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	8:39	9:39	10:39	12:25
15.2	Zone 2	Broadway	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	6:43	7:43	8:43	9:43	10:43	12:29
16.3		Burlingame	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	12:31
17.9		San Mateo	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49	8:49	9:49	10:49	12:35
19.1		Hayward Park	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52	7:52	8:52	9:52	10:52	12:38
20.3		Hillsdale	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55	10:55	12:41
21.9		Belmont	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	8:58	9:58	10:58	12:44
23.2		San Carlos	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	9:01	10:01	11:01	12:47
25.4		Redwood City	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	9:07	10:07	11:07	12:53
27.8	Zone 3	Atherton	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:11	8:11	9:11	10:11	11:11	12:57
28.9	Zone 3	Menlo Park	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	8:14	9:14	10:14	11:14	1:00
30.1		Palo Alto	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	7:17	8:17	9:17	10:17	11:17	1:03
31.8		California Avenue	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	6:21	7:21	8:21	9:21	10:21	11:21	1:07
34.1		San Antonio	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:25	1:11
36.1		Mountain View	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	8:29	9:29	10:29	11:29	1:15
38.8		Sunnyvale	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	7:34	8:34	9:34	10:34	11:34	1:20
40.8	Zone 4	Lawrence	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:38	8:38	9:38	10:38	11:38	1:24
44.7	Zone 4	Santa Clara	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	6:43	7:43	8:43	9:43	10:43	11:43	1:29
47.5		San Jose Diridon	9:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51	6:51	7:51	8:51	9:51	10:51	11:51	1:37
		Shuttle Bus		AM	PM												PM	AM
		Departs SJ Diridon	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05	10:05	-	-	-
		Arrives: Tamien	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13	7:13	8:13	9:13	10:13	-	-	-

08.09 - RJC

Pedestrian Collision Map

Figure 23

Pedestrian Collisions

NORTH FAIR OAKS COMMUNITY PLAN

- Project Area
- Parcel
- Park
- School
- Highway
- Rail Line

Number of Pedestrian Collisions

- 1
- 2
- 3
- 4
- 5

Data Source: San Mateo County; SWITRS 1998

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

Bicycle Collision Map

Figure 24

Bicycle Collisions

NORTH FAIR OAKS COMMUNITY PLAN

Project Area

Parcel

Park

School

Highway

Rail Line

Number of Bicycle Collisions

1

2

3

4

5

Data Source: San Mateo County; SWITRS 1998

N

0 400 800 1,600 Feet

MIG

Updated Mar 2010

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SCHEMATIC PLANS FOR PLANNING PURPOSES ONLY

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

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NORTH FAIR OAKS – EXISTING INFRASTRUCTURE VICINITY MAP

NORTH FAIR OAKS SAN MATEO COUNTY CALIFORNIA

No.	Revisions

Date: 2/22/2010
Scale: AS SHOWN
Design: JN
Drawn: DP
Approved:
Job No: 20096031

Drawing Number:
FIG-1
– OF –

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LEGEND

- PROJECT AREA
- WATER SERVICE AREA BOUNDARY

WATER SERVICE PROVIDERS

- CALIFORNIA WATER SERVICE COMPANY
- REDWOOD CITY WATER DEPARTMENT

NOTES:
1. EXISTING UTILITY INFORMATION BASED ON CALWATER & REDWOOD CITY UTILITY SYSTEM MAPS.

GRAPHIC SCALE
400 0 400 800

SCHEMATIC PLANS FOR PLANNING PURPOSES ONLY

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)
BKF ENGINEERS / SURVEYORS / PLANNERS

NORTH FAIR OAKS – EXISTING INFRASTRUCTURE
EXISTING WATER SERVICE PROVIDERS

NORTH FAIR OAKS SAN MATEO COUNTY CALIFORNIA

No.	Revisions

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Scale: AS SHOWN
Design: JN
Drawn: DP
Approved:
Job No: 20096031

Drawing Number:
W-1
– OF –

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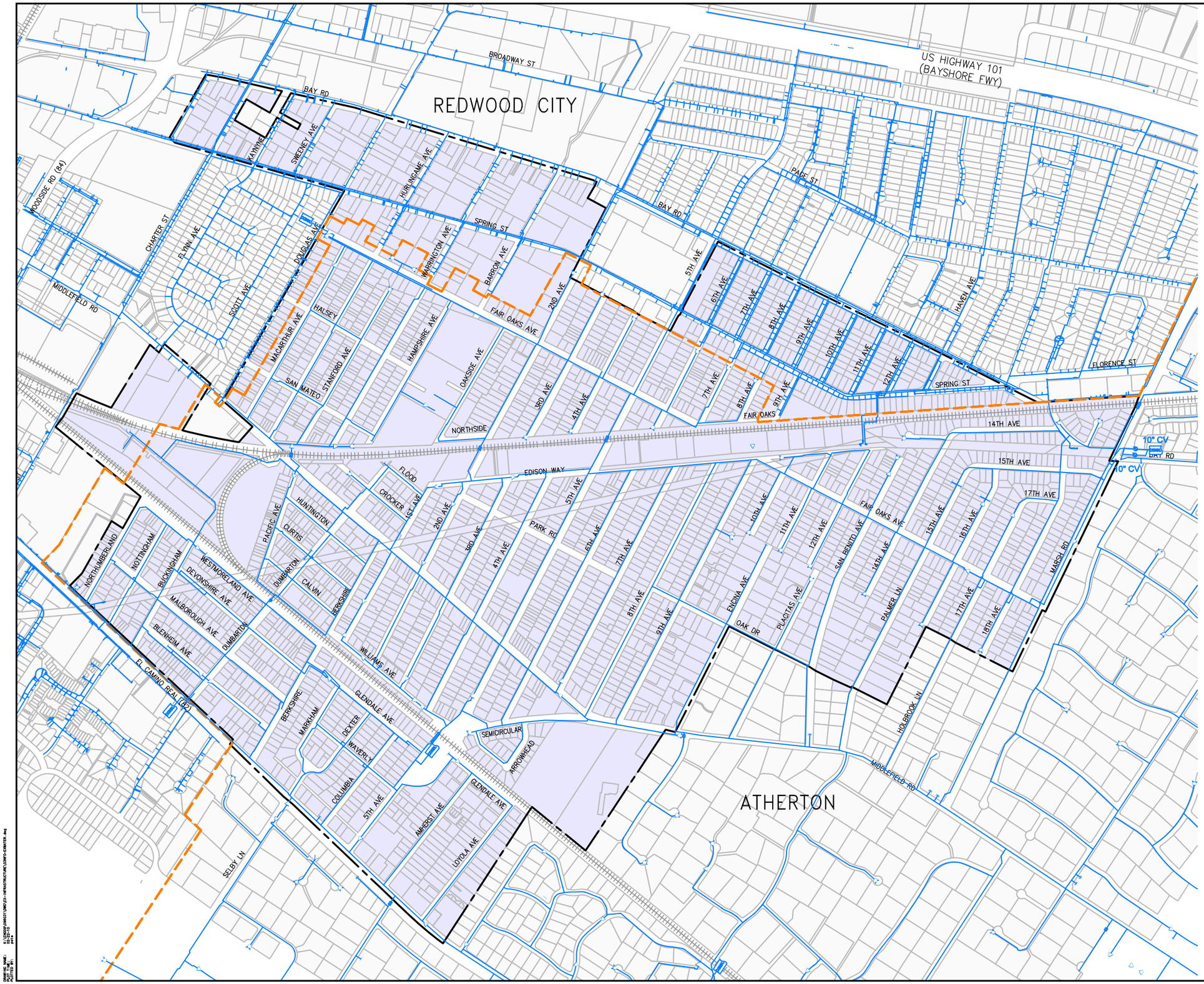

LEGEND

- PROJECT AREA
- WATER SERVICE AREA BOUNDARY
- EXISTING WATER LINE

NOTES:
1. EXISTING UTILITY INFORMATION BASED ON CALWATER & REDWOOD CITY UTILITY SYSTEM MAPS.

GRAPHIC SCALE
400 0 400 800

SCHEMATIC PLANS FOR PLANNING PURPOSES ONLY

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

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NORTH FAIR OAKS - EXISTING INFRASTRUCTURE
EXISTING WATER SYSTEM

NORTH FAIR OAKS SAN MATEO COUNTY CALIFORNIA

No.	Revisions

Date: 2/22/2010
Scale: AS SHOWN
Design: JN
Drawn: DP
Approved:
Job No: 20096031

Drawing Number:
W-2
– OF –

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PLOT TIME: 8:44
PLOTTED BY:

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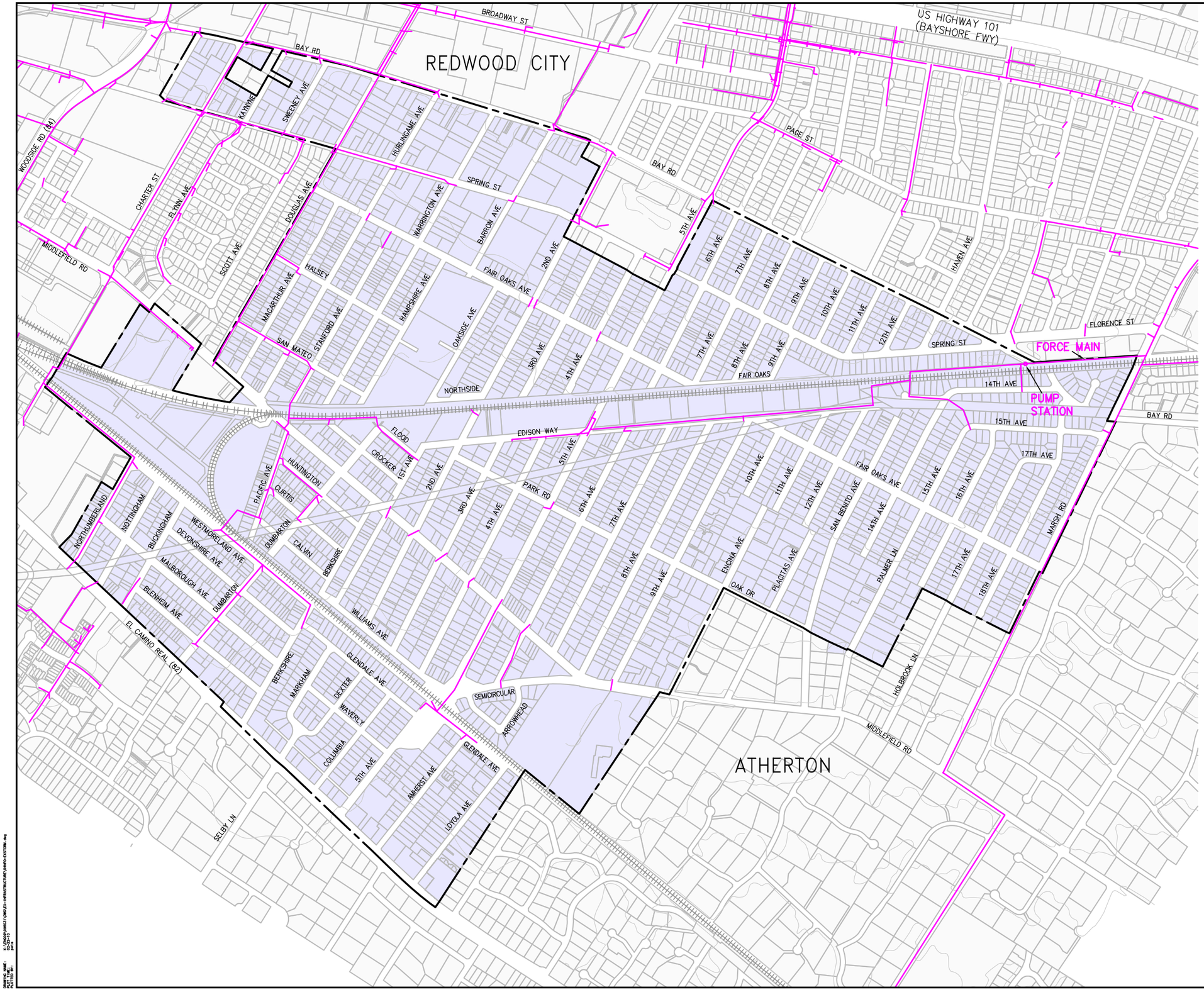

LEGEND

EXISTING STORM DRAIN LINE

PROJECT AREA

NOTES:
1. EXISTING UTILITY INFORMATION BASED ON SAN MATEO COUNTY & REDWOOD CITY UTILITY SYSTEM MAPS.

GRAPHIC SCALE
400 0 400 800

SCHEMATIC PLANS FOR PLANNING PURPOSES ONLY

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

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NORTH FAIR OAKS – EXISTING INFRASTRUCTURE
EXISTING STORM DRAIN SYSTEM

NORTH FAIR OAKS SAN MATEO COUNTY CALIFORNIA

No.	Revisions

Date: 2/22/2010
Scale: AS SHOWN
Design: JN
Drawn: DP
Approved:
Job No: 20098031

Drawing Number:
SD-1
– OF –

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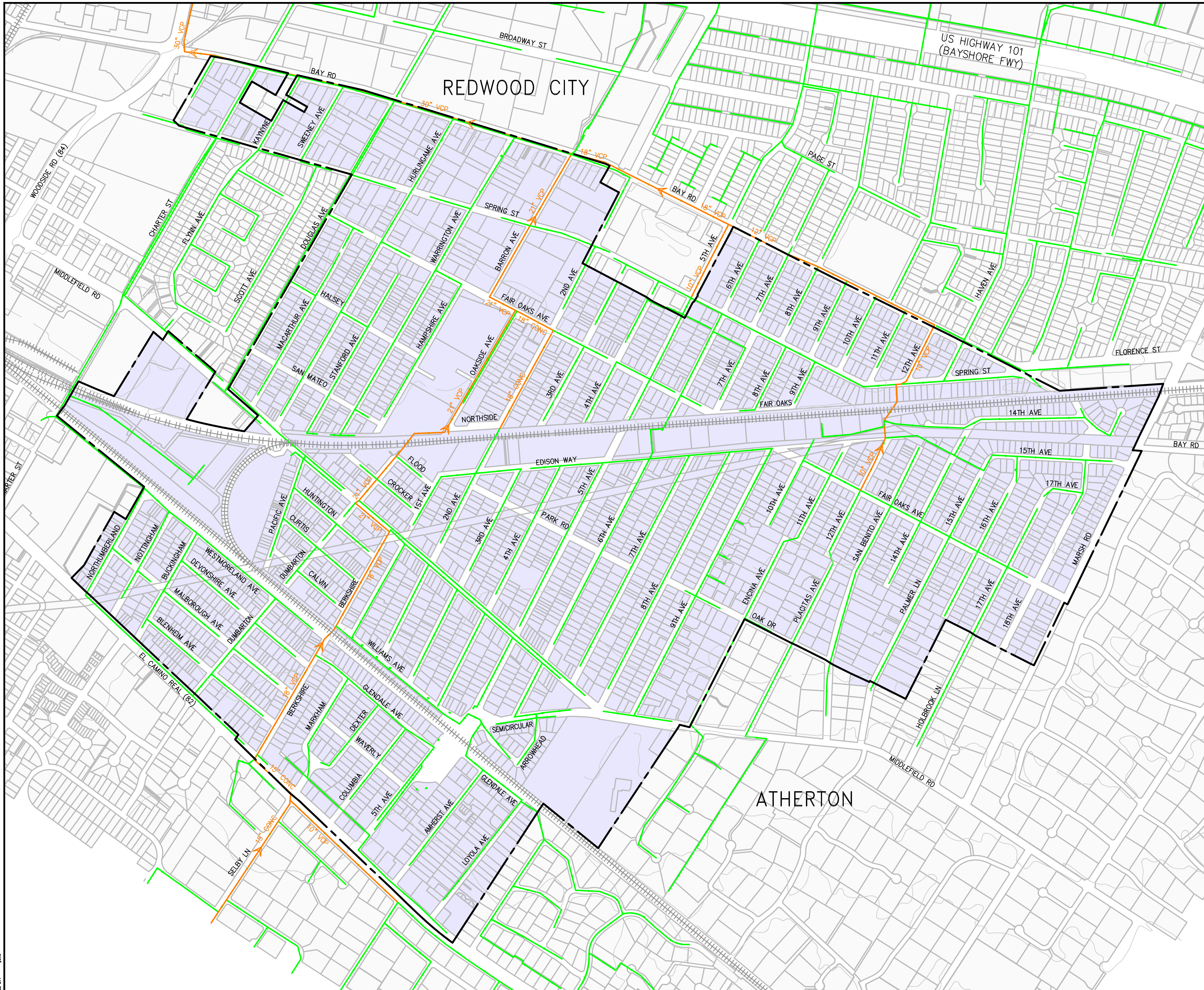


N

LEGEND

PROJECT AREA

EXISTING SANITARY SEWER TRUNK LINE

EXISTING SANITARY SEWER LINE

NOTES:
1. EXISTING UTILITY INFORMATION BASED ON SAN MATEO COUNTY AND REDWOOD CITY UTILITY SYSTEM MAPS.

GRAPHIC SCALE
400 0 400 800

SCHEMATIC PLANS FOR PLANNING PURPOSES ONLY

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

NORTH FAIR OAKS – EXISTING INFRASTRUCTURE EXISTING SANITARY SEWER SYSTEM

NORTH FAIR OAKS SAN MATEO COUNTY CALIFORNIA

No.	Revisions

Date: 2/22/2010
Scale: AS SHOWN
Design: JN
Drawn: DP
Approved:
Job No: 20096031

Drawing Number:
SS-1
– OF –

EXISTING CONDITIONS PHOTOGRAPHS

Photo #1 – Existing Athlone Pump Station

Photo #2 – Existing Athlone Pump Station

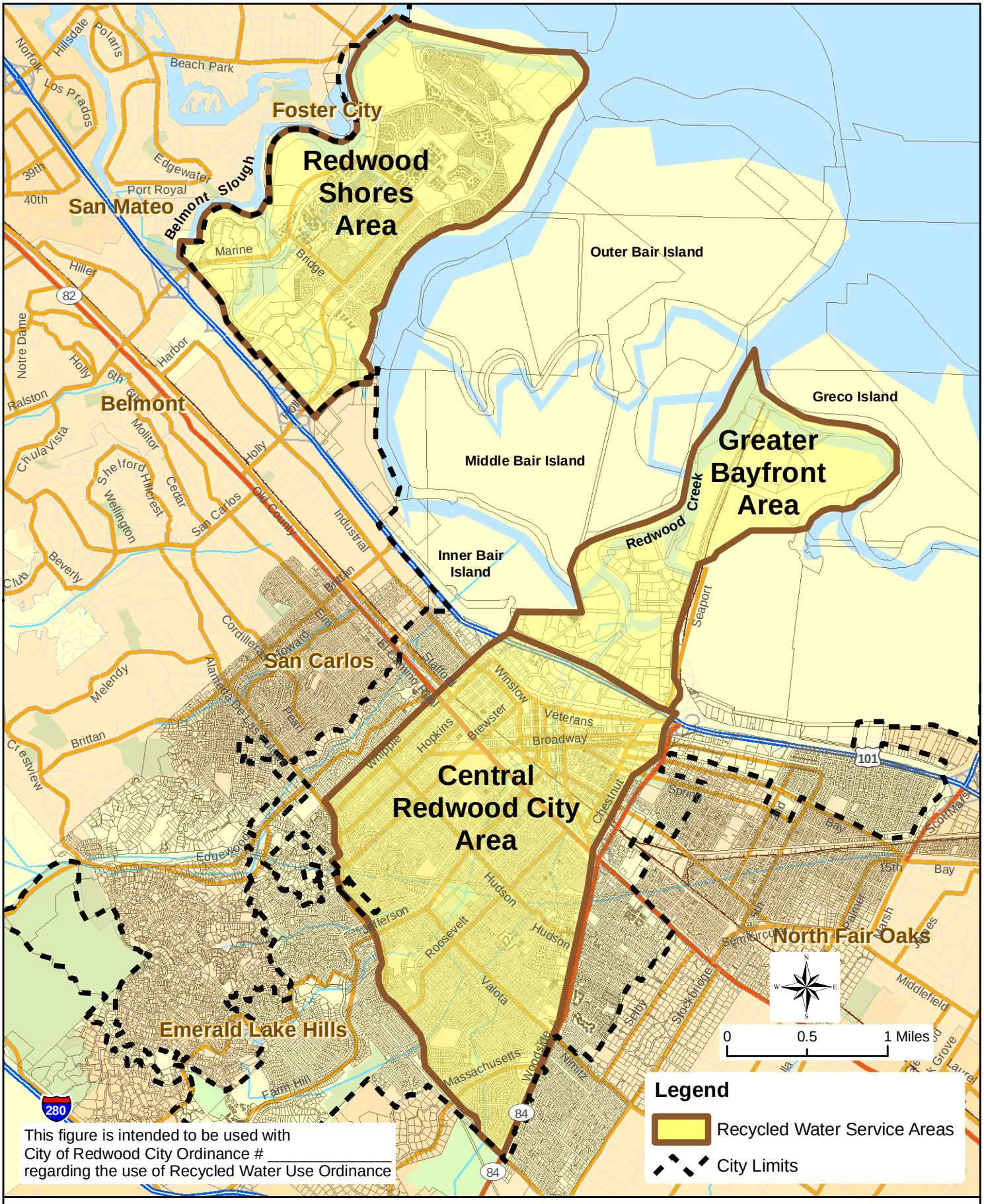
Photo #3 – Hetch Hetchy Water Line Corridor

Photo #4 – Hetch Hetchy Water Line Corridor

Photo #5 – Rail Road Tracks are Barriers to Overland Flows

Photo #6 – Lack of Curb & Gutter and/or Valley Gutters in Residential Areas

Photo #7 – Valley Gutters at Edison Way



Kennedy/Jenks Consultants
Engineers & Scientists

RECYCLED WATER SERVICE AREA MAP

Redwood City, California

Adoption Date_____ Resolution #_____

Redwood City California Founded 1867

LEGEND


Blow Off


Cap

Interconnect

Plug


Station Termination

Air Release


Altitude


Pressure Reducing Valve


Pressure Relief Valve


Simple Check


Closed Valve


Open Valve


Hydrant

Portable Booster Connection


Sampling Station

Critical Customer

Pressurized Mains 5" and Below

Pressurized Mains 6"

Pressurized Mains 8"

Pressurized Mains 10" and 12"

Pressurized Mains 14" and Above

Right Of Way

Dear Sirs:

Enclosed are the documents you requested. Please be advised that critical infrastructure information is included in the documents.

To reduce the vulnerability of our water system to a terrorist attack, we request your cooperation in keeping critical infrastructure information confidential. 6 U.S.C.S. § 131 and proposed 6 CFR § 29.2(b) define critical infrastructure information as "information not customarily in the public domain and related to the security of critical infrastructure or protected systems." This includes, but is not limited to, the location of well sites and other water supply sources.

Please be advised that critical infrastructure information is exempt from disclosure by state and local agencies under the Brown Act and the California Public Records Act. *See* California Government Code §§ 54957,6254(aa). Critical infrastructure information is also exempt from disclosure by federal agencies under the Freedom of Information Act.

Thank you for your cooperation in protecting our water system.

CONFIDENTIAL

Applicant hereby agrees that any plans or markings made by California Water Service Company(CWS) showing the estimated location of its underground facilities is done solely as an accommodation and without any warranties, representations or guaranties of completeness or accuracy. Applicant acknowledges that said information is a suggestion as to possible locations, as would be necessary to protect CWS' property. Applicant accepts full responsibility for any damage to the CWS' facilities. Applicant agrees that CWS is not liable for any direct or indirect damages arising out of the use of the said information.

REDWOOD CITY
ENGINEERING &
CONSTRUCTION

REDWOOD CITY
UTILITY SYSTEM

FEET
0
100
200
300

	G12	G14	G16
	H12	H14	H16
I10	I12		I16	I18
	J12	J14	J16
	K12	K14	K16

I14

THE CITY OF REDWOOD CITY ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

PRINTED Apr 09, 2008

REDWOOD CITY
ENGINEERING &
CONSTRUCTION

REDWOOD CITY
UTILITY SYSTEM

FEET
0
100
200
300

H12	H14	H16
I12	I14	I16
J12		J16
K12	K14	K16
L12	L14	L16

J14

THE CITY OF REDWOOD CITY ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

PRINTED Apr 09, 2008

REDWOOD CITY ENGINEERING & CONSTRUCTION

REDWOOD CITY UTILITY SYSTEM

FEET
0 100 200 300

K14

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PRINTED Aug 20, 2007

REDWOOD CITY ENGINEERING & CONSTRUCTION

REDWOOD CITY UTILITY SYSTEM

FEET 0 100 200 300

J12	J14	J16	J
K12	K14	K16	K
L12		L16	L
		M16	M
		N16	N

L14

THE CITY OF REDWOOD CITY ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

PRINTED Jan 25, 2007

M.M. Shts # 20-5

FRIEND INDUSTRIAL TRACT

ROAD DIST. 5

BAYSHORE FREEWAY

M.M. Shts # 20-14

M.M. Shts # 20-16

M.M. Shts # 20-25

REDWOOD CHARTER

REDWOOD CITY

INDUSTRIAL TRACT NO. 1

REDWOOD INDUSTRIAL TRACT NO. 2

BROADWAY

BAY ROAD

MILLS AVE.

DOUGLAS AVE.

WILLOW ST.

CHARTER ST.

DUMBARTON ACRES NO. 2

KAYNYNEE AVE.

SWEENEY AVE.

UNINCORPORATED

55"-18" RCP

15" RCP

18" RCP

29"-18" RCP

36"-21" RCP

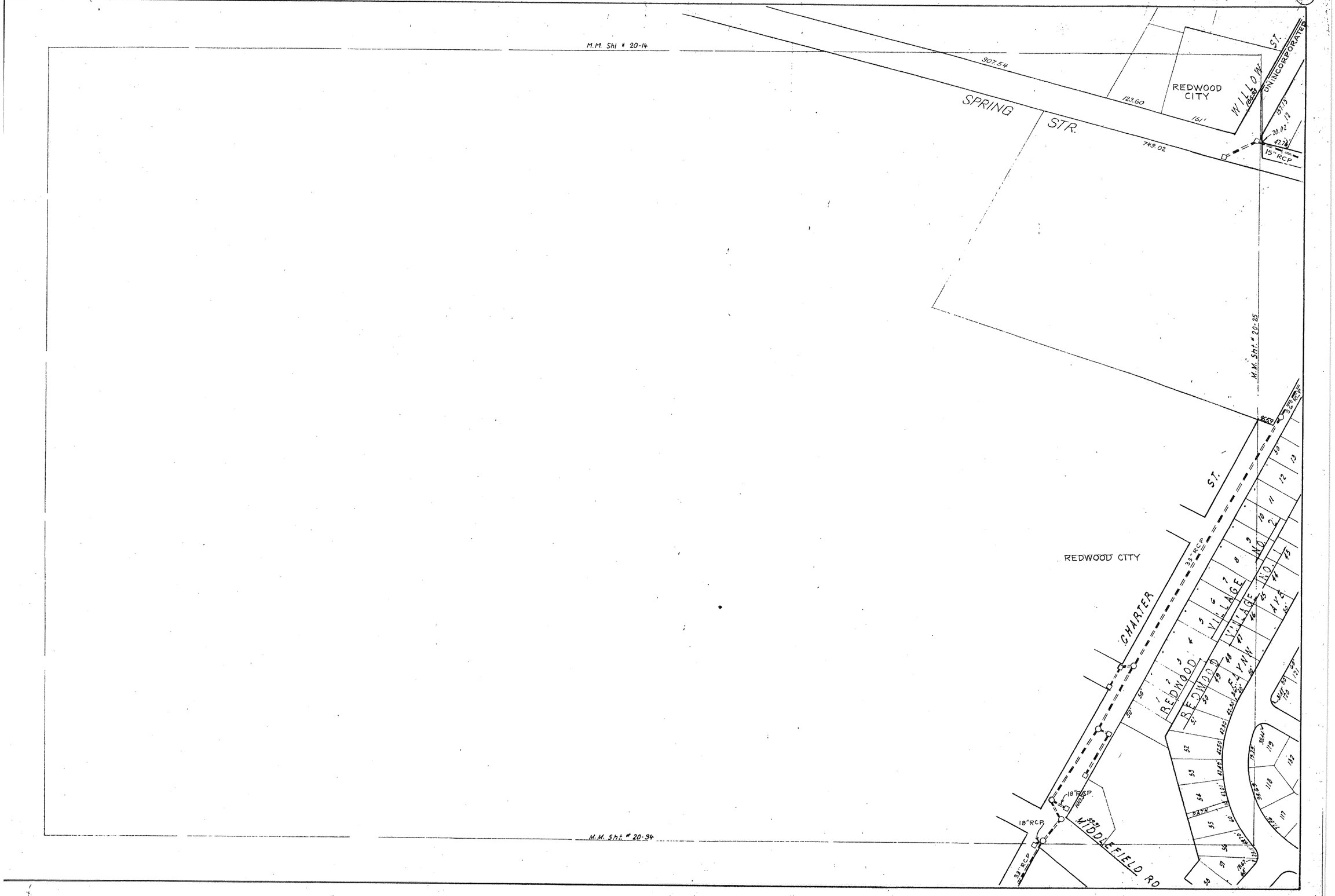
8"-12" RCP

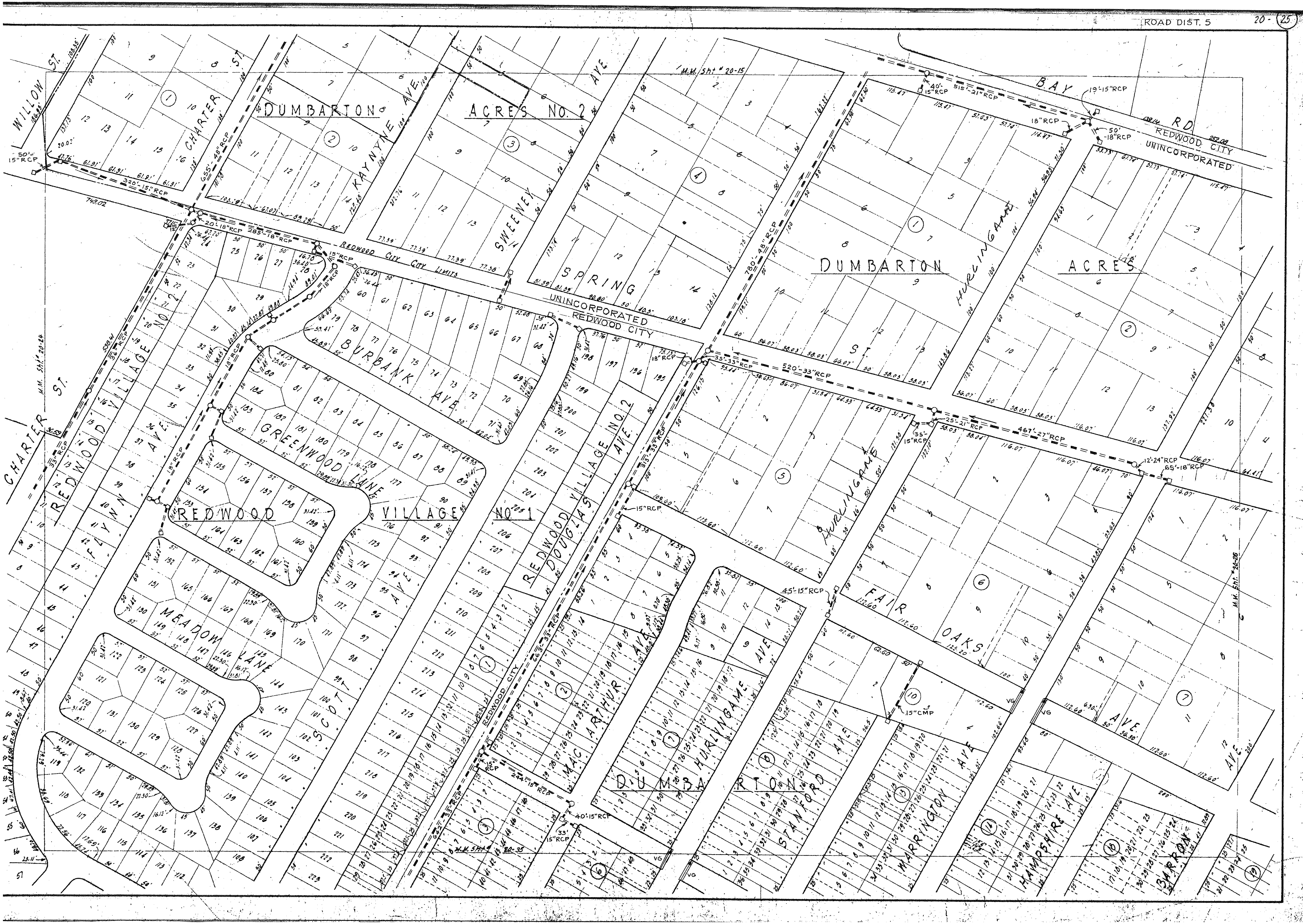
50"-24" RCP

20"-24" RCP

51"-27" RCP

95"-48" RCP


M.M. Sht # 20-14
907.54
SPRING
STR.
123.60
181'
REDWOOD CITY
WILLOW
ST.
UNINCORPORATED
749.02
15" RCP
M.M. Sht # 20-25
33" RCP
ST.
REDWOOD CITY
CHARTER
REDWOOD
VILLAGE
NO. 1
REDWOOD
VILLAGE
NO. 2
18" RCP
18" RCP
MIDDLEFIELD RD
33" RCP
M.M. Sht # 20-34


WILLOW ST.
CHARTER ST.
DUMBARTON ACRES NO. 2
KAYNYNE AVE
SWEENEY
SPRING
BAY RD
REDWOOD CITY
UNINCORPORATED
DUMBARTON ACRES
HURLINGAME
DUMBARTON ST.
REDWOOD CITY CITY LIMITS
BURBANK AVE
GREENWOOD LANE
REDWOOD VILLAGE NO 1
REDWOOD VILLAGE NO 2
FLYNN AVE
MEADOW LANE
SCOTT AVE
DOUGLAS AVE
MAC ARTHUR AVE
HURLINGAME AVE
FAIR OAKS AVE
DUMBARTON
STANFORD AVE
WARRINGTON AVE
HAMPSHIRE AVE
BARRON
M.M. Sht # 20-15
M.M. Sht # 20-24
M.M. Sht # 20-26
M.M. Sht # 20-35

B A Y R D.

City Limits of Redwood City

W A R R I N G T O N A V E.

B A R R O N A V E.

A C R E S

S P R I N G S T.

S E C O N D A V E.

T H I R D A V E.

F O U R T H A V E.

F I F T H A V E.

S I X T H A V E.

S E V E N T H A V E.

E I G H T H A V E.

D U M B A R T O N

F A I R O A K S A V E.

L O T E

N O R T H F A I R O A K S

B E L L E H A V E N N O. 2

F R I E N D L Y H A V E N N O. 4

F L E E T W O O D M A N O R

P A G E S T.

A L L E Y

REDWOOD CITY UNINCORPORATED

CITY OF REDWOOD CITY
COUNTY OF SAN MATEO

TO REDWOOD CITY PUMP

TO B'ROADWAY (2-1479)

24" RCP

21" RCP

70'-18" RCP

2 85'-21" RCP

160'-21" RCP

16'-15" RCP

35'-15" RCP

240'-18" RCP

310'-15" RCP

50'-15" RCP

65'-15" RCP

9'-15" RCP

67'-15" RCP

82'-15" RCP

19'-15" RCP

238'-15" RCP

15'-15" RCP

20'-15" RCP

100'-18" RCP

311'-18" RCP

VG

M.M. Sht 20-24

18"RCP

18"RCP

PATH

Ref. 1/4129 - REDWOOD CITY UNINCORPORATED

421'-24" RCP

MIDDLEFIELD ROAD

ELYNN AVE.

271'-18" RCP

CHARTER ST.

City Limits of Redwood City UNINCORPORATED

36" RCP

15' EASEMENT

30"RCP

SOUTHERN PACIFIC RAILROAD COMPANY

275'-24" RCP

SOUTHERN PACIFIC RAILROAD COMPANY

560'-24" RCP

DI

25'-24" RCP

65'-15" RCP

CBI

575'-18" RCP

C&C. of S.F.

DUMBARTON OAKS

MONTMBERLAND AVE.

WESTMORLAND AVE.

M.M. Sht 20-35

M.M. Sht 20-44

UPDATE! 2-25-64 RVL

REDWOOD VILLAGE NO. 1

SCOTT AVE

DOUGLAS AVE

MAC ARTHUR AVE

HURLINGAME AVE

DUMAS AVE

STANFORD AVE

MARINGTON AVE

HADSHIRE AVE

HUNTON AVE

BARRON AVE

OAKSIDA AVE

FLYNN AVE

SCOTT AVE

MIDDLEFIELD RD

MIDDLEFIELD DUMBARTON AVE

HUNTINGTON AVE

CIRCLE RD

PARK WAY

PARK AVE

CAMP AVE

FLORA AVE

LANDS OF HAMBURGER REF. 1/4129

LANDS OF MALIZER

REDWOOD CITY UNINCORPORATED

SOUTHERN PACIFIC RAILROAD COMPANY

S P R R CO.

CITY & COUNTY OF S. F.

CITY & COUNTY OF S. F.

M.M. Sht # 20-34

M.M. Sht # 20-45

LOT D

LOT C

NORTHSIDE AVE

DUMBARTON CUT OFF

SOUTHERN PACIFIC COMPANY

SOUTHSIDE AVE.

UNABLE TO LOCATE

60 INLET REF. 1/3834

60 HETCH HETCHY WATER R/W SUPPLY CITY & COUNTY OF S.F.

UPDATE 12-25-94 RMA

DUMBARTON SUB LOT E
10 Reserve

OAKSIDE AVE.

SECOND AVE.

THIRD AVE.

FOURTH AVE.

FIFTH AVE.

NORTH FAIR OAKS

SIXTH AVE.

SEVENTH AVE.

EIGHTH AVE.

NINTH AVE.

REDWOOD SPRING MANOR

S. P. R. R. CO.- DUMBARTON CUT-OFF

REF 4/3639

MH

CB Type 2
52'-15" RCP
CB Type 2
50'-15" RCP
CB Type 2
CB Type 2
50'-15" RCP
CB Type 2

15" RCP
15" RCP
REF. 4/3639

46'-15" RCP
46'-15" RCP
15" RCP
56'-18" RCP
20'-6" RCP
48'-18" RCP

ABANDONED 36" WSP HETCH-HETCHY WATERLINE, BEING USED AS STORM DRAIN

12" RISER/CAP OVER 36" H.H. PIPE RISER 10' FROM FENCE

12" CMP

18" CMP

CMP

15" RCP

15" RCP STUB

EDISON WAY

2 ND.

FAIR OAKS ACRES

UPDATE 2-25-94 RM

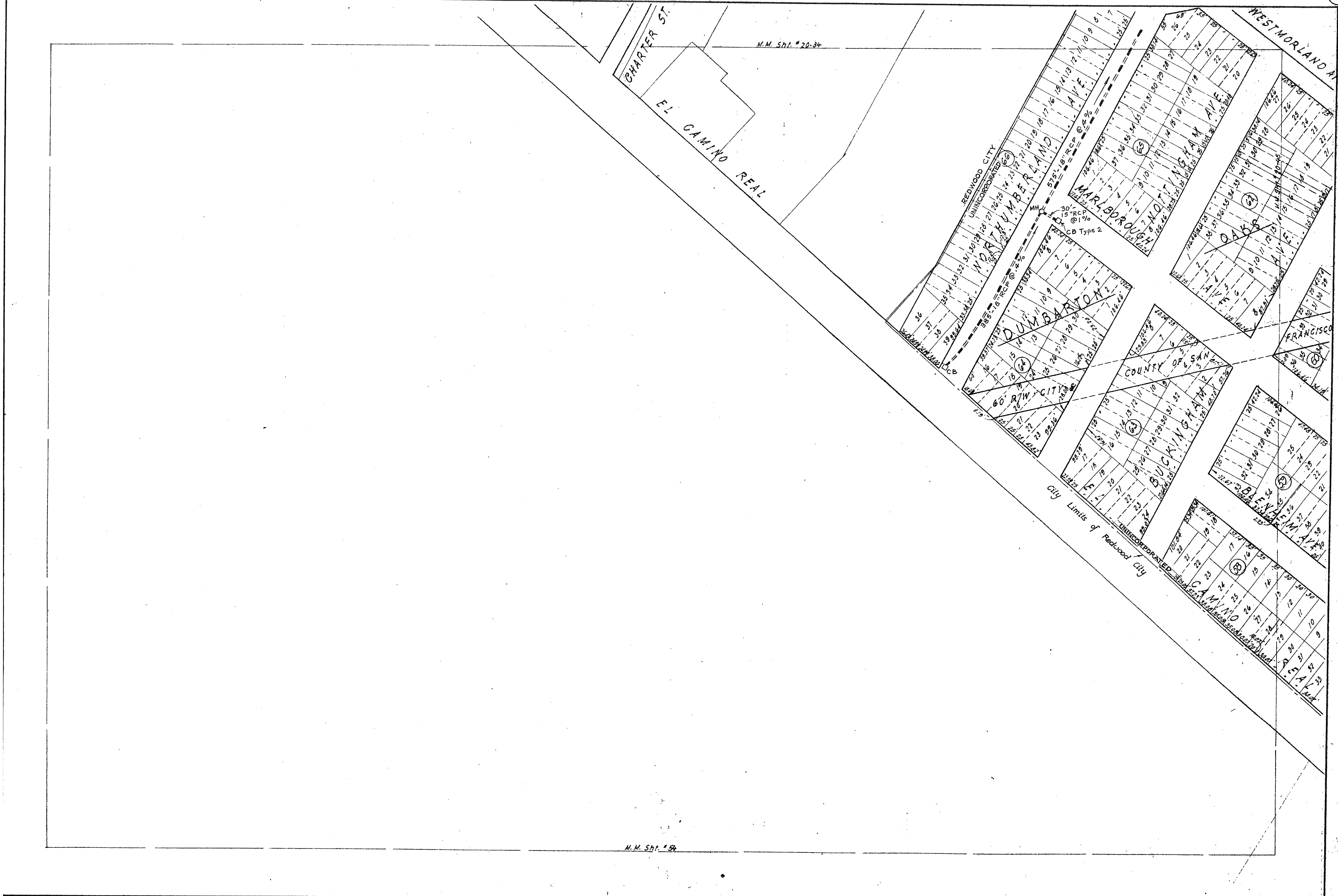
CITY OF REDWOOD CITY
COUNTY OF SAN MATEO

NINTH AVE.
TENTH AVE.
REDWOOD ELEVENTH AVE.
MANOR TWELFTH AVE.
HAVEN AVE.
M.M. Stn. 20-87
BAY RD.
ELEVENTH AVE.
LACEY SUB
FLORENCE ST.
MARYS PL.
WHITE NO. 2
SEVENTEENTH AVE.
SPRING ST.
R.P.
REDWOOD MANOR # 2
ANGLE STRUCTURE
452'-48" RCP
THRU STRUCTURE
480'-48" RCP
84'-24"ϕ
PUMP STATION
9014-24" FORCE MAIN
REF. 1/3838
18"ϕ
ATHLONE TERRACE NO. 6
313'-48" RCP
24" CMP
ATHLONE WAY
FOURTEENTH AVE
ATHLONE TERRACE NO. 5
80' R/W - CITY & COUNTY OF SAN FRANCISCO
CITY & COUNTY OF SAN FRANCISCO R/W
ATHLONE TERRACE #3
ATHLONE TERRACE #2
ATHLONE TERRACE #4
ATHLONE TERRACE MARSH RD.
NORTH AIRA
SEA AIRA
OAKCOURT
NO. 3
ELEVENTH AVE.
TWELFTH AVE.
SAN
SIXTEENTH AVE.
SEVENTEENTH AVE.
EIGHTEENTH AVE.
NINETEENTH AVE.

UPDATE: 2-28-94 RWL

LORELEI MANOR DRAINAGE DISTRICT

UPDATE 2-28-94 RWL


M.M. Sht. #20-34
CHARTER ST.
EL CAMINO REAL
WESTMORLAND AVE.
REDWOOD CITY
UNINCORPORATED
NORTHUMBERLAND AVE.
575'-18" RCP @.4%
MH
30'-15" RCP @1%
CB Type 2
MARLBOROUGH AVE.
NOTTINGHAM AVE.
OAKS AVE.
DUMBARTON AVE.
385'-18" RCP @.4%
CB
60' R/W CITY
COUNTY OF SAN
FRANCISCO
BUCKINGHAM AVE.
BLENHEIM AVE.
CAMINO REAL
City Limits of Redwood City
UNINCORPORATED
M.M. Sht. #54

S. P. R. R. CO.

M.M. SHT # 20-35

PACIFIC AVE.

DUMBARTON AVE.

HUNTINGTON HEIGHTS

MIDDLEFIELD RD.

HETCH HETCHY R/W

S. F. GOLF COURSE

CITY & COUNTY

SOUTHERN PACIFIC RAILROAD COMPANY

BUCKINGHAM AVE.

DUMBARTON MARLBOROUGH

WESTMORELAND AVE.

DEVONSHIRE

BLENHEIM

CAMINO REAL

OAKWOOD DR.

City Limits of Redwood City

UNINCORPORATED

DUMBARTON CLIVE SUB.

WESTSIDE AVE

OAKS AVE

BERKSHIRE AVE

MARKHAM AVE

WAVERLY AVE

DUMBARTON GLENDALE

PARK AVE

BERKSHIRE

FIRST AVE

SECOND AVE

NORTH FAIR OAKS AVE

THIRD AVE

SOUTH FAIR OAKS AVE

FOURTH AVE

WILLIAM AVE

DUMBARTON

MIDDLEFIELD

HUNTINGTON

1 PARK

2

3

4

5

6

7

CB Type 1

CB Type 2

CB Type 3

MH

60" INLET REF

44'-15"RCP

20'-15"RCP

40'-15"RCP

25'-15"RCP

33'-24"RCP

247'-24"RCP

5' EASEMENT

10' EASEMENT

33'-15"RCP

380'-18"RCP

105'-15"RCP

10'-15"RCP

37'-15"RCP

550'-15"RCP

22'-15"RCP

110'-15"RCP

101'-15"RCP

24'-15"RCP

20'-15"RCP

30"-15"RCP

190'-15"RCP

100'-18"RCP

108'-24"RCP

18"RCP

UPDATE 2-28-94 EW

COUNTY OF SAN FRANCISCO

THIRD AVE.

FOURTH AVE.

NORTH FIFTH AVE.

FAIR OAKS AVE.

OAKS AVE.

FIFTH AVE.

SIXTH AVE.

SEVENTH AVE.

EIGHTH AVE.

NINTH AVE.

PARK ROAD 1

ROAD 1

ROAD 2

M.M. Sht. 20-36

OAK DR.

MIDDLEFIELD RD.

SEMICIRCULAR RD.

FAIR OAKS ACRES

UNINCORPORATED ATHERTON

WAIDMAN SUB

PLACITAS AVE.

NORTH FAIR OAKS

CB Type 3

CB Type 1

MH

370'-18" RCP

144'-15" RCP

250'-15" RCP

70'-30" RCP

M.M. Sht. 20-56

OAKWOOD DR.
OAKWOOD CT.
RENATO OAKS
RENATO
ATHERTON
City Limits of Redwood City
BLENHEIM AVE
BERKSHIRE WAY
DUMBARTON OAKS
MARKHAM AVE
M.M. SHT #20-45
DEXTER AVE
SELBY LN.
EAST
ALLEY 7
COLUMBIA
HAVERLY AVE
PARK AVE
DUMBARTON FIFTH
GLENDALE AVE
MH
CB Type 2
S. P. R. R. CO.
REF. 11 3611
PRIVATE STREET
GROVE
AMHERST
OAK
PARK AVE
CEBALO
CEBALO LANE
ACRES
SELBY LANE
GRESHAM LANE
CAMINO REAL
ATHERTON MANOR
Corporate Limits Town of Atherton
UNINCORPORATED
OAKWOOD PARK
OAKWOOD BLVD.
ATHERTON SHEARER DR.
ESTATES
M.M. Sht. #20-65
STOCKBRIDGE AVE.
ATHERTON PARK
NORA WAY
LOYOLA AVE
M.M. Sht. #20-55

UPDATE 2-28-94 RJK

11H4C
11H4D
11H3C
11H3D
12H2A
12H2B
12I1A
12I1B
12H2C
12H2D
12I1C
12I1D
12H4A
12H4B
12I3A

Fair Oaks
Sewer Maintenance District

LEGEND

Manhole Number: 1434
Invert Depth: 5.9

- Manhole
- Flushing Inlet
- Sewer Main Line
- Right of Way Line

0 200 400 600 800 1000 Feet


11H2C
11H2D
11I1C
11I1D
11H4A
11H4B
11I3A
11I3B
11H4C
11H4D
11I3C
11I3D
N
0
250
500
750
1000 Feet

Pacific Gas & Electric Company

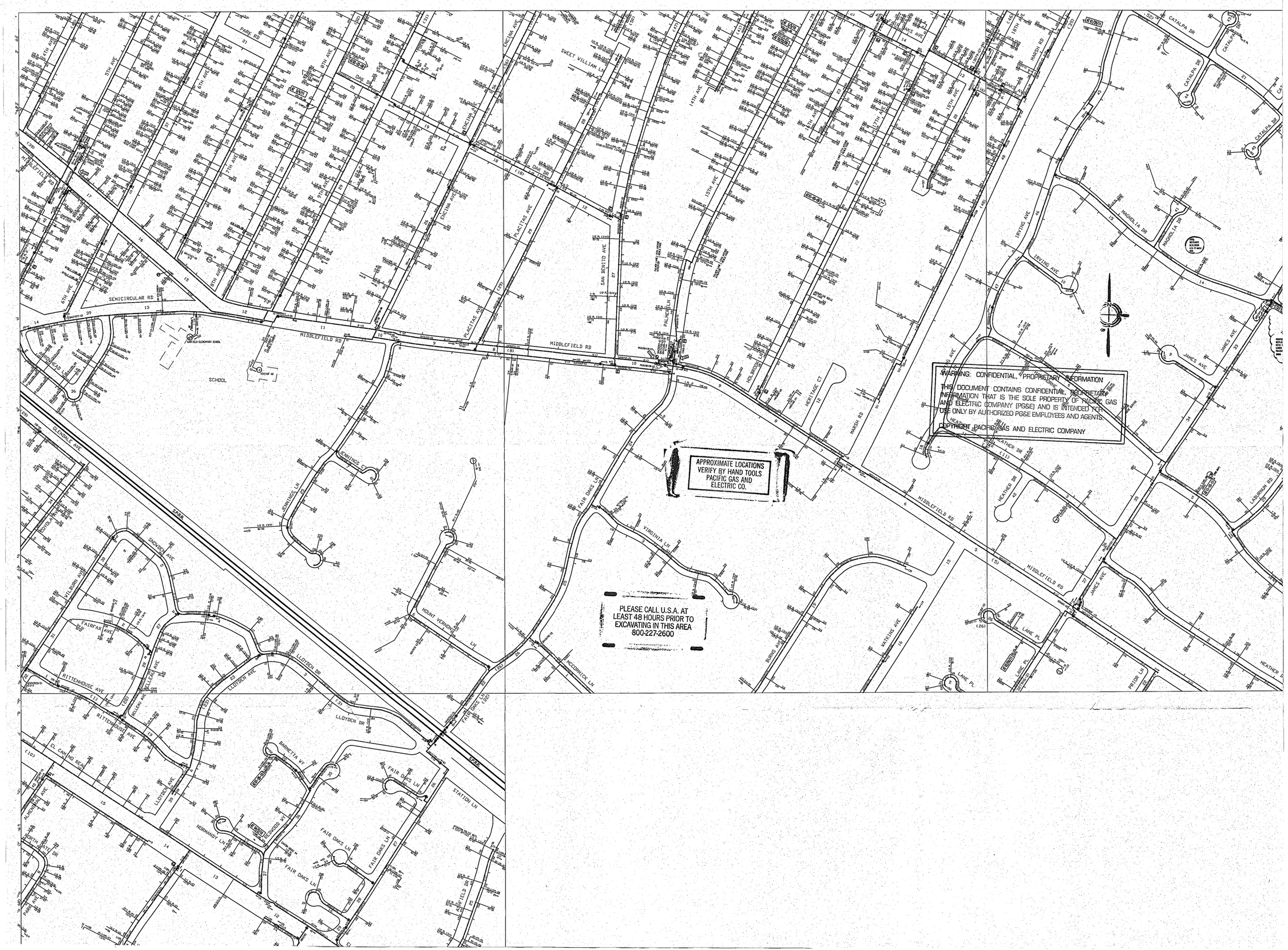
Gas Legend

2 - 9	2" Steel Gas Main 9' out from Property Line
24 - 3	24" Steel Gas Transmission Line 3' out from property line
PL	Plastic
CU	Copper
JT	Joint Trench
1/2 PL (3/4)	1/2" plastic service inserted into a 3/4" steel cassing
	Valve
	Regulator Vault
E	ETS (Electro Testing Station)
	Rectifier
	Anode
8-80	Eight Inch Steel Casing 80 feet in length

Electric Legend

	PG&E Pole
	Joint Owned Pole
	Primary Splice Box
	Secondary Splice Box
	Joint Anchor
	Secondary Conductor
	Single Phase Primary Conductor
	Three Phase Primary Conductor
	Overhead to Underground Riser
	Electric Underground Transmission

	Padmount Transformer
	Sub-Surface Transformer
	Overhead Transformer



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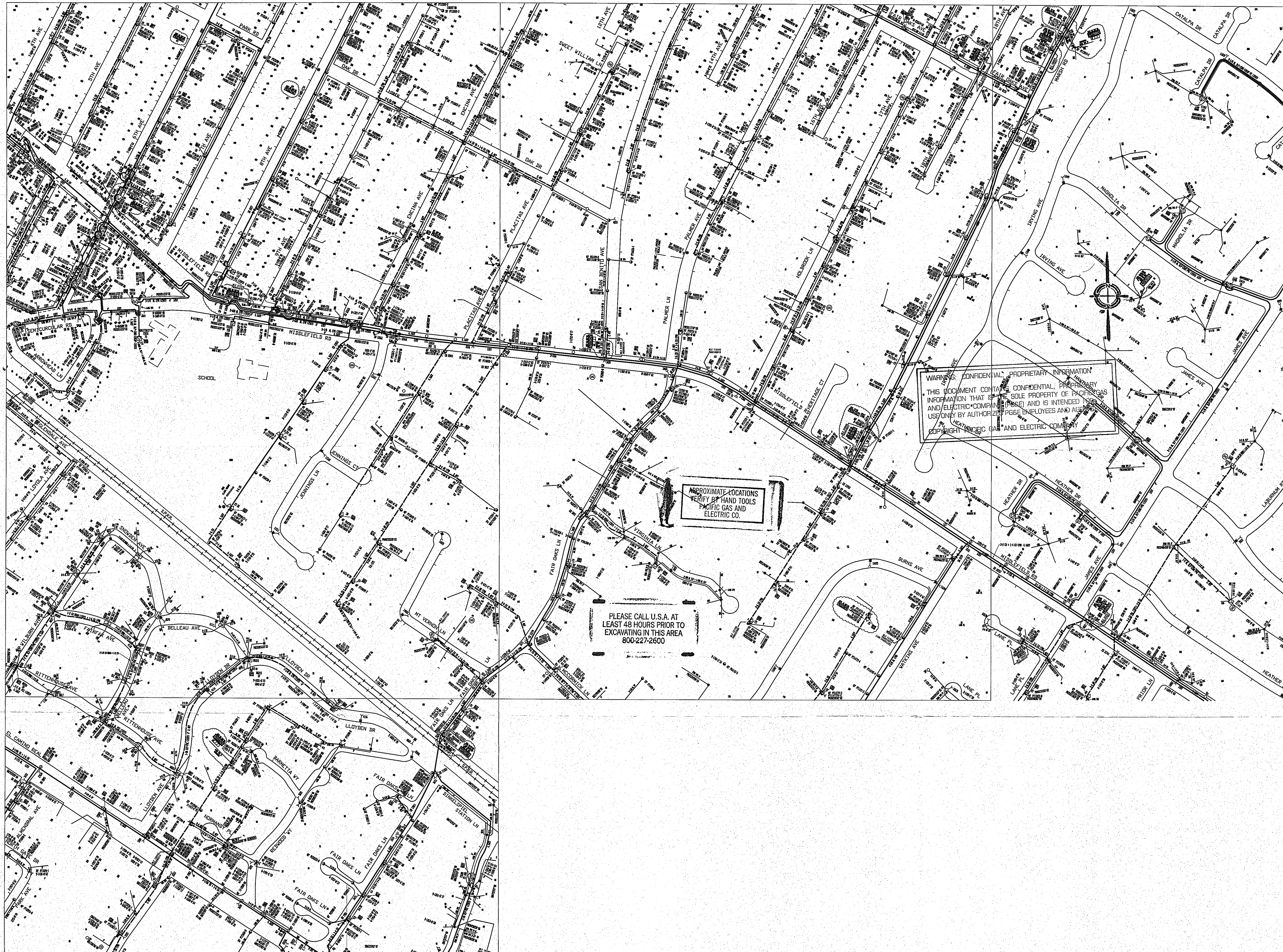

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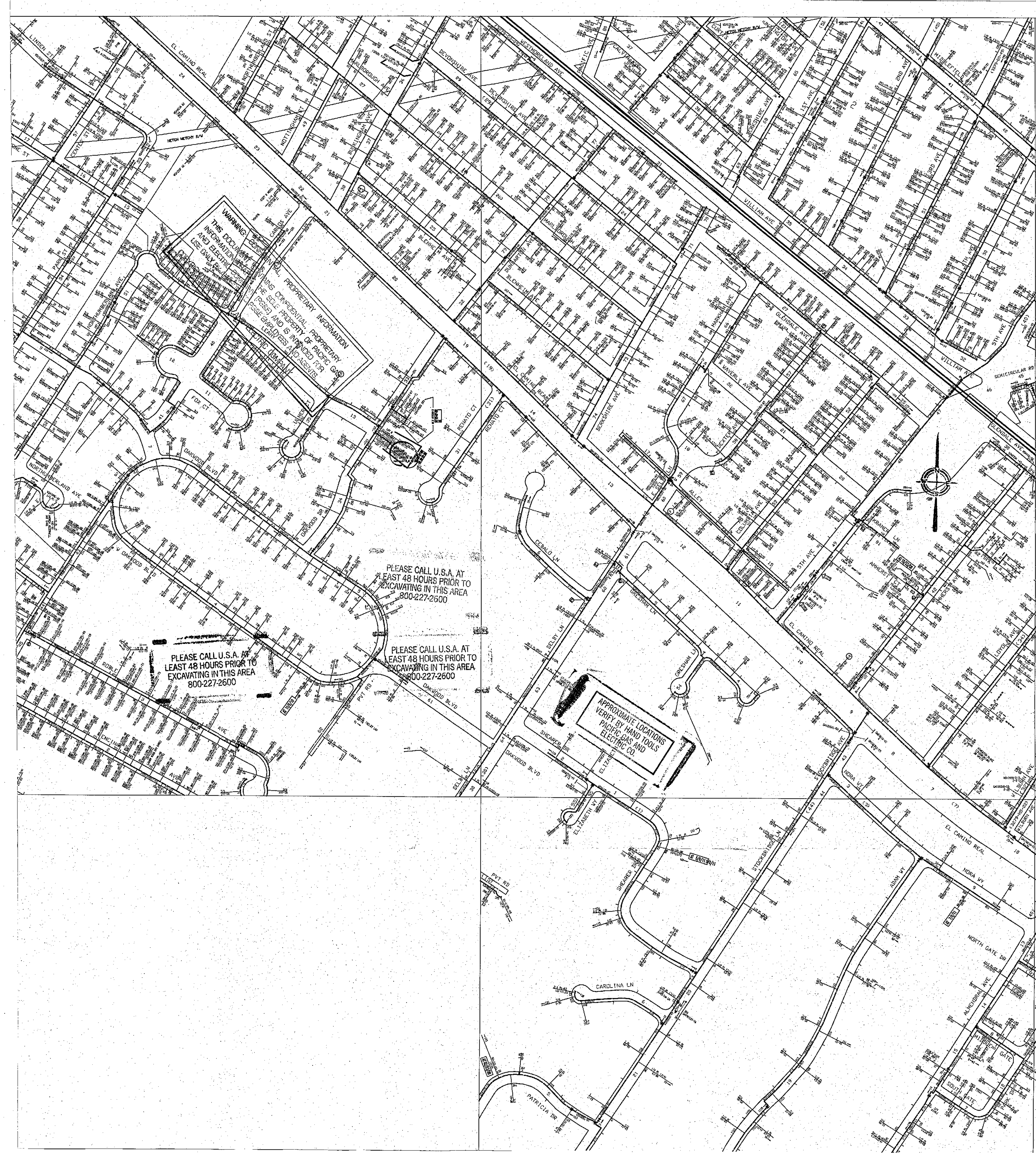
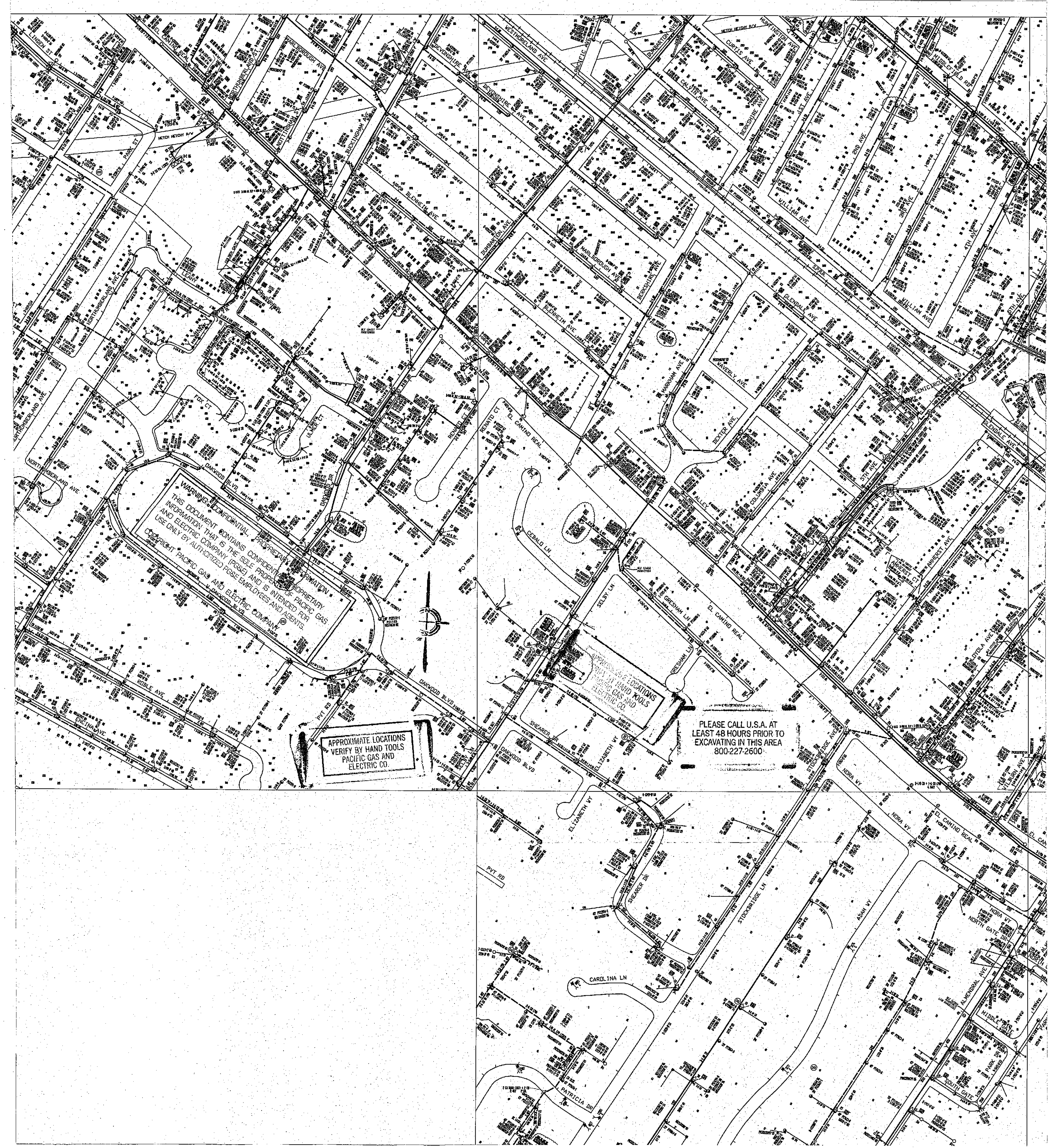
APPROXIMATE LOCATIONS
VERIFY BY HAND TOOLS
PACIFIC GAS AND ELECTRIC CO.
PLEASE CALL U.S.A. AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA
800-227-2600
MIDDLEFIELD RD
SCHOOL
SEMICIRCULAR RD
GLENDALE AVE
LOYOLA AVE
SNOWDEN AVE
BELLEAU AVE
FAIRFAX AVE
RITTENHOUSE AVE
LLOYDEN DR
LLOYDEN AVE
BARNETTA WY
REDWOOD WY
NORMANDY PL
FAIR OAKS LN
DINKELSPIEL STATION LN
EL CAMINO REAL
ALMENDRAL AVE
PARK AVE
WILBURN AVE
JENNINGS CT
JENNINGS LN
MT VERNON LN
VIRGINIA LN
MCCORMICK LN
BURNS AVE
WATKINS AVE
LANE PL
PRIOR LN
HEATHER DR
JAMES AVE
LABURNUM RD
IRVING AVE
MAGNOLIA DR
CATALPA DR
MARSH RD
FAIR OAKS AVE
HERITAGE CT
HOLBROOK LN
PALMER LN
PALMER AVE
SAN BENITO AVE
PLACITAS AVE
OAK DR
ENCINA AVE
SWEET WILLIAM LN
PARK RD
5TH AVE
7TH AVE
8TH AVE
12TH AVE
14TH AVE
17TH AVE
18TH AVE
19TH AVE



PLEASE CALL U.S.A. AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA 800-227-2600
PLEASE CALL U.S.A. AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA 800-227-2600
PLEASE CALL U.S.A. AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA 800-227-2600
APPROXIMATE LOCATIONS VERIFY BY HAND TOOLS PACIFIC GAS AND ELECTRIC CO.
EL CAMINO REAL
OAKWOOD BLVD
FOX CT
SELBY LN
GRESHAM LN
CEDRO LN
CAROLINA LN
PATRICIA DR
NORA WY
NORTH GATE DR
ELIZABETH WY
SHEARER DR
STOCKBRIDGE AVE
5TH AVE
VILLIAM AVE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APPROXIMATE LOCATIONS VERIFY BY HAND TOOLS PACIFIC GAS AND ELECTRIC CO.
PLEASE CALL U.S.A. AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA 800-227-2600
OAKWOOD BLVD
EL CAMINO REAL
FOX CT
SHEARER DR
ELIZABETH WY
CAROLINA LN
STOCKBRIDGE LN
PATRICIA DR
NORTH GATE
SOUTH GATE
PVT RD
ROBLE AVE

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PLEASE CALL U.S.A. AT LEAST 48 HOURS PRIOR TO EXCAVATING IN THIS AREA 800-227-2600

APPROXIMATE LOCATIONS VERIFY BY HAND TOOLS PACIFIC GAS AND ELECTRIC CO.

BROADWAY
ROLLISON RD
HARRINGTON AVE
BAY RD
SPRING ST
PAGE ST
MICHAEL DR
FRIENDLY CT
ODESSA CT
DELMAR CT
HOOVER ST
HANSEN AVE
YARNELL CT
WAYNE CT
ST MARYS PL
FLORENCE ST
ROHANNON DR
SCOTT DR
HANSEN RD
LORELEI LN
CALLIE LN
ATHLONE CT
ATHLONE VY
NORTHSIDE AVE
EDISON VY
FAIRDAKS AVE
FAIR OAKS AVE
GREENOAKS DR
JAMES AVE
IRVINE AVE
CATALPA DR
MARSH RD
S.P.R.R.
HETCH HETCHY R/W
2ND AVE
3RD AVE
4TH AVE
5TH AVE
6TH AVE
7TH AVE
8TH AVE
9TH AVE
10TH AVE
11TH AVE
12TH AVE
13TH AVE
14TH AVE
15TH AVE
16TH AVE
17TH AVE
18TH AVE
19TH AVE
JAMES AVE
ROSS AVE

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VERIFY BY HAND TOOLS
PACIFIC GAS AND
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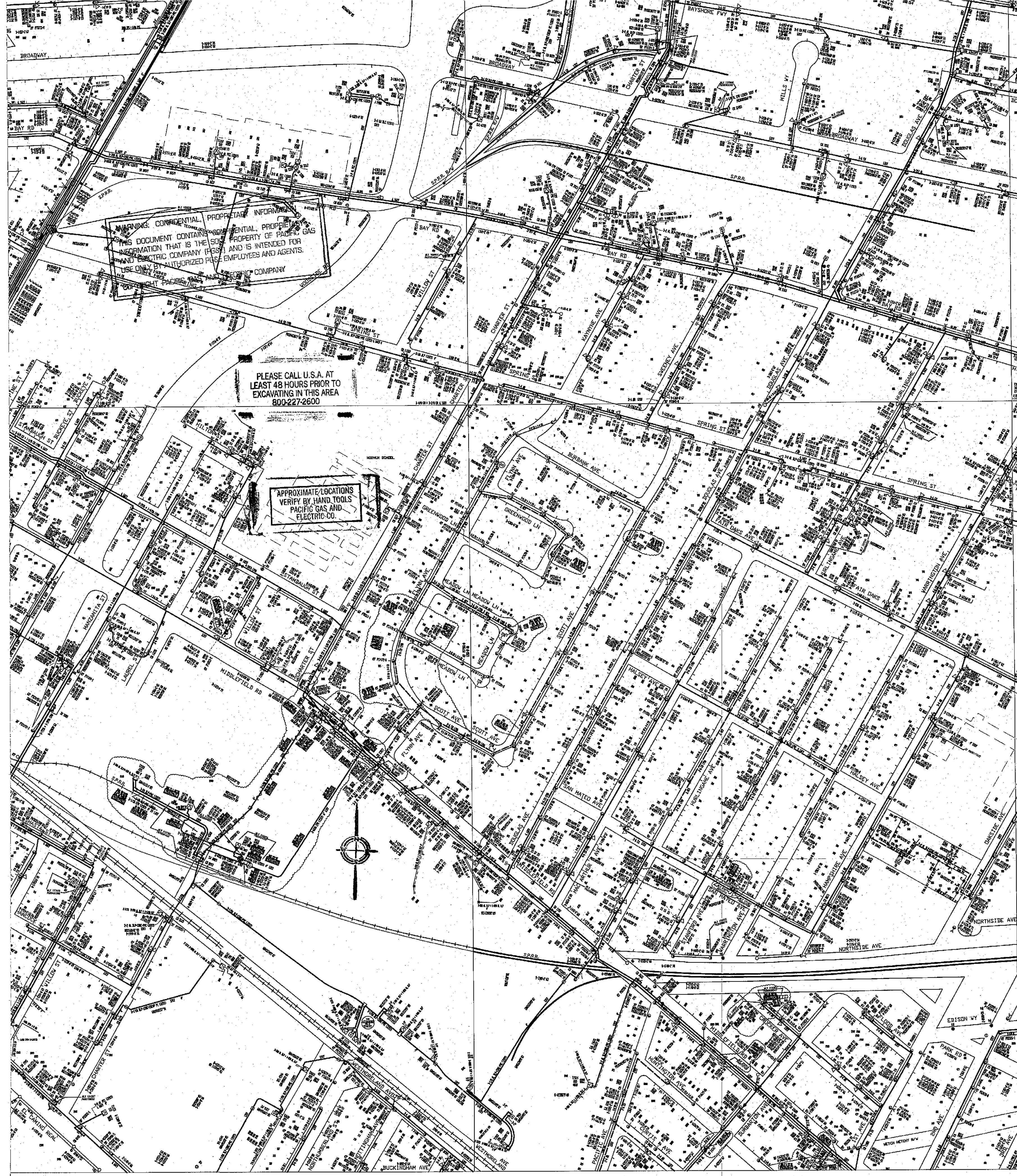
BROADWAY
BAY RD
SPRING ST
HILTON ST
STANBAUGH ST
MIDDLEFIELD RD
NORTHSIDE AVE
SPRR
SHOPPING CENTER
BAYSHORE FWY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APPROXIMATE LOCATIONS VERIFY BY HAND TOOLS PACIFIC GAS AND ELECTRIC CO.
BAYSHORE FWY
BROADWAY
BAY RD
S.P.R.R.
SPRING ST
MIDDLEFIELD RD
NORTHSIDE AVE
EDISON WY
CHARTER ST
GREENWOOD LN
MEADOW LN
SCOTT AVE
FLYNN AVE
DOUGLAS AVE
SAN MATEO AVE
WARRINGTON AVE
BUCKINGHAM AVE
WESTMORELAND AVE
WILLOW ST
HILLS WY

FRBWA

SPRING ST

3RD AVE

4TH AVE

5TH AVE

6TH AVE

7TH AVE

8TH AVE

9TH AVE

10TH AVE

OAKSIDE AVE

FRBWC 2ND AVE

FRBWD

NODE:FRBW

VACANT LOT

TAP VALUES UNKNOWN


C- 425
VACANT 1
NO ACCESS
NODE:FRBV
FRBVA
SPRING ST
BURBANK AVE
MEADOW LN
ELTON AVE
SCOTT AVE
DOUGLAS AVE
HUNTSMORE AVE
FAIR OAKS AVE
WASHINGTON AVE
RICHMOND AVE
DAVIDSON AVE
HAMPSHIRE AVE
MIDDLEFIELD AVE
SAN MARY AVE
C-2701
C-2851


FRB4D
NORTHSIDE AVE
CROCKER AVE
FLOOD AVE
EDISON WAY
MAITA DISTRIBUTORS
EMMERTON AVE
MIDDLEFIELD RD
VACANT LOT
PACIFIC AVE
CALIFORNIA AVE
WESTSIDE AVE
WILLIAMS AVE
1ST AVE
2ND AVE
3RD AVE
4TH AVE
5TH AVE
6TH AVE
EARL RD
REDWOOD BAPTIST SCHOOL
SHERIFF'S OFFICE
CHAVES SUPERMARKET
SEMICIRCULAR RD
GARFIELD SCHOOL
REV #1
VERIFY ACTUAL LOT IF SEEMING UNITS FOR THIS MAP
REV #2
USE ANT DC-8 REPLACE FACE PLATES, VERIFY DBK ACTIVE AND SPLICE AS SHOWN.
REV #3
USE INT DC-8 AND SPLICE AS SHOWN
REV #4
PARK REPLACE FACE PLATES & SPLICE AS SHOWN
REV #5
ADD NEW ORB60 AND SPLICE AS SHOWN. rEMOVE DC-8 AT AMP AA2.
REV #6
CHANGE FACE PLATE AS SHOWN
REV #7
USE INT DC-12, CHANGE FACEPLATE AS INDICATED AND SPLICE AS SHOWN.
NEED TO VERIFY WALKOUT (DESIGN WALKOUT)
NOTE:
POWER SUPPLY BOUNDARY
WILL BE FIXED LATTER WHEN P/S
AT DBK IS VERIFIED(ACTIVE OR NOT)

NODE:FRBY
HOOVER ST
FRIENDLY CT
ODESSA CT
DELMAR CT
PAGE ST
ANNETTE AVE
16TH AVE
17TH AVE
18TH AVE
8TH AVE
10TH AVE
FREE METHODIST
CHURCH
TAFT ELEMENTARY
SCHOOL
CHANGE FACE PLATE
AS SHOWN
REV #3
REV #4
VERIFY DESIGN
BAY RD
SPRING ST
FLORENCE ST
SAINT MARYS PL
WAYNE CT
MARSH RD

EDISON WAY
ATHLONE WAY
14TH AVE
15TH AVE
BAY RD
ATHLONE CT
DUNNE CT
8TH AVE
9TH AVE
10TH AVE
11TH AVE
12TH AVE
13TH AVE
14TH AVE
15TH AVE
16TH AVE
17TH AVE
18TH AVE
LIGHT WAY
OAK DR
LORNE LN
ENCINA AVE
PLACITAS AVE
SAN BENITO AVE
PALMER LN
FAIR OAKS AVE
MARSH RD
FRB3A
FRB3B
NODE:FRB3
CONSTRUCTION NOTE:
ADD ADDRESSES
AND DROP INFO
EXISTING

Appendix A: Comparable Properties

Table A.1: Manufacturing and R&D Comps, North Fair Oaks, Menlo Park, Redwod City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
Manufacturing							
North Fair Oaks (a)							
	344 Berkshire Ave Redwood City, CA 94063	$1.00	900	2,760	32.6%	Full Svc	industrialWarehouse
Menlo Park							
	Menlo Business Park Building 11 1530 O'Brien Drive Menlo Park, CA 94025	$1.90	34,296	35,220	97.4%	NNN	50 acre business park
	Bohannon Park Light Industrial 1215 Chrysler Drive Menlo Park, CA 94025	$0.95	12,500	12,500	100.0%	Gross	
	Menlo Business Park UPS Building 1355 Adams Court Menlo Park, CA 94025	$0.60	57,000	152,067	37.5%	NNN	Built in 1985
	Bohannon Industrial Park - East 163 Constitution Drive, Menlo Park, CA 94025	$0.90	6,000	12,000	50.0%	NNN	Hwy 101 Industrial Area
	1140 O'Brien Drive Menlo Park, CA 94025	$1.25	30,240	30,240	100.0%	NNN	Suitable for Manufacturers, Access to Hwy 101 & the

Table A.1: Manufacturing and R&D Comps, North Fair Oaks, Menlo Park, Redwod City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
	Willow Park 1105 Hamilton Ct C Menlo Park, CA 94025	$0.49	11,904	120,159	9.9%	NNN	5 offices year built 1980 12 parking spaces
	980 O'Brien Drive Menlo Park, CA 94025	$0.85	7,425	12,000	61.9%	Ind. Gross	Good Parking
	127 Independence Drive Menlo Park, CA 94025	$1.50	14,500	14,500	100.0%	NNN	Year Built 1965
	Willow Park 1200-1240 Hamilton Court Menlo Park, CA 94025	$0.57	84,488	109,124	77.4%	NNN	Warehouse
Redwood City							
	DHL Building on E Bayshore 2575 E. Bayshore Rd. Redwood City, CA 94063	$0.85	43,250	43,250	100.0%	NNN	Distribution Warehouse (58) Parking Spaces 80% Warehouse / 20% (5) Offices (from 105 sf -

Table A.1: Manufacturing and R&D Comps, North Fair Oaks, Menlo Park, Redwod City, Dec. 2009

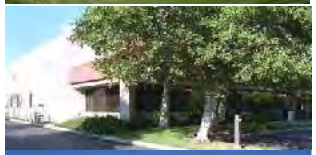
Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
R&D Space							
North Fair Oaks (a)							
	3355 Edison Way Menlo Park, CA 94025	$1.00	15,200	15,200	100.0%	NNN	Newly Built Interiors; Two Middlefield Road
Menlo Park							
	Willow Park 1050-1098 Hamilton Ct Menlo Park, CA 94025	$1.95	34,308	45,600	75.2%	NNN	Lab Space Available. Multiple fume hoods
	Bohannon Business Park 3885 Bohannon Drive Menlo Park, CA 94025	$1.25	84,643	84,643	100.0%	NNN	
	3603 Haven Avenue Menlo Park, CA 94025	$1.35	6,598	21,161	31.2%	NNN	
	Willow Park 1392 Willow Rd Menlo Park, CA 94025	$1.50	22,267	22,267	100.0%	NNN	Lab space. Ideal for GMP Showers and Lockers
	Willow Park 1390 Willow Rd Menlo Park, CA 94025	$1.00	12,902	12,902	100.0%	NNN	Office/ R&D/ Lab space.

Table A.1: Manufacturing and R&D Comps, North Fair Oaks, Menlo Park, Redwod City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
Redwood City							
	Pacific Shores Center 1500 Seaport Blvd Redwood City, CA 94065	$2.75	164,732	164,732	100.0%	NNN	Class A, Built in 2001
	1201 Main Street Redwood City, CA 94063	$0.85	17,685	17,685	100.0%	NNN	Downtown Redwood City. Full kitchen, gated parking
	Britannia Seaport Centre 900 Chesapeake Dr 14 Redwood City, CA 94063	$1.45	22,897	45,794	50.0%	NNN	R&D Parking Ratio: 3.30/ 1,000 Year Built 1988
	Woodside Technology Centre 720 Bay Road Redwood City, CA 94063	$1.70	10,000	60,000	16.7%	NNN	Class A R&D Built in 1998

Notes:

(a) Some properties listed as Redwood City or Menlo Park fall within North Fair Oaks.

Sources: Loopnet, 2009; BAE, 2010.

Table A.2: Retail Comps, North Fair Oaks, Menlo Park, Redwood City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
North Fair Oaks (a)							
	1709 Woodside Road, Redwood City, CA 94061	$3.25	6,000	6,000	100.0%	NNN	
	60 5th Ave Redwood City, CA 94063	$0.92	6,900	6,900	100.0%	NNN $0.23	Easy access to El Camino, Atherton and Menlo Park.
	1036 El Camino Real Redwood City, CA 94063	$2.20	5,444	5,444	100.0%	NNN	Across from Sequia Station Shopping Center
Menlo Park							
	325 Sharon Park Dr. Menlo Park, CA 94025	$3.25	947	72,000	1.3%	NNN	Safeway shopping center. Near Stanford, Sand Hill Rd.
	700 El Camino Menlo Park, CA 94025	$3.50	1,530	50,000	3.1%	NNN	Former Togo's restaurant space. Near Stanford Shopping Center
	773 Santa Cruz Ave Menlo Park, CA 94025	Negotiable	2,500	5,000	50.0%	NNN	Unlimited number of parking spaces New building in downtown Menlo Park.
NA	650 Live Oak Avenue Menlo Park, CA 94025	$2.50	7,500	7,500	100.0%	NNN	Across from Menlo Station.

Table A.2: Retail Comps, North Fair Oaks, Menlo Park, Redwood City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
Redwood City							
NA	1501 Woodside Rd Redwood City, CA 94061	$1.75	897	2,805	32.0%	Mod. Gross	
	2074 Broadway Redwood City, CA 94063	$2.60	3,000	3,000	100.0%	NNN $0.14	Near City Hall,Century Theater
	Sequoia Station 1001-1111 El Camino Rd. Redwood City, CA 94063	Negotiable	14,344	14,344	100.0%	NNN	Neighborhood Center Medical Office
	2658 Broadway Redwood City, CA 94063	$1.85	2,436	2,436	100.0%	Full Svc	City Parking Lot Behind Building
NA	The Salvation Army 1718 Broadway Redwood City, CA 94063	$0.85	6,170	6,170	100.0%	NNN	Near Kaiser Hospital
	Woodside Road & Spring Street 2001 Spring Street Redwood City, CA 94063	$0.90	5,800	5,800	100.0%	NNN	Industrial/Retail Building.

Table A.2: Retail Comps, North Fair Oaks, Menlo Park, Redwood City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
	Hopkins Plaza at El Camino Real 570 El Camino Real Redwood City, CA 94063	$2.15	6,131	6,131	100.0%	NNN	Office, Financial, Retail and mixed uses, medical uses
	935 Main Street Redwood City, CA 94062	$1.00	5,000	5,000	100.0%		
	Franklin Street Retail 1553 El Camino Real Redwood City, CA 94063	Negotiable	1,645	4,500	36.6%	Mod. Gross	High Traffic Count
	City Center Plaza 910 - 920 Main Street Redwood City, CA 94062	$1.50	2,379	2,379	100.0%	NNN	
	2120 Broadway Redwood City, CA 94061	$2.75	4,473	4,473	100.0%	Mod Gross	Across from Century Theatres

Table A.2: Retail Comps, North Fair Oaks, Menlo Park, Redwood City, Dec. 2009

Photo	Address	Price/SF/ Month	Available	Total	Vacancy	Type	Details
	665 El Camino Real Redwood City, CA 94063	$1.75	3,500	3,500	100.0%		
	On Broadway Jefferson Ave & Broadway St Redwood City, CA 94061	$2.67	28,750	155,000	18.5%	NNN $0.78	
	935 Brewster Avenue Redwood City, CA 94063	$1.50	5,722	5,722	100.0%	NNN	
	411-417 Lathrop Street Redwood City, CA 94063	$3.00	600	2,300	26.1%	NNN	
	949 Veterans Blvd Redwood City, CA 94063	$2.50	4,500	4,500	100.0%	NNN	

Notes:
(a) Some properties listed as Redwood City or Menlo Park fall within North Fair Oaks.
Sources: Loopnet, December 2009; BAE, 2010.

Appendix B: Planned and Proposed Developments

Table B.1: Planned and Proposed Projects in North Fair Oaks, December 2009

Address	Description	Use
North Fair Oaks		
Commercial		
2798 Middlefield Rd	Construction of new commercial building with restaurant and office upstairs. Pending.	Office
	Bayside Design Review to allow a new restaurant on a substandard sized parcel. Approved.	Restaurant
2345 Spring Street	Renovate existing mixed use commercial bldg. Complete.	Mixed-Use
3050 Middlefield Rd	Commercial building (1,220 s.f. each floor). Pending.	Office/ Retail
Residential		
301 6th Streets	4 townhomes. Pending.	Residential
219 Semicircular Rd	2 townhomes Pending.	Residential
2900 Spring Street	Major subdivision for 6 condo units within an existing industrial office building. Pending	Residential
2845 Marlborough Street	New duplex. Pending.	Duplex
317 6th Ave	New 4-unit townhouses (3-4 bedrooms)- Complete.	Residential
325 6th Ave	New 5-unit townhouses- Complete.	Residential
101 5th Ave	Major subdivision for a 10-unit townhouse major subdivision. Approved.	Residential
317 6th Ave	Major subdivision for a 9-unit condo development (and demo of existing rental units). Appealed.	Residential
221 Semicircular Rd	Major subdivision of an existing 11,761 sq.ft. parcel into 6 lots & construction of 6 townhouse units. Pending.	Residential
Industrial		
890 Barron Ave	New warehouse. Complete.	Warehouse
866 Warrington Ave	New 2- story warehouse. Pending.	Warehouse
451 Warrington Ave	Cabinet World- warehouse for cabinet storage. Pending.	Storage
MENLO PARK		
Commercial		
1300 El Camino Real Project	110,065 sf commercial project with grocery store, restaurant, and adj. retail. Approved.	Retail
1706 El Camino Real- Medical Office	2-story 10,148 sf office building for medical/dental office use. Under Review.	Office
Derry Mixed-Use Project- Oakgrove Ave & Caltrain tracks	108 for-sale housing units and 24,925 sf commercial space. Project on hold	Mixed-Use
Menlo Gateway Project (Bohannon Hotel-Office)	3 office -R&D buildings (694,669 sf total)	Office
	Hotel (171,563 square feet; 230 rooms)	Other
	Health club, serving hotel guests and the public (68,519 square feet)	Other
	Cafe/restaurant (4,245 square feet)	Retail
	Neighborhood-serving retail and community facilities (10,420 square feet)	Retail
	Draft EIR submitted. Project under review.	
321 Middlefield Road- Medical Office	Convert existing 48,400 sf office building to medical office use. Approved.	Office
1460 El Camino Real Project	Construct 26,800 sf, 2-story office building with submerged parking & 16 townhouse units. Approved.	Mixed-Use
2550 Sand Hill Road Project	Construct a new 2-story 23,011 sf non-medical office building. Approved.	Office

Table B.1: Planned and Proposed Projects in North Fair Oaks, December 2009

Address	Description	Use
2825 Sand Hill Road Hotel and Office Complex	Stanford University is proposing to construct a 170,000 sf hotel with 120 guest rooms, 5 extended-stay villas, a restaurant, spa/fitness center, and approximately 100,000 sf office space. Approx. 345,000 sf total	Office
525 El Camino Real- Safeway Development Project	65,017 sf Safeway with an attached 11,500 sf retail structure. (76,517 sf total) Under Construction	Retail
Residential		
75 Willow Road- Residential Project	Summerhill Homes proposes to construct 33 new apartment units. Approved.	Residential
Linfield Drive Project- 110 and 175 Linfield Drive	Construct 56 new apartment units. Approved	Residential
966-1002 Willow Road Residential Development	Construct 12 residential units on 3 parcels. Approved.	Residential
REDWOOD CITY		
Commercial		
949 Veterans Boulevard	In-N-Out Burger restaurant. Environmental Assessment under review	Restaurant
150 Charter Street	Permit for new neighborhood grocery store, "Mi Rancho."	Grocery Store
Residential		
RC annexed land from Woodside	60 affordable apartment units for teachers. 2010 completion date.	Teacher Housing
885 Woodside	43 market-rate apartments under construction; Expected 2010 completion date.	Apartments
Hwy 101 and Veterans Blvd	North Main Precise Plan. 200 rental units - planning approval. Waiting for permits.	Apartments
North Main Street	135 apartment units in Phase I construction. Under review.	Apartments

Sources: San Mateo County Planning and Building Department, December 2009; Redwood City Planning Department, 2009; Menlo Park Planning Department 2009; BAE, 2010.

Appendix C: Community Development Resources

The North Fair Oaks has a variety of community development resources as it works towards revitalization. These include the following organizations listed by major category.

Planning and Neighborhood Revitalization

The North Fair Oaks Community Council (also knows as the North Fair Oaks Municipal Advisory Council. (www.nfocouncil.org)

The Fair Oaks Beautification Association raises funds to plant trees and install traffic-calming devices throughout the neighborhood. Its primary activity is to maintain the neighborhood park at Edison Way and Fair Oaks Avenue.

Neighborhood Safety

San Mateo County Sheriff's Department (www.co.sanmateo.ca.us/portal/site/sheriffs)

Youth and Senior Services

Sheriff's Youth Activities League (www.sanmateopal.org)

North Fair Oaks Community Center (www.nfocouncil.org)

North Fair Oaks Community Festival

Signature Community Event Occurring Each August (www.northfairoaksfestival.org)

Workforce Training

Peninsula Works (www.peninsulaworks.org)

Affordable Housing

San Mateo County Department of Housing (www.co.sanmateo.ca.us/portal/site/housingdepartment)