

**St. Matthew Catholic Church
Proposed New School
Gymnasium**

Parking and Traffic Analysis Report

Prepared for:

City of San Mateo

Prepared by:

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Updated June 28, 2011

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Executive Summary

The proposed project is a new School Gymnasium at the existing St. Matthew Catholic Church. The church is located in San Mateo on the property bounded by El Camino Real, Notre Dame Avenue, Castilian Way and Aragon Boulevard.

The study included an off-site traffic impact analysis and neighborhood traffic impact evaluation and an evaluation of potential project impacts on parking, circulation, access operations, and parking lot redesign on-site. This evaluation included a review of the site activities schedule provided in the St. Matthew's project application.

Under project conditions, the three study intersections would continue to operate at LOS A, although left turns at the intersections of El Camino Real at Aragon Boulevard and El Camino Real at Mission Drive would continue to operate at LOS F during each of the weekday AM and PM peak hours. The proposed project would not have a significant impact on any of the study intersections.

There are currently 198 parking spaces located on the St. Matthew's campus. The proposed layout creates an additional 108 parking spaces for a total of 306 spaces on the project site. With the proposed parking layout, the on-site parking supply would be adequate to accommodate the existing parking demand on typical weekdays but would not be adequate to accommodate demand for the busiest Sunday masses. St. Matthew has obtained an agreement to use the Pacific Western Bank parking lot, across the street on El Camino Real, for overflow parking on nights and weekends. The bank parking lot plus the on-street parking spaces along Notre Dame adjacent to the church provide another 50 spaces. The total of 356 spaces would be sufficient to accommodate the busiest Mass on a typical Sunday. St. Matthew has submitted a parking management plan that is designed to encourage parishioners to park on-site or along El Camino Real and to not park on neighborhood streets. Thus, overflow parking on neighborhood streets should be reduced.

In the Parking Management Plan, St. Matthew has proposed to identify off-site parking lots within the vicinity (approximately one-half mile radius) of the campus and possible shuttles for special events that exceed a parking demand of 356 spaces in order to alleviate congestion and parking problems on neighborhood roads surrounding the school.

Recommendations

Recommendation #1: Install pedestrian countdown signal heads at the El Camino Real & Ninth Avenue intersection to facilitate pedestrian crossings of El Camino Real and use of the Pacific Western Bank overflow parking lot (included in Parking Management Plan).

Recommendation #2: Provide a bike parking area for Sunday Masses (included in Parking Management Plan).

Recommendation #3: In conjunction with the parking lot reconstruction, St. Matthew should discourage parishioners from parking in the neighborhood, through implementation of the following measures (included in Parking Management Plan):

A. Establish a parking committee to oversee parking functions

- B. Publish a parking guide for parishioners*
- C. Establish a parking patrol during Sunday Mass to discourage neighborhood parking*
- D. Pay for a police officer during Sunday Mass to ticket illegally parked cars.*

Recommendation #4: Open the school gate on Notre Dame at 2:30 PM and post a traffic control volunteer on Notre Dame to insure that vehicles do not block the street.

Recommendation #5: Implement a Parking and Traffic Management Plan during the annual Carnival event. The plan could include a combination of the following (included in Parking Management Plan):

- A. Lease and secure several hundred parking spaces (e.g. 300-400 spaces) at off-site locations.*
- B. Lease shuttle buses and hire shuttle drivers.*
- C. Develop a logistical plan for shuttling visitors to and from the Carnival.*
- D. Develop and implement a thorough directional signage plan to ensure that cars are directed to the proper parking areas.*
- E. Provide advance notice of parking and shuttle arrangements for the event such as:
 - 1. Issuing informational flyers to parishioners, staff, volunteers, event participants, and vendors;*
 - 2. Provide information in newsletters;*
 - 3. Post information on St. Matthew's website; and*
 - 4. Provide information through other means of advertising for the event.**
- F. Use traffic control personnel to direct traffic to off-site parking areas and prevent cars from parking on adjacent neighborhood streets.*
- G. Hire traffic enforcement officers to monitor parking on adjacent residential streets.*

The above measures should be implemented as identified by the annual approval process for the Carnival, which is either through the City's Temporary Use Permit process or approval through the City's Special Community Events Committee (see Appendix E for 2008 approval letter from the Committee regarding the St. Matthew's Caribbean Carnival).

Introduction

St. Matthew Catholic Church is located in San Mateo on the property bounded by El Camino Real, Notre Dame Avenue, Castilian Way and Aragon Boulevard (see Figure 1). Vehicular access to the on-site parking lots is provided by driveways on El Camino Real, Notre Dame Avenue, and Aragon Boulevard. Pedestrian access also exists to these three streets. The site is surrounded by residential development.

The site offers many services beyond daily mass and other church functions. It has a K through 8 school, daycare center, and sports facilities. The church is proposing to build a new School Gymnasium. The total square footage of the new gymnasium is 11,683 s.f. In addition, the existing auditorium adjacent to the proposed new building will be refurbished and used for a variety of parish and school programs and performances.

Project Description

According to the development application, the proposed School Gymnasium will be used for Saint Matthew Elementary and Junior High School athletic uses and will not be used for any outside athletic programs. The School Gymnasium will also have a room in it for the existing before and after school care program. The School Gymnasium will be used as needed during school hours for PE classes and between 3:00 pm and 10:00 pm for team practices. On weekends and after school the School Gymnasium may be used for one game at a time. According to the development application, the Gymnasium will not be used simultaneously with Sunday Masses. This traffic and parking analysis reflects the full range of activities and programs resulting from the proposed project.

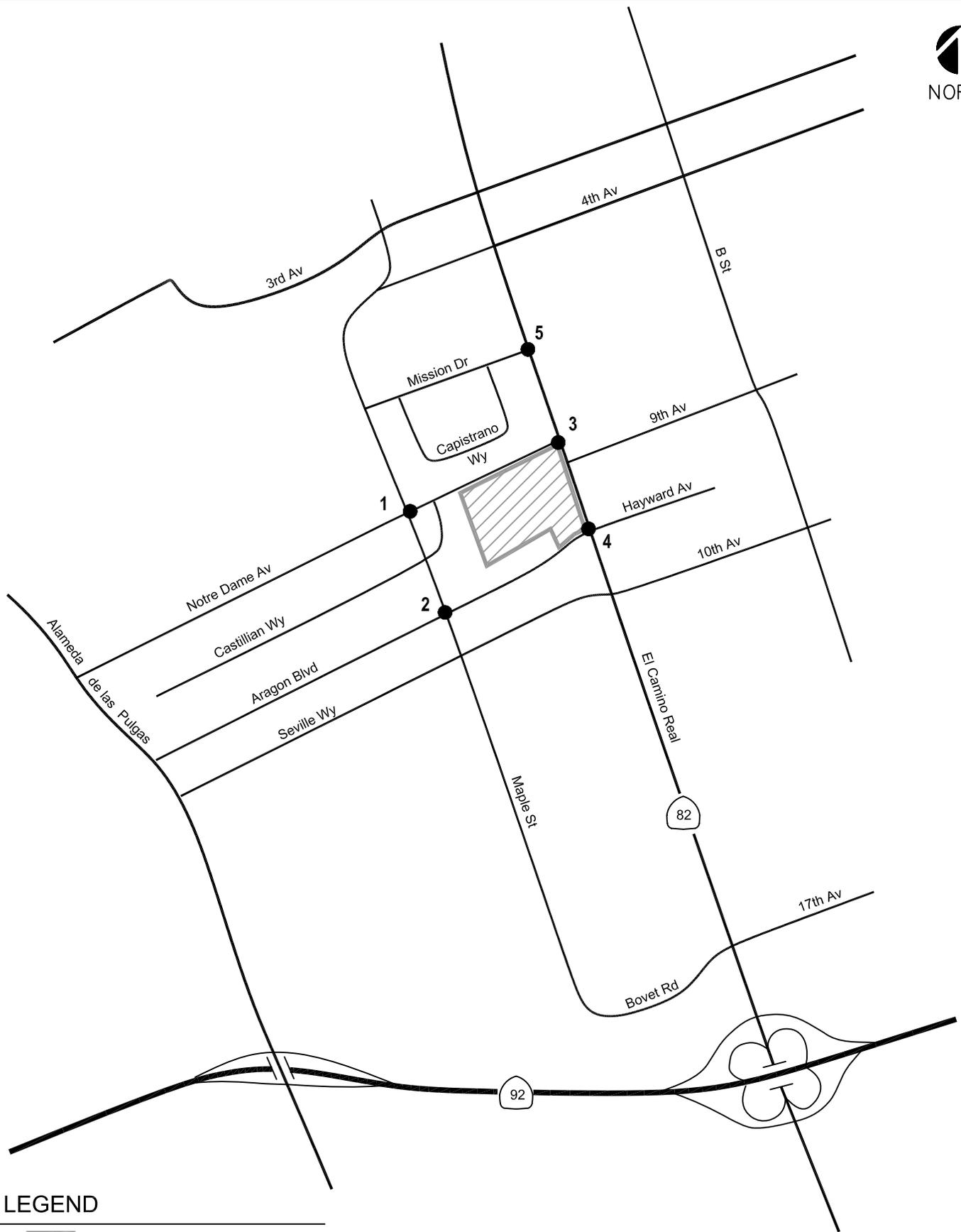
Scope of Study

The study included an off-site traffic impact analysis and neighborhood traffic impact evaluation and an evaluation of potential project impacts on parking, circulation, access operations, and parking lot redesign on-site.

Off-Site Traffic Conditions

Traffic conditions off-site were evaluated as a typical traffic study is evaluated – for AM and PM peak-hour commute periods both without the project (existing conditions) and with the project (project conditions). The off-site analysis includes analysis of levels of service at the following intersections:

- El Camino Real and Mission Drive
- El Camino Real and Notre Dame Avenue
- El Camino Real and Aragon Boulevard
- Maple Street and Notre Dame Avenue
- Maple Street and Aragon Boulevard



LEGEND



= Site Location



= Study Intersection

Figure 1

SITE LOCATION AND STUDY INTERSECTIONS

All five intersections are unsignalized, the latter two are located within the residential area adjacent to the church. The intersection of El Camino Real and Notre Dame Avenue allows only right turns in.

Analysis Scenarios

Traffic conditions were evaluated for the following scenarios:

Existing Conditions Existing traffic volumes were obtained from traffic counts conducted in 2006, 2007, and 2008. Based on other counts in San Mateo, it is believed that 2011 traffic volume is less than or equal to prior years (see Appendix A).

Project Conditions Project conditions were represented by existing peak-hour traffic volumes plus approved development trips plus project trips.

Analysis Methodologies and Level of Service Standards

Traffic conditions were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or forced-flow conditions with extreme delays. A general description of level of service (LOS) is provided in Table 1.

Unsignalized Intersections

Level of service at unsignalized intersections is based on delay, as shown in Table 1. The City of San Mateo has no level of service standard nor significance criteria for unsignalized intersections. However, based on the projected level of service at each intersection, combined with the results of the signal warrant checks for each intersection, the City can choose to implement street improvements and/or install a traffic signal.

On-Site Parking, Circulation, and Access Operations

Parking, circulation, and access operations on-site were evaluated based on field observations, parking surveys, and engineering judgment. The on-site analysis included identifying the peak periods of demand during normal conditions (weekdays and weekends) and during special events. During each of these peak periods for existing uses on site, the project's estimated contribution to additional traffic and parking was assessed for potential further impacts. It should be noted that few if any of the uses on site peak at the same time as the ambient traffic (the commute periods: 7-9 AM and 4-6 PM). For example, the school afternoon peak hour does not coincide with the PM peak hour typically chosen for analysis (4:00 to 6:00 PM)

Table 1
Description of Unsignalized Intersection Level of Service

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression .	10.0 or less
B	Operations with low delay occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

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

Off-Site Existing Parking and Traffic Conditions

Off-site traffic condition evaluations were represented by intersection level of service, signal warrants, the Traffic Infusion on Residential Environments (TIRE) index, observations, parking surveys, and an analysis of collision data on El Camino Real adjacent to the site.

Existing Setting

St. Matthew Catholic Church is located in San Mateo on the property bounded by El Camino Real, Notre Dame Avenue, Castilian Way and Aragon Boulevard. El Camino Real is a six-lane major arterial and State highway (SR 82). Notre Dame Avenue is a one-way street that functions much like an alley: with the exception of St. Matthew, it provides access to the back yards of adjacent properties. Castilian Way and Aragon Boulevard are two lane, local residential streets. Currently, the site is accessed via four driveways: two located on Notre Dame Avenue, one located on El Camino Real, and one located on Aragon Boulevard. The development application proposes to maintain the existing driveways (see Figure 2).

Site Accessibility

There are several constraints on traffic flow and site access that greatly influence traffic patterns and access operations on and around the site.

- 1) Notre Dame Avenue is one-way westbound, which precludes direct access to the site from the west.
- 2) The intersection at El Camino Real and Notre Dame Avenue is a T-intersection, such that Notre Dame Avenue cannot be directly accessed from east of El Camino Real.
- 3) El Camino Real does not permit northbound left-turns onto Notre Dame Avenue because this movement would conflict with the southbound left-turn movement at the nearby intersection at 9th Avenue.
- 4) El Camino Real does not permit northbound left-turns into the site driveway on El Camino Real.
- 5) The El Camino Real driveway does not permit outbound left turns on to northbound El Camino Real.

On account of (1), (2), and (3), Notre Dame Avenue can be accessed only by southbound right turns from El Camino Real.

Existing On-Street Parking

It has been documented that during Mass and during some special events (see Appendix E for listing of special events), vehicles associated with St. Matthew are utilizing on-street parking in the neighborhood surrounding the site. It should be noted that two pedestrian walkways exist along Notre Dame Avenue that connect to Capistrano Way. Therefore, visitors to St. Matthew can park on Capistrano Way and easily access the church. Observations by City staff on October 28, 2007 found that Sunday Masses at St.

Matthew generated a peak of 34 vehicles parked on the following neighborhood streets: Aragon Boulevard, Castillian Way, Maple Street, and Capistrano Way.

As a further check of on-street parking, Hexagon conducted surveys on three Saturdays in 2009 (June 27, 2009, July 11, 2009 and August 15, 2009) from 4:30 PM to 7:30 PM and three Sundays in 2009 (June 28, 2009, July 12, 2009, August 16, 2009) from 6:00 AM to 1:00 PM. Hexagon also conducted a survey on one Sunday morning in 2010 (May 16, 2010). St. Matthew staff conducted their own parking counts throughout July, August, September, and October 2010.



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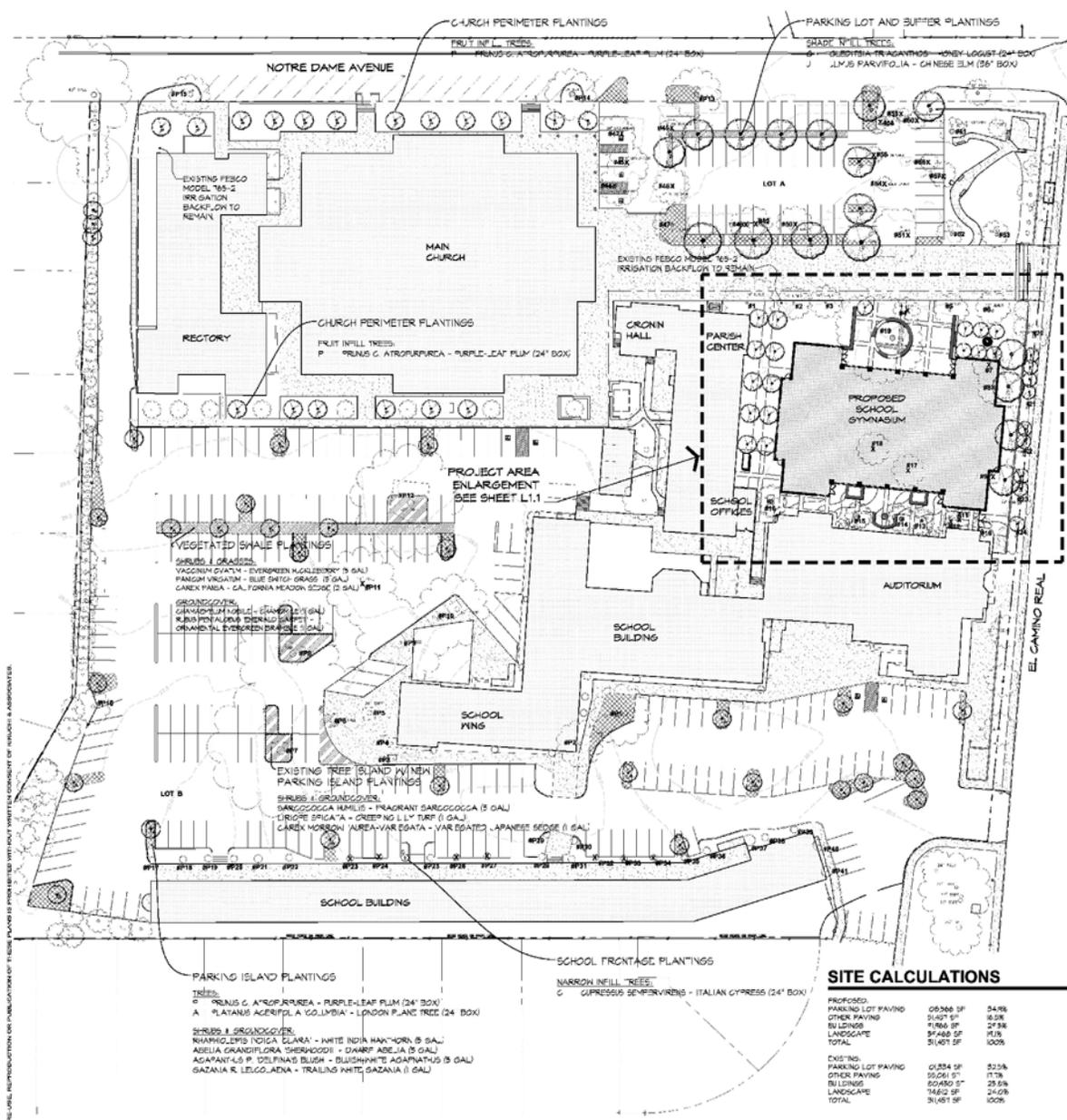
Project
**St. Matthew
School Gymnasium**

Site
**St. Matthew
Catholic School**
110 South E Camino Real
San Mateo, CA

Date: 2010
Project Number: 011101
Scale: 1"=32'
REVISIONS/Issue Date

Sheet Title
**Overall
Campus
Landscape Plan**

Sheet Number
L1.0
SHEET: OF 8



LEGEND

- EXISTING CONCRETE AND BRICK PAVING TO REMAIN
- EXISTING BUILDING TO REMAIN
- EXISTING TREES TO REMAIN (TYP)
- EXISTING TREES TO BE REMOVED
NUMBER CORRESPONDING TO TREE EVALUATION, SEE SCHEDULE BELOW
- PROPERTY LINE
- EXISTING CONTOUR
- NEW BUILDINGS PER ARCHITECTURAL PLANS
- NEW SEATING
- NEW GRAVEL (SEE SHEET L11 FOR MORE DETAILS)
- NEW TREE
KEY LETTER

NOTES

- ALL EXISTING STRUCTURES, PAVED AREAS, PLANTED AREAS, LIGHT STANDARDS, SIGNS, FENCES SHALL REMAIN, UNLESS OTHERWISE NOTED.
- ALL EXISTING TREES, SIDEWALKS, CURBS, AND SUTTERS SHALL REMAIN UNLESS OTHERWISE NOTED.
- SEE SHEET L1 FOR DETAILED EXISTING PLANTING AREA AND PEDESTRIAN TRAVEL PATHS AND PROPOSED NEW LANDSCAPE CONSTRUCTION.
- THERE ARE NO NEW PROPOSED IRRIGATION BACKFLOW DEVICES, NEW IRRIGATION SYSTEMS, OR ALL OTHER EXISTING BACKFLOW PROTECTED MAINLINES ON SITE.

PARKING LOT CALCS.

PROPOSED PARKING:	
LOT A	6,165 SF
LOT B	7,266 SF
TOTAL	13,431 SF
PROPOSED PARKING LOT LANDSCAPE AREA:	
LOT A	2,496 SF
LOT B	12,098 SF
TOTAL	14,594 SF (4,163%)
EXISTING PARKING LOTS TO REMAIN	
EXISTING PARKING LOTS TO BE REMOVED	-12
PROPOSED NEW PARKING LOT TREES	44
TOTAL PARKING LOT TREES	32
PARKING LOT TREES REQUIRED FOR 300 STALLS: 103	

TREE LIST

1	REMAIN	6"	ULMUS PARVIFOLIA	R1	REMAIN	40"	MONKEY PUZZLE
2	REMAIN	6"	ULMUS PARVIFOLIA	R2	REMAIN	30"	GORSE OAK
3	REMAIN	4"	ULMUS PARVIFOLIA	R3	REMAIN	6"	INCENSE CEDAR
4	REMOVE	4"	ULMUS PARVIFOLIA	R4	REMAIN	7"	HOLLYWOOD JAMPER
5	REMAIN	4"	ULMUS PARVIFOLIA	R5	REMAIN	30"	COAST LIVE OAK
6	REMAIN	4"	ULMUS PARVIFOLIA	R6	REMAIN	31"	SEEDOAR CEDAR
7	REMOVE	4"	DEODAR CEDAR	R7	REMAIN	50"	ITALIAN STONE PINE
8	REMOVE	4"	DEODAR CEDAR	R8	REMAIN	40"	ITALIAN STONE PINE
9	REMOVE	4"	DEODAR CEDAR	R9	REMAIN	50"	SEEDOAR CEDAR
10	REMAIN	3"	JUNIPERUS CALIFORNICA	R10	REMAIN	27"	SEEDOAR CEDAR
11	REMOVE	2"	JUNIPERUS CALIFORNICA	R11	REMOVE	22"	ITALIAN STONE PINE
12	REMOVE	2"	JUNIPERUS CALIFORNICA	R12	REMAIN	46"	ITALIAN STONE PINE
13	REMAIN	1"	CHAMAECYPARIS LAEVOGATA	R13	REMAIN	36"	BURGERPINE
14	REMAIN	24"	UNRUELLARIA CALIFORNICA	R14	REMAIN	41"	BURGERPINE
15	REMAIN	20"	CHAMAECYPARIS LAEVOGATA	R15	REMAIN	30"	BURGERPINE
16	REMAIN	40"	QUERCUS AGROFILIA	R16	REMAIN	21"	BLACK LOGS
17	REMOVE	22"	LIGUSTRUM STRYAC FLUA	R17-24	REMOVE	---	ITALIAN CYPRESS
18	REMOVE	24"	QUERCUS AGROFILIA	R25	REMOVE	---	ITALIAN CYPRESS
19	REMAIN	2"	GLEDETIA TRIANTHOS	R26-27	REMOVE	---	ITALIAN CYPRESS
20	REMAIN	2"	GLEDETIA TRIANTHOS	R28-29	REMOVE	---	ITALIAN CYPRESS
21	REMAIN	2"	GLEDETIA TRIANTHOS	R30-31	REMOVE	---	ITALIAN CYPRESS
22	REMAIN	2"	GLEDETIA TRIANTHOS	R32-34	REMOVE	---	ITALIAN CYPRESS
23	REMAIN	4"	GLEDETIA TRIANTHOS	R35-41	REMOVE	---	ITALIAN CYPRESS
24	REMAIN	24"	LIGUSTRUM STRYAC FLUA	TOTAL TREES TO BE REMOVED:	52		
42	REMOVE	24"	LIGUSTRUM STRYAC FLUA	TOTAL REPLACEMENT TREES:	40		
43	REMOVE	24"	LIGUSTRUM STRYAC FLUA				
44	REMOVE	6"	PITTOSPORUM UNOLATUM				
45	REMOVE	4"	PITTOSPORUM UNOLATUM				
46	REMOVE	4"	ULMUS PARVIFOLIA				
47	REMAIN	4"	ULMUS PARVIFOLIA				
48	REMOVE	3"	ULMUS PARVIFOLIA				
49	REMOVE	4"	ULMUS PARVIFOLIA				
50	REMOVE	6"	ULMUS PARVIFOLIA				
51	REMOVE	4"	ULMUS PARVIFOLIA				
52	REMOVE	4"	ULMUS PARVIFOLIA				
53	REMOVE	4"	ULMUS PARVIFOLIA				
54	REMOVE	30"	PRUNUS LANDSCURUS				
55	REMOVE	4"	PITTOSPORUM UNOLATUM				
56	REMOVE	2"	MAGNOLIA				
57	REMOVE	2"	MAGNOLIA				
58	REMOVE	2"	AGAVE PALMATUM				
59	REMOVE	2"	PRUNUS GANDAVIANA				
60	REMOVE	1"	LEUCISTRUM JAPONICUM				
61	REMAIN	2"	PITTOSPORUM UNOLATUM				

SITE CALCULATIONS

PROPOSED PARKING LOT PAVING	26,306 SF	94.9%
OTHER PAVING	11,451 SF	8.2%
BUILDINGS	1,186 SF	2.5%
LANDSCAPE	51,488 SF	11.5%
TOTAL	91,431 SF	100%
EXISTING PARKING LOT PAVING	12,354 SF	52.1%
OTHER PAVING	15,261 SF	17.7%
BUILDINGS	22,949 SF	28.6%
LANDSCAPE	7,462 SF	24.0%
TOTAL	58,026 SF	100%

Figure 2
SITE PLAN
St. Matthews Parking and Traffic

Counts were conducted on El Camino Real, 9th Avenue, Notre Dame Avenue, Maple Street, Aragon Boulevard, Castilian Way, Capistrano Way, and in the Pacific Western Bank parking lot. The peak time was found to be the 8:45 AM mass. In the 2009 count, there were 59 cars parked off-site, including 30 cars in the bank parking lot, 19 cars on Notre Dame Avenue, and 10 cars on the neighborhood streets. In the 2010 parking count, Hexagon found a maximum of 113 cars parked off-site, including 32 cars in the bank parking lot, 20 cars on Notre Dame Avenue, 25 cars on El Camino Real, and 36 cars parked on the neighborhood streets. These observations are consistent with the city staff observations in 2007. In the counts done by St. Matthew in 2010, there were a maximum of 79 cars parked off-site. See Appendix A for survey results.

Existing Traffic Volumes

Weekday peak-hour traffic counts were conducted on October 17, 2006, December 18, 2007, January 17, 2008 and February 12, 2008 at the five study intersections. These volumes are shown on Figure 3. The traffic counts conducted for this study are included in Appendix A. Hexagon has compared counts from various years at other locations in San Mateo. It can be concluded that 2011 traffic volume is comparable to prior years. Therefore, the counts used for this study still are valid.

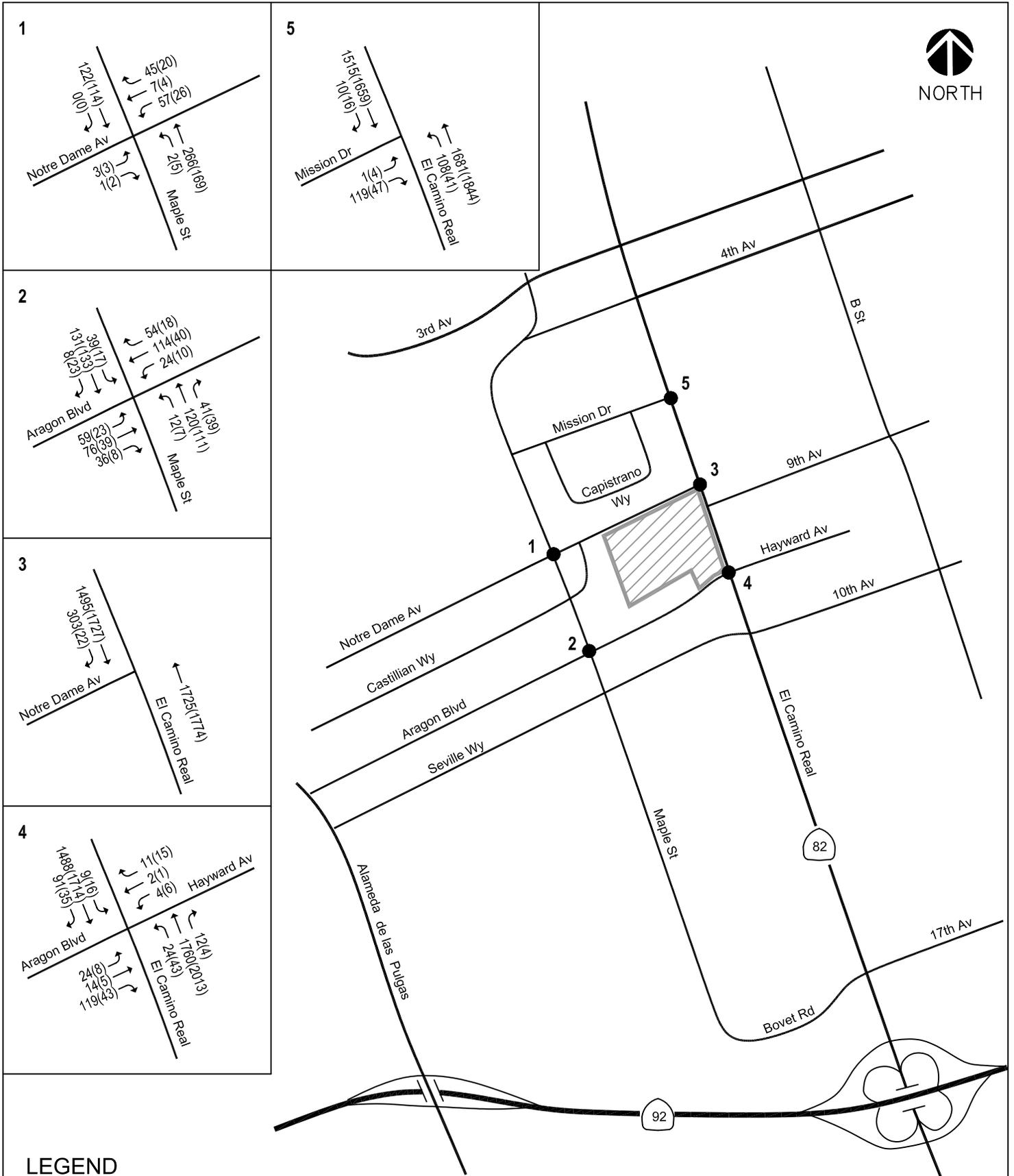
Existing Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 2. The results show that three of the study intersections operate at LOS A, with minimal delay. At the intersections of El Camino Real at Aragon Boulevard and El Camino Real at Mission Drive the left turns operate at LOS F during each of the weekday AM and PM peak hours. Recall that the peak hours studied here are the peak commute hours that occur between approximately 7:30 to 8:30 AM and 4:30 to 5:30 PM (in contrast to when the various regularly scheduled site activities such as school and Mass peak). The level of service calculation sheets are included in Appendix B.

Table 2
Existing Intersection Levels of Service

Intersection	Control Type	Peak Hour	Count Date	Ave. Delay ^a	LOS
El Camino Real and Notre Dame Ave	None	AM	10/17/2006	0.0	A
		PM	10/17/2006	0.0	A
El Camino Real and Aragon Blvd/Hayward Ave	2-Way Stop	AM	1/17/2008	oversaturated	F
		PM	1/17/2008	oversaturated	F
Maple Street and Notre Dame Ave	All-Way Stop	AM	2/12/2008	8.8	A
		PM	2/12/2008	8.0	A
Maple Street and Aragon Blvd	All-Way Stop	AM	2/12/2008	9.5	A
		PM	2/12/2008	8.3	A
Mission Dr. and El Camino Real	2-Way Stop	AM	12/18/2007	oversaturated	F
		PM	12/18/2007	oversaturated	F

^aAt intersections controlled by a 4-way stop, average delay (seconds per vehicle) and LOS (level of service) are reported as the overall average for all movements. At intersections under 2-way stop control, average delay and LOS are reported for the worst controlled lane group.



LEGEND



= Site Location



= Study Intersection

XX(YY)

= AM(PM) Peak-Hour Volumes



Transportation Consultants, Inc.

Figure 3

EXISTING WEEKDAY PEAK-HOUR TRAFFIC VOLUMES

St. Matthews Parking and Traffic

At unsignalized intersections under two-way stop control, level of service is reported for the worst controlled lane group. Therefore, even though thousands of cars travel on El Camino Real through the intersection at LOS A, a small amount of vehicles approaching from the side streets onto El Camino Real are subject to LOS F conditions.

Existing Traffic Conditions on Aragon Boulevard

The close proximity of Aragon Boulevard to the project site makes it unusually sensitive to traffic and parking conditions created by St. Matthew. Some issues residents on Aragon Boulevard experience are as follows:

- Limited accessibility to El Camino due to the difficulty of turning left from Aragon onto El Camino Real (during weekdays and weekends).
- Parking spillover due to excessive parking demand during Sunday services. The existing supply on site and on Notre Dame Avenue cannot accommodate the demand, so the additional vehicles park on Aragon Boulevard and other neighborhood streets.
- Congestion caused by special event attendees (for events such as the Carnival) using Aragon Boulevard for on-street parking and as a primary traffic circulation route.

Existing Signal Warrants

In accordance with General Plan Policy C 2.8, peak-hour traffic signal warrants (*MUTCD Peak-Hour Volume Warrant #3*) were checked for the unsignalized intersections at El Camino Real at Aragon Boulevard and El Camino Real at Mission Drive under existing conditions. A signal warrant is a predefined traffic condition at an unsignalized intersection which, when met, can serve as justification for installing a traffic signal at the intersection. In the case of Warrant #3, the Peak-Hour Volume Warrant, the predefined condition is a combination of traffic volumes on the main road and the side street that renders the left-turn movement from the side street particularly difficult or dangerous.

The peak-hour volume signal warrant exists in recognition of the fact that on very busy roads it can be next to impossible to negotiate a through movement or left turn from a side street. The (peak-hour volume warrant) formula for determining whether a traffic signal is warranted attempts to factor the overall effect on traffic, including both the additional delay that may be introduced to through movements on the main roadway and the reduction in delay on the side street approaches. As such, the formula requires a minimum threshold of traffic volumes on the side street before it will warrant a signal. For example, the main roadway may carry more than 3,000 cars in the peak hour, resulting in very few gaps in traffic. However, if the number of vehicles turning left from the side street is fewer than 30 in that same peak hour, then installation of a traffic signal is deemed not warranted. Installing a traffic signal would add noticeable delay to thousands of cars during the peak hour every day, while providing a benefit to less than 30 cars.

The check shows that the warrants are not met under either the AM or PM peak hour. The signal warrant sheets are included in Appendix C.

Existing Collision Rates

Collision data for intersections on, and segments of, El Camino Real were collected and evaluated to determine if there are any locations where collision rates exceed the statewide average. Data were summarized by location for a nearly four-year period between January 2003 and September 2006 and collision rates were calculated. These collision rates were compared to the statewide collision rates (*Caltrans' 2002 Collision Data on California State Highways*) for facilities of the same type. If the rates were shown to considerably exceed the average, and the types of accidents were of a preventable type, improvements could be implemented that could help to reduce the collision rate in the future.

The comparisons are shown below in Tables 3 and 4 for intersections and street segments, respectively. The actual collision rate does not exceed the statewide average collision rate at any of the locations reviewed. The collision data and the Caltrans statewide average summaries are included in Appendix D.

Table 3
Intersection Accident Rates

Intersection	Intersection Type	Control Type	Area Type	Accident Rate	
				Statewide Average ²	At Intersection ¹
El Camino Real and Notre Dame	tee	unsignalized	suburban	0.13	0.00
El Camino Real and 9th	tee	signalized	suburban	0.43	0.17
El Camino Real and Hayward	4-legged	unsignalized	suburban	0.34	0.08
Maple and Notre Dame	4-legged	unsignalized	suburban	0.34	0.00
Maple and Aragon	4-legged	unsignalized	suburban	0.34	0.00

¹ Number of accidents per million vehicles entering the intersection. From data provided by the City of San Mateo for the period from January 1, 2003 through September 6, 2006.

² Per Caltrans publication *2002 Collision Data on California Highways*.

Table 4
Road Segment Accident Rates

Roadway	Segment			No. of Lanes	Design Speed	Accident Rate	
	From	To	Length (mi.)			Statewide Average ²	On Segment ¹
El Camino Real	Mission	9th	0.15	6	45	0.95	0.43
El Camino Real	9th	Hayward	0.09	6	45	0.95	0.00
El Camino Real	Hayward	10th	0.08	6	45	0.95	0.28

¹ Number of accidents per million vehicles per mile. From data provided by the City of San Mateo for the period from January 1, 2003 through September 6, 2006.

² Per Caltrans publication *2002 Collision Data on California Highways*.

Off-Site Project Parking and Traffic Conditions

Off-site project traffic conditions represent traffic conditions off site during the weekday peak hours, unless otherwise noted. Project conditions are represented by existing traffic volumes plus traffic from approved developments plus traffic from the project.

Approved Development Trips

Weekday peak-hour trips from approved developments were obtained from traffic studies conducted for approved but not yet occupied developments. The only development in the vicinity of the site that met these criteria was the Stonegate Condominium development. Two other approved but not yet occupied developments – the Palm Residential and the Versailles Senior Housing – generate a net reduction in peak-hour trips, so they were not included.

Site Uses and Project Definition

There are many land uses on the project site. The principal uses are church, school, and daycare. There is an existing auditorium on the site that is used for a variety of activities, including sports activities. The project is a proposed new School Gymnasium, which would provide an indoor location for basketball and other sports. Some of these sports activities currently occur in the parking lot. The existing Auditorium would continue to be used for some athletic activities and other Parish functions. The Application Submittal proposes that neither the existing Auditorium nor the new Gymnasium would be used simultaneously with Sunday Masses. The proposed uses and schedule for the proposed new gymnasium are outlined below.

A site-activities schedule, which shows a breakdown of uses on site by time and day, was included in the Application Submittal. Because the proposed School Gymnasium can accommodate a multitude of activities, traffic and parking generation were determined on the basis of the increases in existing activities that are projected to occur as a result of construction of the new School Gymnasium. The proposed new School Gymnasium is planned to occupy 11,683 square feet of space. The School Gymnasium will be used for Saint Matthew Elementary and Junior High School athletic uses and will not be used for any outside athletic programs. Although these are not new functions to the St. Matthew campus, the project could result in an increase in the size or frequency of these functions. In addition, the project also may result in an increase in traffic during certain hours because it would allow the previously described functions to occur simultaneously with performances, drama club meetings, and music and arts programs held at the existing auditorium. As a result, this traffic and parking analysis reflects the full range of activities and programs resulting from the proposed project.

Project Trip Generation

According to St. Matthew staff, all athletic activities currently held in the auditorium will be moved to the proposed gymnasium. The activities schedule shows that during the weekday PM peak hour, (a) up to two school teams can practice at a time in the proposed School Gymnasium, and (b) there are approximately 30 participants per practice. Just how many of these participants actually arrive or depart by vehicle during the corresponding peak hour is not certain, but church staff have noted that usually the number of

players for basketball or volleyball is 10 but no more than 15 per team. Presently, only one team practices at a time in the existing auditorium, so the proposed project would double the traffic generated by sports practices during the weekday peak hours. Including trips by coaches, it is conservatively estimated that the project will add up to 40 additional PM peak hour trips (20 in and 20 out) above the traffic generated by the current sports practices. Like the existing auditorium, the proposed gymnasium will host only a single volleyball or basketball game at any one time. Therefore, the proposed project will not result in any increase in weekday peak-hour traffic due to volleyball or basketball games.

In addition, the old auditorium will be refurbished and may be utilized at the same time as the School Gymnasium for a variety of parish and school programs and performances. It is estimated that typical recurring uses in the old auditorium (e.g. drama club meetings) would generate up to 50 additional trips (25 in and 25 out) during the weekday PM peak hour.

Thus, overall the project could add up to 90 hourly vehicle trips (45 inbound and 45 outbound) during most weekday afternoons and evenings (when practices occur).

The project is not expected to result in any changes to the current activities during the AM peak hour. Therefore, the project would have zero net trips during the weekday AM peak hour.

Project Trip Distribution and Assignment

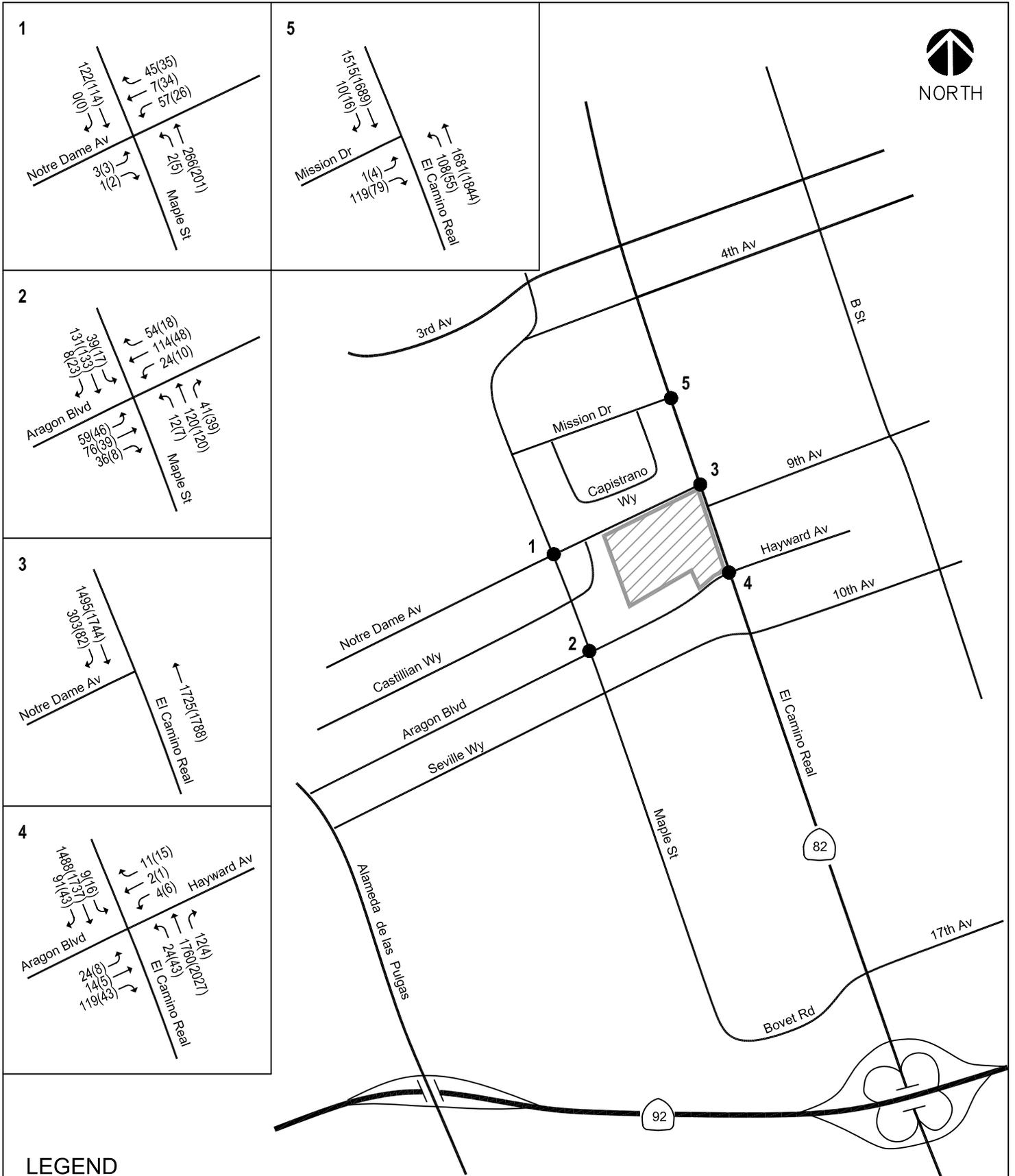
The assumed project trip distribution and trip assignment are shown on Figure 4. The project trip assignment in the immediate vicinity of the project site (and at the study intersections and site driveways) is shown on Figure 5. The project weekday peak-hour trip assignment reflects the turn restrictions and other traffic constraints described previously.

Project Traffic Volumes

Project traffic volumes are comprised of existing volumes, approved development trips, and project trips. Project traffic volumes are shown on Figure 6.

Project Intersection Levels of Service

The results of the level of service analysis under project conditions are summarized in Table 5. The results show that three of the study intersections would continue to operate at LOS A. At the intersections of El Camino Real at Aragon Boulevard and El Camino Real at Mission Drive the left turns would continue to operate at LOS F during each of the weekday AM and PM peak hours. The level of service calculation sheets are included in Appendix B.



LEGEND



= Site Location



= Study Intersection

XX(X)

= AM(PM) Peak-Hour Volumes



Hexagon
Transportation Consultants, Inc.

PROJECT WEEKDAY PEAK-HOUR TRAFFIC VOLUMES

Figure 6

St. Matthews Parking and Traffic

Project Signal Warrant

A peak-hour traffic signal warrant analysis was conducted (Peak Hour Warrant [Warrant 3] in the *California MUTCD*) for the unsignalized intersections of El Camino Real at Aragon Boulevard and El Camino Real at Mission Drive under project conditions. The analysis shows that the warrants would not be met under either the AM or PM peak hour. As described previously, side street traffic at these intersections would operate at LOS F and yet not meet the signal warrant. This is because there would not be enough vehicles turning left from the side street to warrant the installation of a signal. The signal warrant sheet is included in Appendix C.

Table 5
Project Intersection Levels of Service

Intersection	Control Type	Peak Hour	Count Date	Existing		Project Conditions		
				Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit Delay
El Camino Real and Notre Dame Ave	None	AM	10/17/2006	0.0	A	0.0	A	0.0
		PM	10/17/2006	0.0	A	0.0	A	0.0
El Camino Real and Aragon Blvd/Hayward Ave	2-Way Stop	AM	1/17/2008	oversaturated	F	oversaturated	F	n/a
		PM	1/17/2008	oversaturated	F	oversaturated	F	n/a
Maple Street and Notre Dame Ave	All-Way Stop	AM	2/12/2008	8.8	A	8.8	A	0.0
		PM	2/12/2008	8.0	A	8.3	A	0.3
Maple Street and Aragon Blvd	All-Way Stop	AM	2/12/2008	9.5	A	9.5	A	0.0
		PM	2/12/2008	8.3	A	8.4	A	0.1
Mission Dr. and El Camino Real	2-Way Stop	AM	12/18/2007	oversaturated	F	oversaturated	F	n/a
		PM	12/18/2007	oversaturated	F	oversaturated	F	n/a

Any improvements that would be required to El Camino Real, including installing a traffic signal, would require coordination with Caltrans.

TIRE Index

Residential areas are especially sensitive to traffic because relatively small increases in traffic can impact the livability of the neighborhood. A tool for measuring the effects of increases in traffic on neighborhood “livability” is the TIRE index, or Traffic Infusion on Residential Environments.

Whereas most other traffic analysis methods are based on peak-hour traffic conditions, the TIRE index is based on daily traffic conditions. It uses average daily traffic (ADT) volumes to determine the amount of daily traffic that could be added to a roadway before residents would perceive the increase in traffic. The amount of daily traffic that can be added before residents would notice directly correlates to the amount of daily traffic already present on the street. According to this methodology, an impact occurs when the difference in index between existing and project conditions is 0.10 or more. An increase in index of 0.10 corresponds to an approximate increase in ADT of between 20 and 30 percent.

A daily 24-hour traffic count was conducted on Aragon Boulevard on October 11, 2006 and on Notre Dame Avenue on December 18, 2007. Table 6 shows the existing ADT on Aragon Boulevard both west of and east of the site driveway and on Notre Dame between Maple Street and the site driveway, and also shows the corresponding TIRE index for each (refer to Appendix F). It shows the estimated daily project trips, the change in TIRE index caused by the project, and whether this change would be considered

noticeable by residents living on the street. The results show that, relative to existing traffic volumes on Aragon Boulevard and Notre Dame Avenue, the traffic added by the project would be minimal.

Table 6
TIRE Index

Street	Segment	Existing Conditions		Volume to Cause +.1 Change in TIRE Index	Project Trips ³	Significant Impact?
		ADT ¹	TIRE Index ²			
Aragon Blvd.	Maple to site driveway	1,600	3.2	400	24	no
Aragon Blvd.	Site driveway to El Camino Real	1,450	3.2	400	24	no
Notre Dame Ave.	Maple to site driveway	687	2.8	180	135	no

¹ ADT = average daily traffic. Existing counts conducted in October 2006 and December 2007.

² TIRE = Traffic Infusion on Residential Environments. Source: Goodrich Traffic Group

³ Daily Project Trips were estimated by multiplying the PM peak-hour volumes on each street segment by a factor of 3.

On-Site Existing Parking, Access and Circulation

For the off-site analysis, the study periods were based upon the City’s policies regarding traffic studies, which focus on traffic conditions during weekday peak commute hours. For on-site parking, circulation and access operations evaluation, it was necessary to determine which time period is applicable for study, and whether different time periods need to be studied to address all possible peaking conditions (e.g. parking demand may peak at a different time than the traffic volumes on the adjacent streets).

Existing Parking Supply

Hexagon counted 198 spaces on site (including 8 carport and garage spaces). During peak times on Sunday morning, cars were observed utilizing aisles and other unmarked parking areas such that up to 233 cars were parked on-site. In addition, there are 20 parking spaces along Notre Dame Avenue and 25 spaces along El Camino Real adjacent to the church. St. Matthew has an agreement with Pacific Western Bank to utilize their 40 parking spaces during non-bank hours. Thus, the total number of parking spaces that can be utilized by St. Matthews without spilling into the neighborhood is about 315 spaces. The church proposes to reconfigure the parking lots to increase the number of on-site parking spaces. This is discussed in detail in the next chapter.

Existing Site Peaking Characteristics

The variability in parking and traffic depend upon the activities occurring on site. The activities, in turn, vary depending on day of week, week of year, etc. For this study, three occasions were considered: normal weekdays, normal weekends, and special events (see Appendix E for listing). Each of these conditions occurs with different frequency. Normal weekdays occur 250 times per year, normal weekends occur 50 times per year, and large special events occur only four or five times per year. Note that the difference in frequency of the event/occurrence bears directly on the practicality of any mitigations needed.

Identification of Peak Periods

Based on the activities schedule included in the Application Submittal for the Gymnasium, the parking and traffic demands were estimated for each hour of the day for each of the normal weekday and weekend conditions.

Existing Weekday Peak Traffic Conditions

Figure 7 illustrates the hourly variation in *traffic* at the site based on the St. Matthew Church schedule of weekday activities. Monday was selected as the busiest day of the week because the youth ministry meets on Monday evenings and has 50 attendees. The weekday peak traffic conditions at the site – on the streets fronting the site, at the site driveways, and on the site itself – occur when school commences at 8:00 AM in the morning and lets out at 3:00 PM in the afternoon. The traffic demand during the peak periods before and after school is about the same on each weekday.

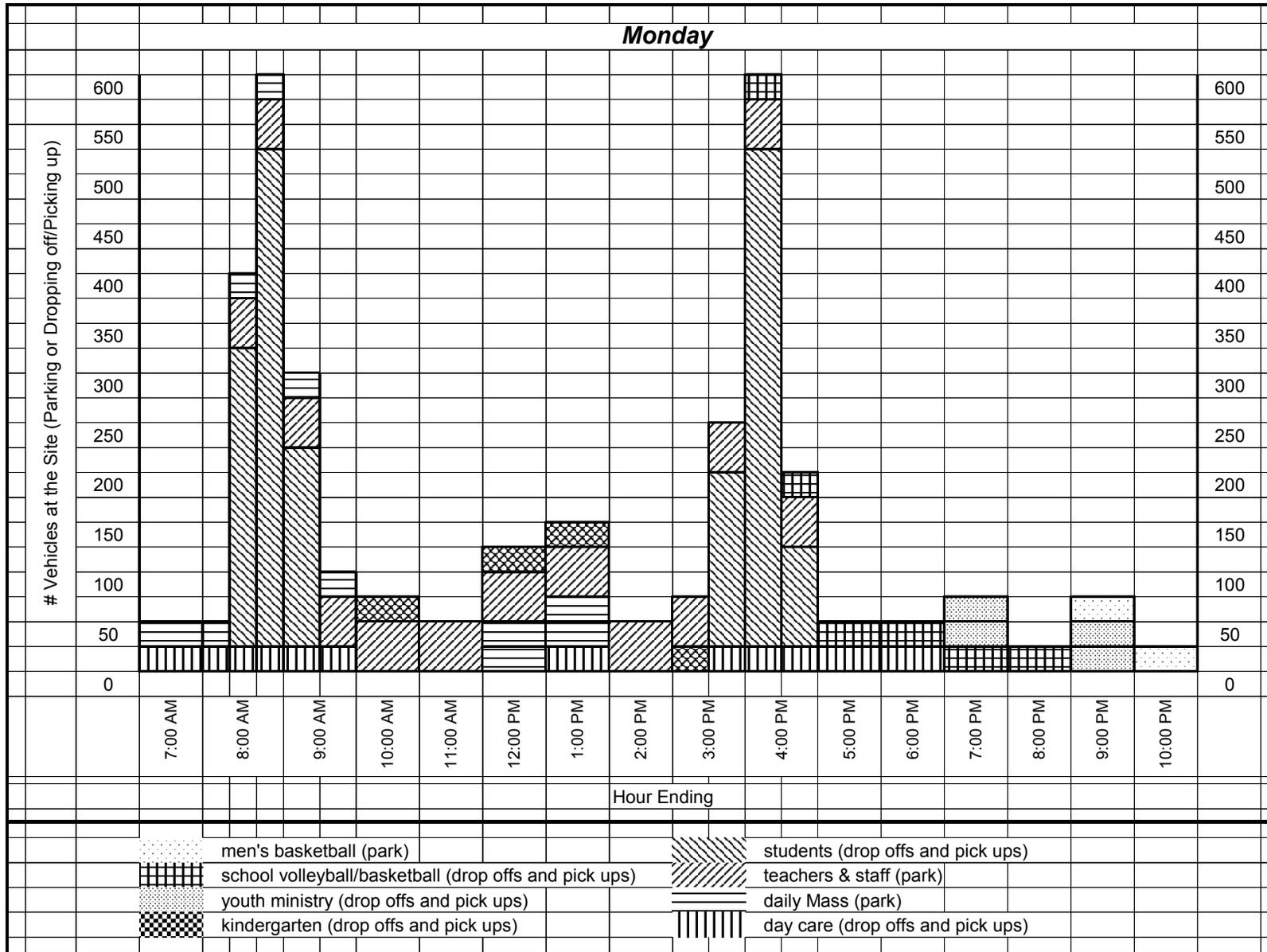
Field visits were conducted in May 2010 and April 2011 to observe parking, circulation and access operations on and near the site from 7:30-8:15 AM, 11:00 AM-noon, and 3:00-3:15 PM.

The following was noted:

Morning:

- 1) Parents have to access the site from the driveway on Notre Dame. This is the only driveway from which vehicles may circulate to the designated student loading areas. The El Camino driveway is exit only. The parents that use the designated student drop-off/pick-up area exit via the Aragon or El Camino driveways.
- 2) Cones are placed across the inbound lane of the driveways on Aragon and on El Camino Real to decrease vehicle conflicts at the front of the site (inbound traffic is therefore prohibited).
- 3) Some parents drop off children using the on-street parking on El Camino Real.
- 4) There is much activity on site, but it is also very organized – with staff and parents acting as safety guards and traffic control between conflicting vehicle movements on site and particularly ensuring safe pedestrian crossing at the main pedestrian walkway. Traffic flows relatively smoothly.
- 5) Parents drop off their elementary age children at the covered walkway (crosswalk) and their middle-school age children near the church building. Vehicles approach the loading areas and children exit from one vehicle at a time.
- 6) The lot clears at about 8:05 AM.

Figure 7
Weekday Variation in Hourly Traffic On-Site



Mid-day:

- 1) The Aragon driveway is currently open to both inbound and outbound traffic.
- 2) Vehicles begin to enter via El Camino Real and Aragon Boulevard at 11:15 AM for morning kindergarten pick-up. Vehicles cannot access the kindergarten area (located in Building “G” at the front of the school) via Notre Dame, as most of the rear parking lot and the covered crosswalk is blocked off during the elementary lunch period.
- 3) The on-street parking on El Camino Real was fully occupied.
- 4) The covered crosswalk continues to be closed at 11:35 AM during the PM kindergarten drop-off.
- 5) Parishioners attending noon mass enter via Notre Dame.

Afternoon:

- 1) The school traffic pattern and driveway usage is the same as in the morning (cones block the inbound lane of the driveways on Aragon Boulevard and El Camino Real).
- 2) Vehicles park on El Camino Real in front of the school and on Notre Dame Avenue beside the school, waiting to pick up children.
- 3) Much activity occurs on site but continues to remain organized. Traffic flows relatively smoothly.
- 4) The gate on Notre Dame that leads to the interior pick-up areas is closed until about 2:45 PM. Parents were observed arriving as early as 2:30 PM and parking in front of the gate. The queue eventually can extend to Notre Dame, and Notre Dame was observed to be entirely blocked by waiting cars.
- 5) Lot clears about 3:15 PM.

The observations showed that, although there is a high intensity of activity during a very concentrated period, the school has already taken measures to ensure efficient flow of cars and minimal inconvenience to those who live or drive in the area. However, further steps need to be taken to insure that Notre Dame is never blocked.

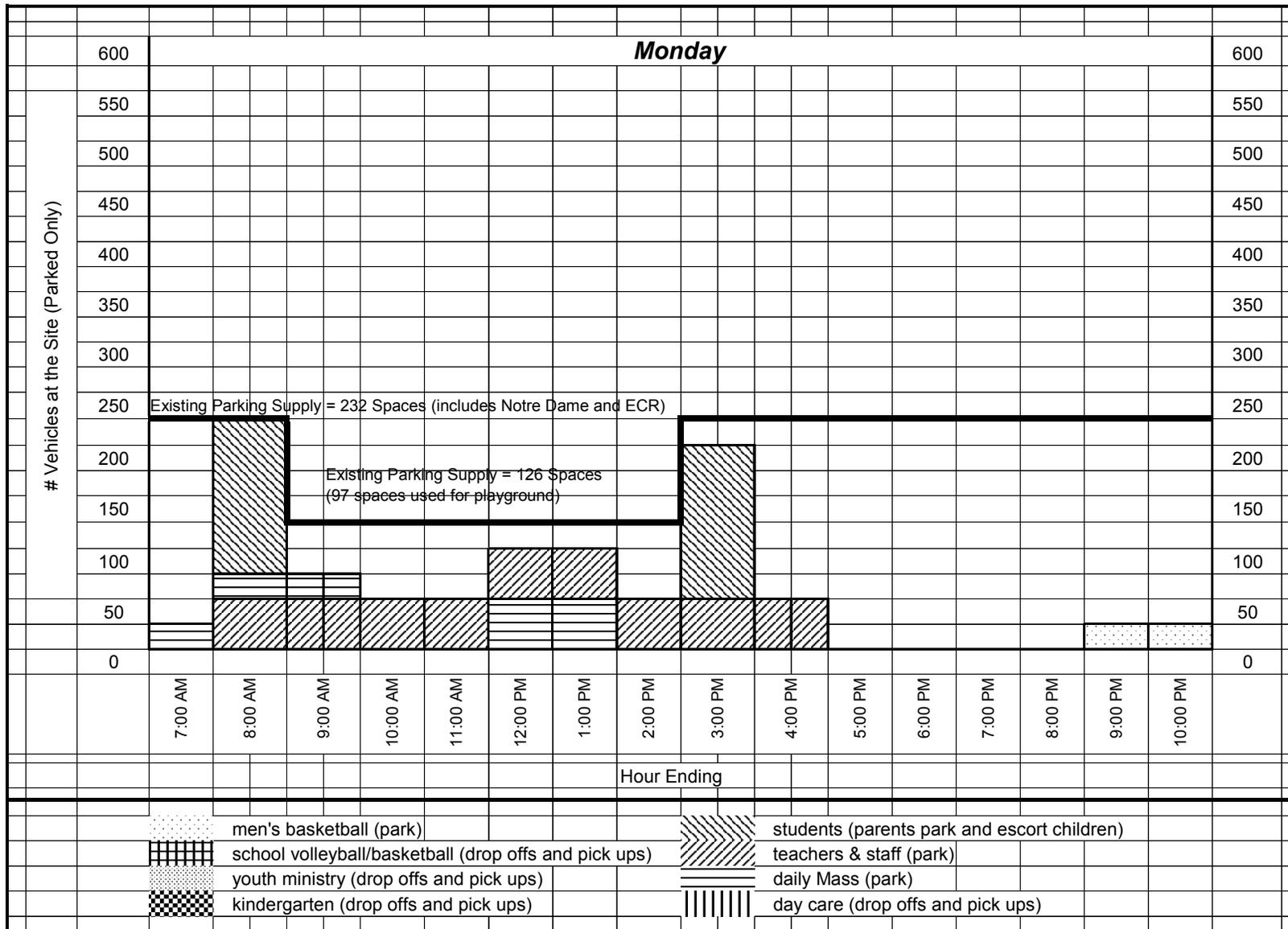
Existing Weekday Peak Parking Conditions

Figure 8 illustrates the hourly variation in *parking* at the site based on the St. Matthew Church schedule of weekday activities. The only persons parking on site on a weekday are the school teachers and staff, church staff/volunteers, parents walking their children in to school, the parishioners attending daily church services, and the participants in men’s basketball. Participants in youth ministry and school volleyball/basketball activities are typically dropped off by parents, who leave the site and then return for pickup afterwards. Figure 8 shows the parking demand to be fairly constant throughout the day, with discernible peaks that occur before and after school and during the midday Mass.

The parking demand during the intervals immediately before and after school was estimated based on the peak parking rates published in ITE’s *Parking Generation*. The parking supply available at this time was 198 spaces on site. The parking estimates are confirmed by Hexagon’s observations, which indicate that there are few open spaces during these intense periods.

Parking counts were conducted at the site during school hours on Wednesday, November 29, 2006 (1:00 – 1:30 PM). At that time, as during all school hours, 97 of the 131 interior parking spaces were being used as playground space. The conditions can be summarized as follows: 24 vehicles were parked in 34 interior on-site spaces (71 percent occupied), 22 vehicles were parked in 38 exterior (outside the archway) on-site spaces (58 percent occupied), 11 vehicles were parked in 24 on-site spaces in lot adjacent to Notre Dame Avenue (46 percent occupied), and 13 vehicles were parked in 25 on-street spaces on Notre Dame Avenue directly fronting the site (52 percent occupied). The sum total is 70 vehicles parked in 121 total spaces on site and on Notre Dame Avenue, which equates to 58 percent of the spaces being occupied. The noon mass was not included in this count. City staff has observed approximately 80-100 parishioners attending noon mass. Assuming an average vehicle occupancy of 4 vehicles per person (the approximate vehicle occupancy observed for Sunday masses), it is estimated that the weekday masses generate an additional parking demand of 25 spaces. Thus, it is estimated that up to 95 spaces are occupied during the weekday peak hour at 12:00 noon. The existing parking supply at this hour (a total of 95 spaces available on site and an additional 35 spaces available on Notre Dame Avenue and on the west side of El Camino Real) is satisfactory to accommodate this demand.

Figure 8 Weekday Variation in Hourly Parking On-Site



Existing Weekend Peak Parking and Traffic Conditions

Field visits were conducted between 4:00 PM and 7:30 PM on Saturdays in 2006 and 2009, and between 6:00 AM and 1:00 PM on Sundays in 2006, 2009, and 2010. The purpose of the field visits was to observe parking, circulation and access operations on and near the site during church services.

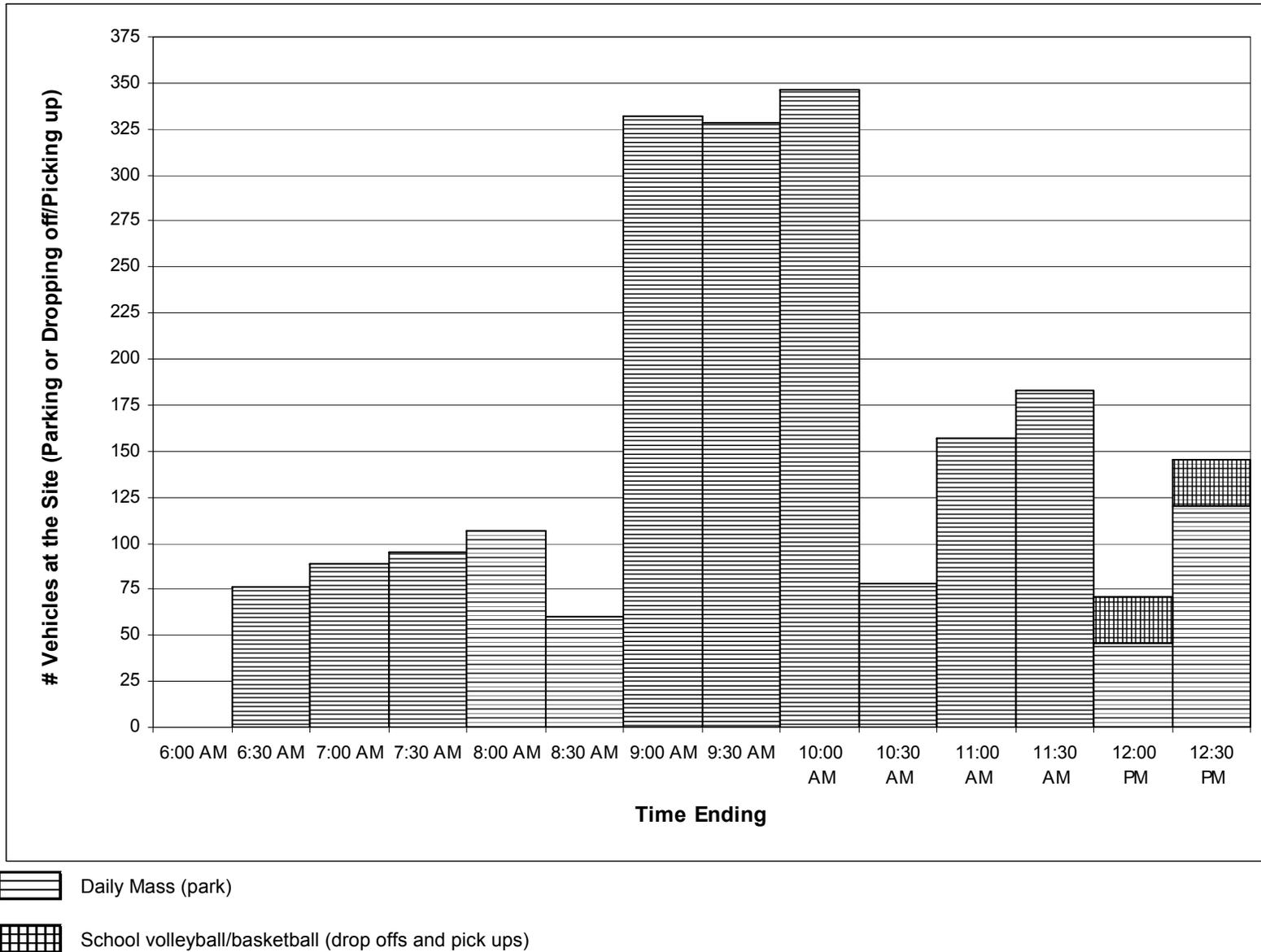
Figure 9 illustrates the hourly variation in parking and traffic at the site based on the consultant's actual parking counts before and during each of the five Sunday Masses. The parking surveys also included a count of the number of vehicles parked on the neighborhood streets near the project site at 6:00 AM to quantify the baseline parking demand associated with the neighborhood. At that time, the demand corresponds to neighborhood vehicles and therefore represents a baseline from which to determine parking demand generated by uses other than neighborhood residents. The only functions on site on Sunday are church services and school volleyball and basketball.

Sunday Masses

All of the Sunday observations by Hexagon show that Sunday masses at St. Matthew generate more parking demand than can be accommodated by the existing supply on site (198 spaces). The most recent Sunday field observation (May 16, 2010) found a peak parking demand of 346 vehicles. Approximately 233 vehicles were observed parking on site. This number is significantly greater than the 198 marked parking spaces. Vehicles park on site wherever they possibly can (they create their own spaces). Parishioners double park, park in red zones, park on one side of the church driveways, move cones and park illegally at the end of the aisle along the back fence near the Notre Dame driveway and move cones to enter via the Aragon driveway despite it being blocked off. The other 113 vehicles were parked in the Pacific Western Banking parking lot, on Notre Dame Avenue, on El Camino Real, and on surrounding neighborhood streets.

Field observations on Sunday also found that bikes parked in front of the main sanctuary wherever they could because there is no existing designated parking area for bikes. Also, people parking in the Pacific Western Bank parking lot and along the east side of El Camino Real sometime had difficulty crossing El Camino Real to get to the church. A pedestrian signal with a countdown timer at the El Camino Real and Ninth Avenue intersection would make it easier for parishioners to cross the street.

Figure 9 Weekend Variation in Parking and Traffic On-Site



St. Matthew has submitted a revised parking lot layout to increase the amount of on-site parking. This is discussed in detail in the next chapter.

Travel Demand Management Measures

Travel demand management (TDM) measures were considered as a means of reducing parking demand, but were deemed not applicable due to the very high vehicle occupancy already occurring with the parishioners. That is, most of the effective TDM measures reduce vehicle trips (and parking) by increasing the number of riders per car. An average auto occupancy (persons per vehicle) of 1.2 to 1.5 is a desirable rate. But the parishioners attending Mass have an average auto occupancy of 3 persons per vehicle already. There is no margin for gain with a TDM approach.

Existing Special Events Parking and Traffic Conditions

St. Matthew Church provided a schedule of special events that details the frequency of the event and the approximate number of attendees at the event (see Appendix E). The events are mostly recurring events, so that the estimates are expected to be reasonably accurate. Following is a list of 19 events that, according to the schedule, draw the greatest number of attendees:

Carnival (Friday, Saturday, and Sunday)	once each year	800 to 1,000 attendees
Lady of Guadalupe	once each year	800 attendees
Crab Bash	once each year	300 attendees
Drama Presentation	twice each year	300 attendees
Confirmation	once each year	300 attendees
First Communion	twice each year	360 to 500 attendees
Graduation	once each year	450 attendees
Kindergarten Graduation	once each year	250 attendees
Back-to-School Night	three times each year	240 to 360 attendees
Blessing of Animals	once each year	200 attendees
Family Pancake Breakfast	once each year	200 attendees
Halloween Parade	once each year	240 attendees
Someone Special Day	once each year	320 attendees
Kids Breakfast with Santa	once each year	320 attendees

In addition, masses on church holidays including Ash Wednesday, Palm Sunday, Easter, Thanksgiving, and Christmas also draw an unusually high number of attendees.

Most of the special events do not draw the attendance of a typical Sunday Mass (over 1,000 attendees at the 8:45 AM mass), nor do they occur more than a few times each year. However, the Carnival is a very large event, drawing as many attendees as a Sunday Mass. Also, the Carnival occupies some of the surface parking spaces on site, thus reducing the available on-site parking. Therefore, this event results in much more spillover parking into the neighborhood than a Sunday Mass. The City process to approve the annual Carnival is either a Temporary Use Permit or approval through the City's Special Community Events Committee.

Since the average vehicle occupancy rate (persons per vehicle) is calculated to be 3 for both the Sunday Mass and the Carnival, the 1,000 attendees for each would generate a parking demand of about 340 vehicles. For Carnival, the on-site parking is reduced by about 53 spaces. Therefore, an additional 53 vehicles need to find alternative parking. Added to the roughly 35 vehicles that park in the neighborhood during a regular Mass, this calculates to 88 vehicles utilizing on-street parking during Carnival.

Hexagon counted about 445 on-street parking spaces situated within one-quarter mile of the site. About 140 of those spaces were found to be occupied by residents. The peak parking demand of 88 spaces for the Carnival, plus the ambient parking demand of approximately 140 spaces creates a total peak parking demand of 228 on-street spaces. While the total demand is within the on-street parking capacity in the area, it can be assumed that the Carnival is displacing some residential parking demand. St. Matthew has proposed a Parking Management Plan that details how parking demand will be accommodated for Carnival. The plan includes off-site parking and a shuttle system.

Special Event Parking and Traffic Management Plan

St. Matthew has proposed a Parking Management Plan to identify off-site parking locations within the vicinity (approximately one-half mile radius) of the campus in order to alleviate congestion and parking problems on the neighborhood roads surrounding the project site. Locations need to be secured that provide about one hundred parking spaces, and a logistical plan needs to be established for shuttling visitors to and from the Carnival. The endeavor would entail leasing parking facilities and shuttle buses, as well as hiring shuttle drivers. A thorough signage plan needs to be implemented to ensure that cars are directed to the proper parking areas. St. Matthew proposes to issue flyers to parishioners providing advance notice of the parking arrangement. Also, the plan includes the use of traffic control personnel located on the streets adjacent to the site (Aragon Boulevard, Notre Dame Boulevard, and Maple Street) that would direct traffic to parking off site and discourage cars from parking on the neighborhood streets. The Traffic and Parking Management Plan for the Carnival would need to be approved each year through either the Temporary Use Permit or the City's Special Community Events Committee process as mentioned above.

Existing On-Site Loading Area

The existing site does not have a formal loading area – the front parking lot informally doubles as a loading area (an existing non-conforming situation). According to the City's zoning ordinance, the project site would require a single 10'x25' loading zone.

On-Site Project Parking, Access and Circulation

The evaluation of on-site project parking, access, and circulation entails evaluating the combined effects of the project together with the existing conditions described above.

Project Scenarios

Basketball and volleyball *practices* occur every weekday, whereas basketball and volleyball *games* occur on only four Saturdays (volleyball) and Sundays (basketball) per year. Under existing conditions, one sports team at a time can practice in the old auditorium. Under the proposed project conditions, two sports teams will be able to practice in the new gymnasium. In addition, small group meetings and events held in the old auditorium would occur on weekdays simultaneously with the sports practices. The weekday events would generate 45 inbound weekday PM peak-hour trips and 45 outbound weekday PM peak-hour trips. No scheduled practices occur during the weekend.

Like the existing auditorium, the proposed gymnasium will host only a single volleyball or basketball game at any one time. Therefore, the proposed project will not have any impact on weekend game attendance. As described below, St. Matthews proposes that the new School Gymnasium not be utilized within one-half hour of any weekend mass or other large event in the main sanctuary. For this reason, the traffic impacts of the project were considered for only the weekday PM peak-hour.

Project Weekday PM Peak Hour Traffic Conditions On-Site

As stated in the previous chapter: existing weekday peak traffic conditions on site occur at 8:00 AM and 3:00 PM due to drop off and pick up of students. As described earlier, the project would generate zero weekday AM peak hour trips. The project would furthermore generate no weekday trips until *after* the 3:00 PM peak. To be conservative, this report assumes the school children who play basketball or volleyball immediately after school would result in additional vehicle trips to and from the site (i.e. children are picked up, taken home, and quickly returned to school). Thus, this report may overstate the project traffic if student athletes remain on campus after school until volleyball or basketball practice begins. Activities at the new School Gymnasium on weekdays are not anticipated to be intensive enough to change the time during which the peak hour occurs.

Proposed Parking Lot Reconfiguration

St. Matthews proposes to reconfigure the on-site parking lots to gain additional spaces (see Figure 10). Hexagon reviewed the proposed parking lot layout for conformance with the City of San Mateo design guidelines. Overall, the layout is a good design and a substantial improvement over existing conditions. A small number of issues were identified.

- The parking lot on Notre Dame Avenue shows one-way circulation. However, the lot could operate with two-way circulation, which might be more intuitive to drivers.
- Some of the Notre Dame Avenue parking lot spaces require backing directly onto the street. The City zoning code does not allow this arrangement except for residential uses. In this case, Hexagon believes the operation would be acceptable because of the low volume and speed on Notre Dame Avenue.

- A loading space with standard dimensions, according to the zoning code, is shown adjacent to one of the school buildings. This loading zone is proposed for use as two regular parking spaces on weekends. Such an arrangement is technically not allowed under the zoning code. However, Hexagon believes the arrangement is workable if adequate signage is provided.

The proposed new on-site parking layout results in 306 total spaces. This compares to 198 spaces in the current layout. The new layout would result in the loss of seven spaces along Notre Dame Avenue, within the public right-of-way, so the net gain would be 101 spaces (108 new spaces on-site minus 7 spaces on Notre Dame = 101 net new spaces).

St. Matthew has provided a diagram of how the new parking lot layout would be configured for school drop-off and pick-up. The layout essentially maintains the same system that the school now employs. Therefore, the new layout would work for school drop-off and pick-up the same way it does today.

Project Weekday PM Peak Hour Parking Conditions On-Site

As described previously, existing weekday peak parking conditions on site occur immediately before and after school and at 12:00 noon. The proposed parking supply on site is satisfactory to accommodate this demand. Since the project would not generate any parking demand until after 3:00 PM, the project would have no impact on the peak weekday parking demand. Some of the large parking area behind the church would continue to be coned off on weekdays for school use. With the parking lot reconfiguration, there would be at least 135 spaces available outside the coned area during the 12:05 PM mass, which is 39 spaces more than exist at this time. Thus, the proposed project with the proposed parking lot layout would have a positive impact on weekday parking conditions.

Project Weekend Parking Conditions

The project applicant has proposed that the new School Gymnasium, and the existing Auditorium, would not be used simultaneously with a weekend Mass. Therefore, the project would not increase the peak weekend parking demand. The reconfigured parking lots would increase the on-site parking supply by 101 spaces. The peak parking demand during Sunday Mass was found to be about 340-350 spaces. With an on-site supply of 306 spaces, this means that about 44 cars would need to be accommodated off site. This off-site demand could be met by the parking along Notre Dame Avenue (17 spaces), El Camino Real (25 spaces), and in the Pacific Western Bank parking lot (36 spaces). St. Matthew has an agreement to use the Pacific Western Bank parking lot at night and on weekends. The applicant has proposed a Parking Management Plan to encourage parishioners to avoid parking in the neighborhood and use the church parking that is being provided. The Parking Management Plan includes a parking guide for parishioners, neighborhood patrols to discourage neighborhood parking, and a police officer to ticket illegally parked vehicles. These measures, along with the increased parking supply, are expected to reduce overflow parking in the neighborhood.

Special Events Parking and Traffic Conditions With the Project

As stated previously, following is a list of events that draw the greatest number of attendees:

Carnival (Friday, Saturday, and Sunday)	once each year	800 to 1,000 attendees
Lady of Guadalupe	once each year	800 attendees
Crab Bash	once each year	300 attendees
Chinese New Year	once each year	200 attendees
Drama Presentation	twice each year	300 attendees
Confirmation	once each year	300 attendees
First Communion	twice each year	360 to 500 attendees
Graduation	once each year	450 attendees
Kindergarten Graduation	once each year	250 attendees
Back-to-School Night	three times each year	240 to 360 attendees
Blessing of Animals	once each year	200 attendees
Family Pancake Breakfast	once each year	200 attendees
Halloween Parade	once each year	240 attendees
Someone Special Day	once each year	320 attendees
Kids Breakfast with Santa	once each year	320 attendees

Of the special events, only the Carnival has an attendance as great as occurs on a typical Sunday Mass (over 1,000 attendees at the 8:45 AM mass). Therefore, no special traffic and parking control measures are necessary for special events other than the Carnival.

As previously stated, the Carnival is a very large event, drawing as many attendees as a Sunday Mass. Also, the Carnival occupies some of the parking spaces on site. Therefore, no other activities or events should occur on-site during the Carnival. St. Matthew has proposed a Parking Management Plan to reduce the neighborhood impacts of the Carnival.

**St. Matthew Catholic Church
Proposed New School
Gymnasium
Technical Appendices**

June 28, 2011

Appendix A
Traffic/Parking Counts

AM Peak-Hour Volume Count Worksheet

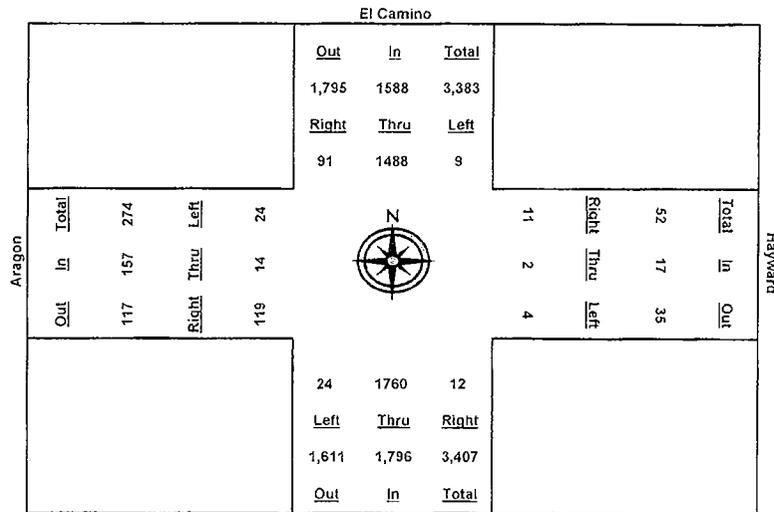
Date: 1/17/08
 Counter: Logan & Matt
 Intersection Name: El Camino & Aragon/Hayward
 Weather: clear
 City: San Mateo

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	El Camino North Approach				Hayward East Approach				El Camino South Approach				Aragon West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	128	0	128	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7	128	1	136	1	0	1	2	1	215	1	217	2	2	6	10
7:30	17	363	2	382	1	0	2	3	2	481	7	490	6	4	7	17
7:45	59	685	4	748	2	1	2	5	5	895	18	918	28	11	12	51
8:00	85	1,091	6	1,182	5	1	3	9	7	1,398	22	1,427	90	12	24	126
8:15	98	1,504	9	1,611	8	2	3	13	9	1,817	27	1,853	121	16	30	167
8:30	108	1,851	11	1,970	12	2	6	20	14	2,241	31	2,286	125	18	31	174
8:45	111	2,181	11	2,303	13	2	6	21	17	2,628	33	2,678	133	19	34	186
9:00	114	2,553	15	2,682	14	3	7	24	21	3,029	44	3,094	143	21	39	203

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	85	963	6	1,054	5	1	3	9	7	1,398	22	1,427	90	12	24	126	2,616
7:15 - 8:15	91	1,376	8	1,475	7	2	2	11	8	1,602	26	1,636	119	14	24	157	3,279
7:30 - 8:30	91	1,488	9	1,588	11	2	4	17	12	1,760	24	1,796	119	14	24	157	3,558
7:45 - 8:45	52	1,496	7	1,555	11	1	4	16	12	1,733	15	1,760	105	8	22	135	3,466
8:00 - 9:00	29	1,462	9	1,500	9	2	4	15	14	1,631	22	1,667	53	9	15	77	3,259
Peak Volumes:	91	1,488	9	1,588	11	2	4	17	12	1,760	24	1,796	119	14	24	157	3,558

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	24	1,760	12	9	1,488	91	24	14	119	4	2	11



PM Peak-Hour Volume Count Worksheet

Date: 1/17/08

Counter: Logan & Matt

Intersection Name: El Camino & Aragon/Hayward

Weather: Clear

City: San Mateo

AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

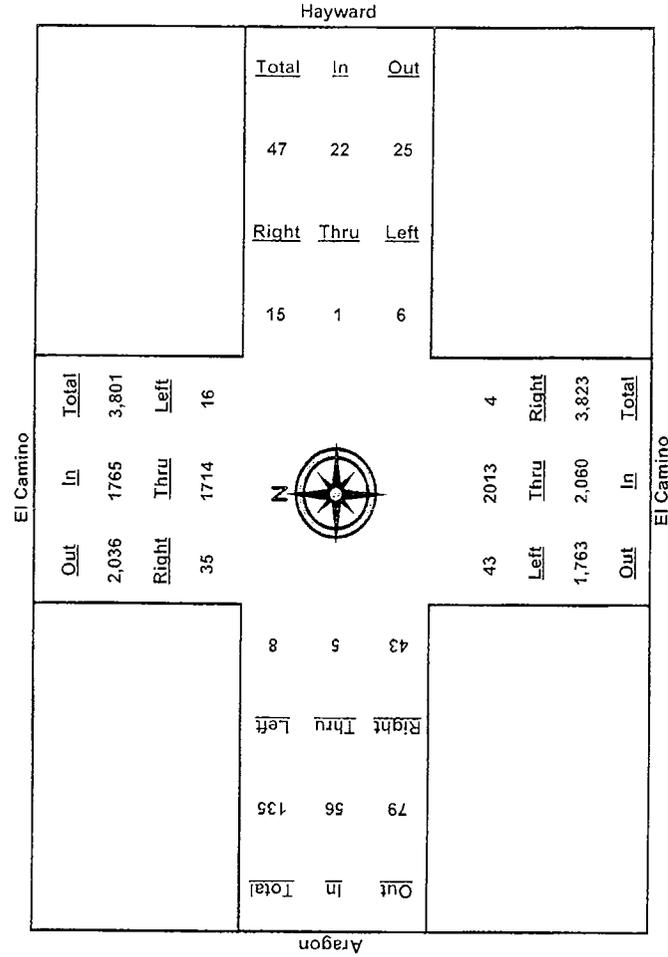
Los Gatos, CA 95032

Phone 408-826-9673 Fax 408-877-1625

Start Time	El Camino						Hayward						El Camino						Aragon					
	North Approach			East Approach			South Approach			West Approach			North Approach			East Approach			South Approach			West Approach		
	Right	Thru	Left	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	13	450	5	468	4	0	4	1	164	10	175	13	3	5	21									
4:30	26	858	10	894	8	1	4	3	855	21	879	23	4	6	33									
4:45	33	1,257	15	1,305	16	1	0	17	4	1,285	32	1,321	31	9	47									
5:00	43	1,727	20	1,790	17	1	4	22	4	1,713	45	1,762	38	7	56									
5:15	48	2,164	21	2,233	19	1	6	26	5	2,177	53	2,235	56	8	77									
5:30	56	2,625	21	2,702	21	2	6	29	7	2,628	64	2,699	60	10	86									
5:45	67	3,128	23	3,218	25	2	6	33	10	3,101	71	3,182	64	10	92									
6:00	68	3,515	23	3,606	27	2	8	37	12	3,604	80	3,696	69	12	105									

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	43	1,727	20	1,790	17	4	4	22	4	1,713	45	1,762	38
4:15 - 5:15	35	1,714	16	1,765	15	6	2	20	4	2,013	43	2,060	43
4:30 - 5:30	30	1,767	11	1,808	13	5	19	19	4	1,773	43	1,820	37
4:45 - 5:45	34	1,871	8	1,913	9	6	16	16	6	1,816	39	1,861	33
5:00 - 6:00	25	1,788	3	1,816	10	4	15	15	8	1,891	35	1,934	45
Peak Volumes:	35	1,714	16	1,765	15	6	22	22	4	2,013	43	2,060	43
													56
													3,903

Cut and Paste	NBL	NBT	NBR	SBL	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	43	2,013	4	16	35	8	5	43	6	1	15



AM Peak-Hour Volume Count Worksheet

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. # 1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

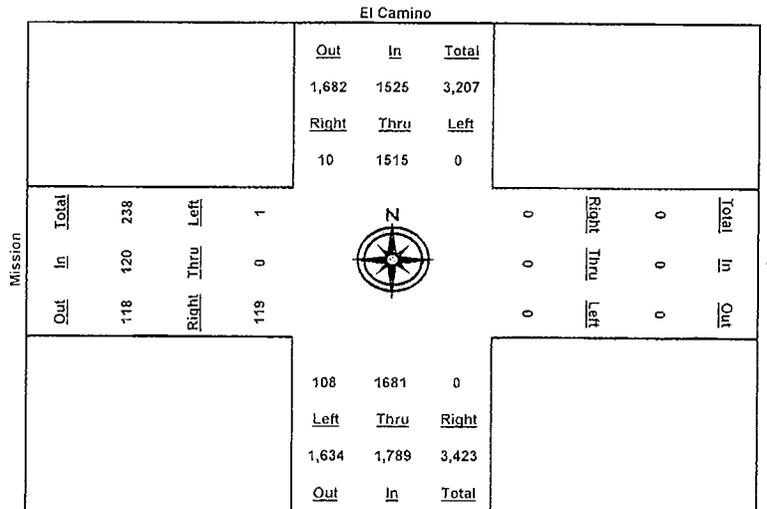
Date 12/18/07
 Counter Paltie & Ryan
 Intersection Name E. Camino & Mission
 Weather rainy
 City San Mateo

Start Time	El Camino North Approach				El Camino East Approach				El Camino South Approach				Mission West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	170	0	171	0	0	0	0	0	200	1	201	5	0	0	5
7:30	2	436	0	438	0	0	0	0	0	470	2	472	8	0	1	9
7:45	3	778	0	781	0	0	0	0	0	840	41	881	29	0	2	31
8:00	6	1,203	0	1,209	0	0	0	0	0	1,149	88	1,237	106	0	2	108
8:15	8	1,588	0	1,596	0	0	0	0	0	1,704	107	1,811	121	0	2	123
8:30	12	1,951	0	1,963	0	0	0	0	0	2,151	110	2,261	127	0	2	129
8:45	16	2,273	0	2,289	0	0	0	0	0	2,516	110	2,626	129	0	3	132
9:00	20	2,643	0	2,663	0	0	0	0	0	2,916	112	3,030	132	0	4	136

98% lefts were u turns

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	6	1,203	0	1,209	0	0	0	0	0	1,149	88	1,237	106	0	2	108	2,554
7:15 - 8:15	7	1,418	0	1,425	0	0	0	0	0	1,504	106	1,610	116	0	2	118	3,153
7:30 - 8:30	10	1,515	0	1,525	0	0	0	0	0	1,681	108	1,789	119	0	1	120	3,434
7:45 - 8:45	13	1,495	0	1,508	0	0	0	0	0	1,676	69	1,745	100	0	1	101	3,354
8:00 - 9:00	14	1,440	0	1,454	0	0	0	0	0	1,769	24	1,793	26	0	2	28	3,275
Peak Volumes:	10	1,515	0	1,525	0	0	0	0	0	1,681	108	1,789	119	0	1	120	3,434

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	108	1,681	0	0	1,515	10	1	0	119	0	0	0



PM Peak-Hour Volume Count Worksheet

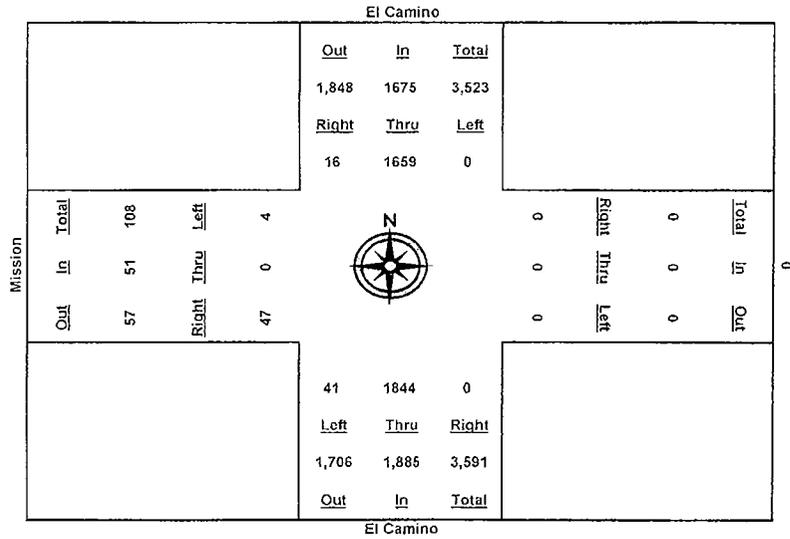
Date: 12/18/07
 County: Platte & Logan
 Intersection Name: El Camino & Mission
 Weather: clear
 City: San Mateo

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castletown Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	El Camino North Approach				El Camino East Approach				El Camino South Approach				Mission West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4	378	0	382	0	0	0	0	0	397	16	413	12	0	1	13
4:30	4	751	0	755	0	0	0	0	0	813	29	842	16	0	2	18
4:45	8	1,164	0	1,172	0	0	0	0	0	1,268	47	1,315	30	0	2	32
5:00	14	1,562	0	1,576	0	0	0	0	0	1,715	56	1,771	41	0	4	45
5:15	17	1,972	0	1,989	0	0	0	0	0	2,154	60	2,214	53	0	5	58
5:30	20	2,410	0	2,430	0	0	0	0	0	2,657	70	2,727	63	0	6	69
5:45	23	2,835	0	2,858	0	0	0	0	0	3,082	78	3,160	71	0	7	78
6:00	26	3,270	0	3,296	0	0	0	0	0	3,516	92	3,608	79	0	9	88

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	14	1,562	0	1,576	0	0	0	0	0	1,715	56	1,771	41	0	4	45	3,392
4:15 - 5:15	13	1,594	0	1,607	0	0	0	0	0	1,757	44	1,801	41	0	4	45	3,453
4:30 - 5:30	16	1,659	0	1,675	0	0	0	0	0	1,844	41	1,885	47	0	4	51	3,611
4:45 - 5:45	15	1,671	0	1,686	0	0	0	0	0	1,814	31	1,845	41	0	5	46	3,577
5:00 - 6:00	12	1,706	0	1,720	0	0	0	0	0	1,801	36	1,837	38	0	5	43	3,600
Peak Volumes:	16	1,659	0	1,675	0	0	0	0	0	1,844	41	1,885	47	0	4	51	3,611

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	41	1,844	0	0	1,659	16	4	0	47	0	0	0



AM Peak-Hour Volume Count Worksheet

Date: 2/12/08

Counter: Byron

Intersection Name: Maple & Aragon

Weather: clear

City: San Mateo

AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

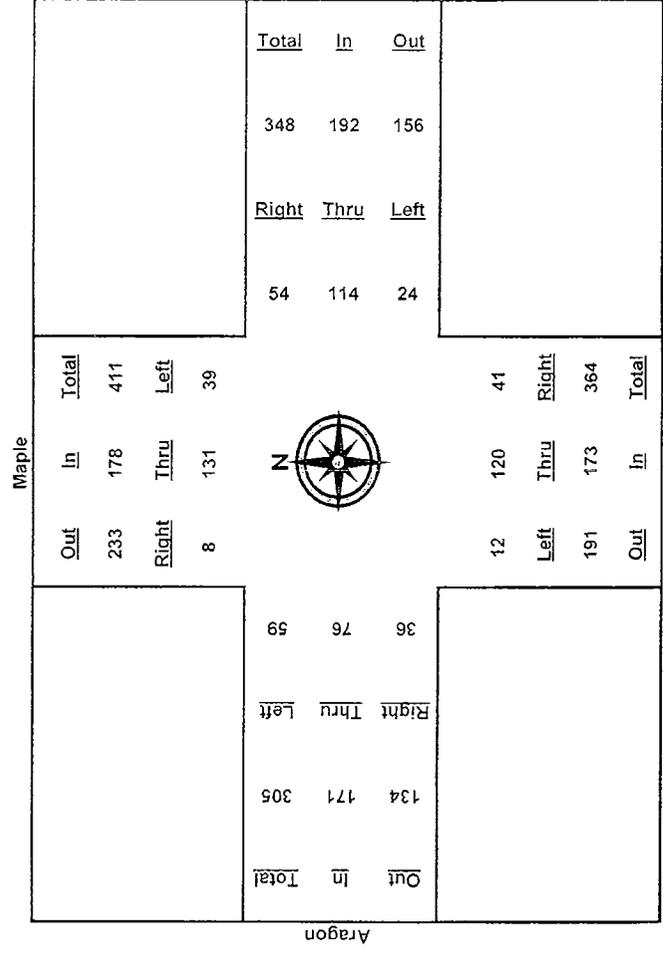
Los Gatos, CA 95032

Phone 408-826-9673 Fax 408-877-1625

Start Time	Maple						Aragon					
	North Approach			East Approach			South Approach			West Approach		
	Right	Thru	Total	Right	Thru	Total	Left	Thru	Total	Right	Thru	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	4	6	1	1	2	0	1	1	1	3	2
7:30	2	15	21	2	16	18	0	18	3	28	1	11
7:45	5	59	86	11	75	10	96	23	51	4	49	22
8:00	8	93	134	38	103	18	159	34	84	8	126	46
8:15	9	121	171	51	121	22	194	40	113	13	166	78
8:30	10	146	199	56	130	24	210	50	136	15	201	87
8:45	10	170	229	58	136	25	219	56	154	20	230	90
9:00	15	193	257	64	138	29	231	60	172	21	253	95

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	8	93	33	134	38	103	18	159	34	84	8	126	558
7:15 - 8:15	8	117	40	165	50	120	22	192	38	112	13	163	681
7:30 - 8:30	8	131	39	178	54	114	24	192	41	120	12	173	714
7:45 - 8:45	5	111	27	143	47	61	15	123	33	103	16	152	537
8:00 - 9:00	7	100	16	123	26	35	11	72	26	88	13	127	368
Peak Volumes:	8	131	39	178	54	114	24	192	41	120	12	173	714

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	12	120	41	39	131	8	59	76	36	24	114	54



PM Peak-Hour Volume Count Worksheet

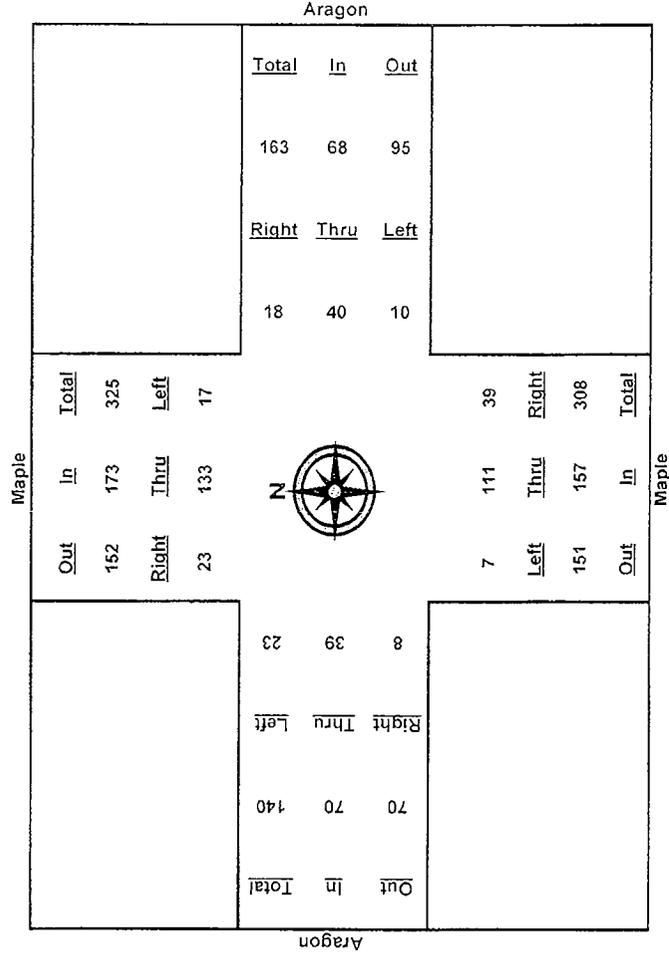
AUTOCENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 2/12/08
 Counter: Byron
 Intersection Name: Maple & Aragon
 Weather: clear
 City: San Mateo

Start Time	Maple North Approach			Aragon East Approach			Maple South Approach			Aragon West Approach		
	Right	Thru	Left									
	Total	Total	Total									
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	1	15	3	19	3	17	1	21	6	22	3	31
4:30	4	52	10	66	6	23	3	32	16	56	4	76
4:45	17	95	16	128	6	33	4	43	22	87	8	117
5:00	19	114	18	151	15	44	10	69	28	107	9	144
5:15	24	148	20	192	21	57	11	89	45	133	10	188
5:30	24	164	21	209	24	64	12	100	53	145	10	208
5:45	26	185	25	236	25	71	15	111	55	159	12	226
6:00	28	206	30	264	28	78	18	124	59	173	14	246

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	19	114	18	151	15	44	10	69	28	107	9	144	60
4:15 - 5:15	23	133	17	173	18	40	10	68	39	111	7	157	70
4:30 - 5:30	20	112	11	143	18	41	9	68	37	89	6	132	66
4:45 - 5:45	9	90	9	108	19	38	11	68	33	72	4	109	62
5:00 - 6:00	9	92	12	113	13	34	8	55	31	66	5	102	73
Peak Volumes:	23	133	17	173	18	40	10	68	39	111	7	157	70

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	7	111	39	17	133	23	23	39	8	10	40	18



AM Peak-Hour Volume Count Worksheet

Date: 2/12/08

Counter: Tony

Intersection Name: Maple & Notre Dame

Weather: clear

City: San Mateo

AUTOCENSIS

Traffic Monitoring and Analysis

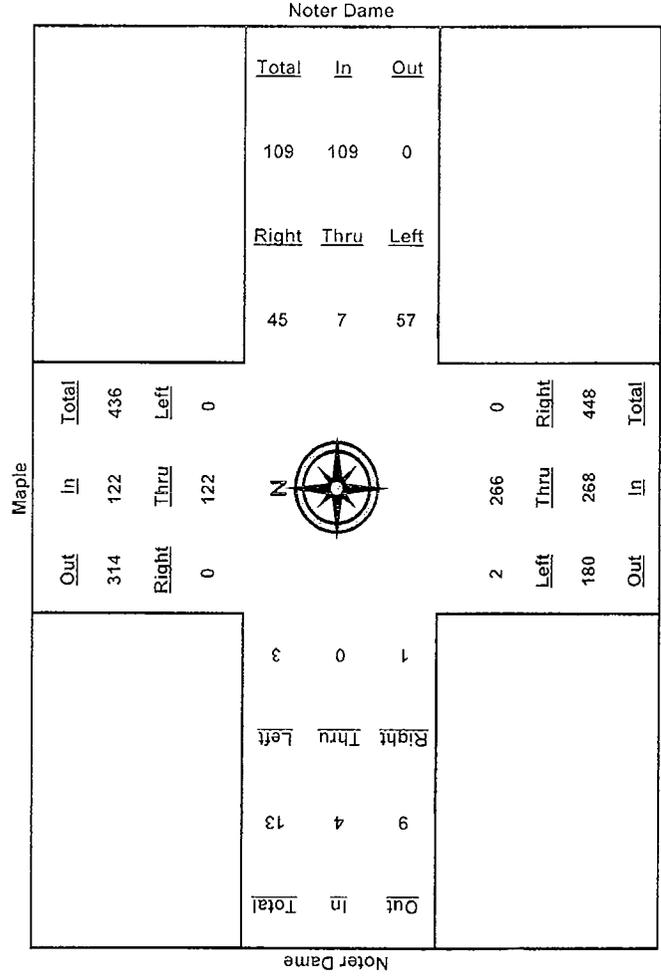
870 Castlewood Dr. #1

Los Gatos, CA 95032

Phone 408-826-9673 Fax 408-877-1625

Start Time	Maple				Notre Dame				Maple				Notre Dame			
	North Approach		East Approach		West Approach		South Approach		West Approach		South Approach		West Approach		South Approach	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	9	0	10	0	0	0	0	0	16	0	16	0	0	0	0
7:30	1	27	0	28	6	1	4	11	40	0	40	0	40	0	0	1
7:45	1	58	0	59	11	3	20	34	109	1	110	2	110	2	2	4
8:00	1	92	0	93	42	8	48	98	211	1	212	2	212	2	3	5
8:15	1	117	0	118	50	8	59	117	271	2	273	2	273	2	3	5
8:30	1	149	0	150	51	8	61	120	306	2	308	2	308	2	3	5
8:45	1	173	0	174	53	8	64	125	343	2	345	2	345	2	3	5
9:00	1	191	0	192	72	8	70	150	384	2	386	2	386	2	3	5

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	1	92	0	93	42	8	48	98	0	211	1	212	2
7:15 - 8:15	0	108	0	108	50	8	59	117	0	255	2	257	2
7:30 - 8:30	0	122	0	122	45	7	57	109	0	266	2	268	1
7:45 - 8:45	0	115	0	115	42	5	44	91	0	234	1	235	0
8:00 - 9:00	0	99	0	99	30	0	22	52	0	173	1	174	1
Peak Volumes:	0	122	0	122	45	7	57	109	0	266	2	268	1
Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	45
	2	266	0	0	122	0	3	0	1	57	7	45	



PM Peak-Hour Volume Count Worksheet

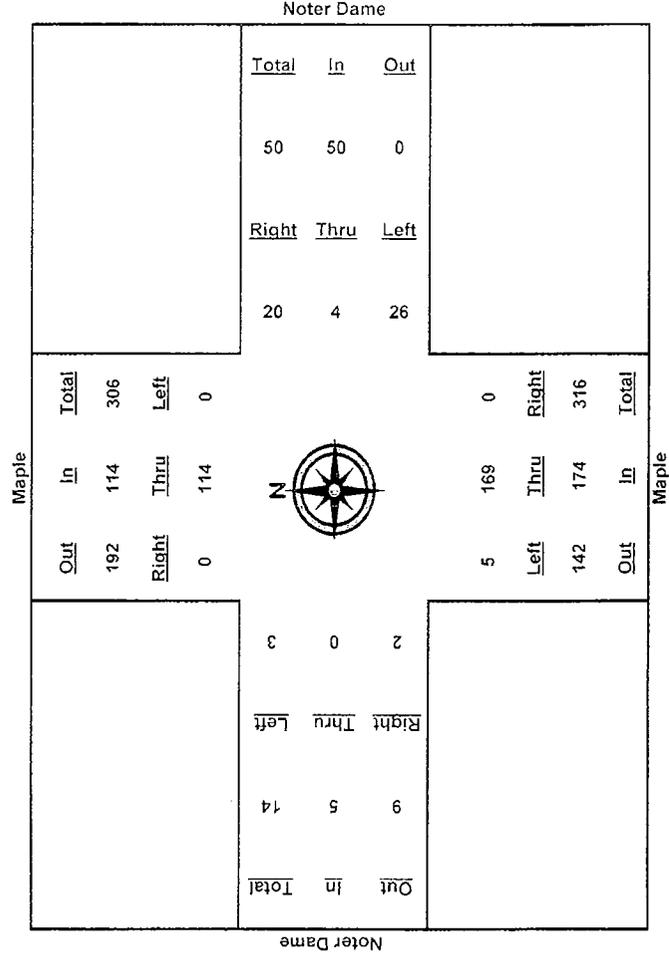
AUTOCENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr., #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 2/12/08
 Counter: Iony
 Intersection Name: Maple & Notre Dame
 Weather: Clear
 City: San Mateo

Start Time	Maple				Notre Dame				Maple				Notre Dame			
	North Approach		East Approach		South Approach		West Approach		South Approach		West Approach		West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	12	1	13	0	3	4	7	0	16	0	16	0	0	0	0
4:30	1	24	0	25	3	0	7	10	0	32	0	32	0	0	0	0
4:45	1	65	0	66	6	0	13	19	0	82	1	83	1	0	0	1
5:00	1	92	0	93	9	0	18	27	0	123	3	126	1	0	0	1
5:15	1	121	0	122	15	1	24	40	0	159	3	162	1	0	1	2
5:30	1	149	0	150	16	2	30	48	0	195	5	200	2	0	2	4
5:45	1	179	0	180	26	4	39	69	0	251	6	257	3	0	3	6
6:00	1	203	0	204	31	4	41	76	0	284	6	290	3	0	3	6

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	1	92	0	93	9	0	18	27	0	123	3	126	1
4:15 - 5:15	1	109	0	110	14	1	21	36	0	143	3	146	1
4:30 - 5:30	0	125	0	125	13	2	23	38	0	163	5	168	2
4:45 - 5:45	0	114	0	114	20	4	26	50	0	169	5	174	2
5:00 - 6:00	0	111	0	111	22	4	23	49	0	161	3	164	2
Peak Volumes:	0	114	0	114	20	4	26	50	0	169	5	174	2
343	3	0	2	5	2	0	3	20	2	4	2	20	3

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	5	169	0	0	114	0	3	0	2	26	4	20



PM Peak-Hour Volume Count Worksheet

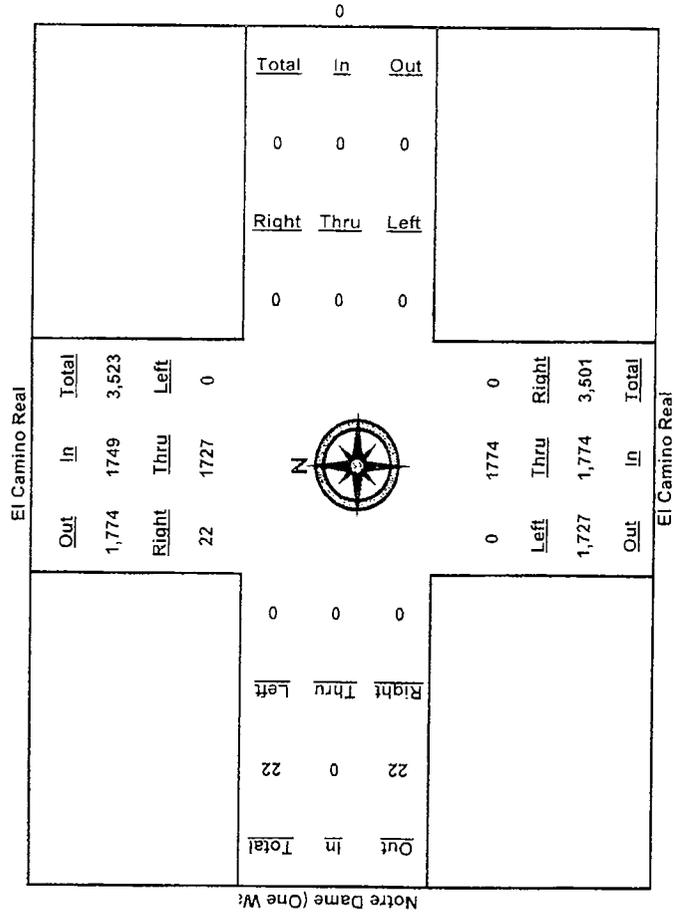
Date: 10/17/06
 Counter: Patti and Keith
 Intersection Name: El Camino and Notre Dame
 Weather: Clear

AUTO-CENSUS
 Traffic Monitoring and Analysis
 19222 Vineyard Ln.
 Saratoga, CA 95070
 Phone 408-826-9673 Fax 408-877-1625

Start Time	El Camino Real						El Camino Real						Notre Dame (One Way)										
	North Approach			East Approach			South Approach			West Approach			Thru			Left			Total				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	9	381	0	0	390	0	0	0	0	0	0	364	0	0	0	364	0	0	0	0	0	0	0
4:30	19	773	0	0	792	0	0	0	0	0	0	712	0	0	0	712	0	0	0	0	0	0	0
4:45	32	1,191	0	0	1,223	0	0	0	0	0	0	1,070	0	0	0	1,070	0	0	0	0	0	0	0
5:00	44	1,603	0	0	1,647	0	0	0	0	0	0	1,476	0	0	0	1,476	0	0	0	0	0	0	0
5:15	51	1,996	0	0	2,047	0	0	0	0	0	0	1,871	0	0	0	1,871	0	0	0	0	0	0	0
5:30	55	2,487	0	0	2,542	0	0	0	0	0	0	2,317	0	0	0	2,317	0	0	0	0	0	0	0
5:45	61	2,910	0	0	2,971	0	0	0	0	0	0	2,790	0	0	0	2,790	0	0	0	0	0	0	0
6:00	66	3,330	0	0	3,396	0	0	0	0	0	0	3,250	0	0	0	3,250	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	44	1,603	0	1,647	0	0	0	0	0	1,476	0	1,476	0	0	0	0	3,123
4:15 - 5:15	42	1,615	0	1,657	0	0	0	0	0	1,507	0	1,507	0	0	0	0	3,164
4:30 - 5:30	36	1,714	0	1,750	0	0	0	0	0	1,605	0	1,605	0	0	0	0	3,355
4:45 - 5:45	29	1,719	0	1,748	0	0	0	0	0	1,720	0	1,720	0	0	0	0	3,468
5:00 - 6:00	22	1,727	0	1,749	0	0	0	0	0	1,774	0	1,774	0	0	0	0	3,523
Peak Volumes:	22	1,727	0	1,749	0	0	0	0	0	1,774	0	1,774	0	0	0	0	3,523

Cut and Paste	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL
	22	1,727	0	0	0	0	0	1,774	0	0	0	0



AM Peak-Hour Volume Count Worksheet

AUTO-CENSUS
Traffic Monitoring and Analysis
 19222 Vineyard Ln.
 Saratoga, CA 95070
 Phone 408-826-9673 Fax 408-877-1625

Date: 10/18/2006
 Counter: Kushal and Logan
 Intersection Name: St. Matthews Driveways
 Weather:

Driveway #1 El Camino

Start Time	RI	LI	RO	LO
7:00	0	0	0	0
7:15	0	1	8	0
7:30	1	2	10	0
7:45	2	2	20	0
8:00	24	2	53	0
8:15	30	2	81	0
8:30	36	2	84	0
8:45	38	2	87	0
9:00	39	2	89	0

Driveway #2 Aragon

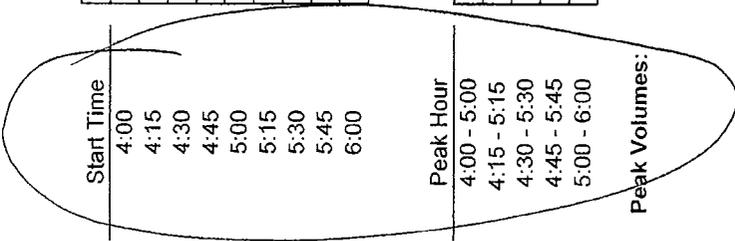
RI	LI	RO	LO
0	0	0	0
2	0	1	1
2	0	1	1
4	0	4	4
4	1	44	33
4	2	73	50
4	2	80	54
4	2	83	56
4	2	84	57

Peak Hour	RI	LI	RO	LO	Hourly Totals
7:00 - 8:00	24	2	53	0	161
7:15 - 8:15	30	1	73	0	229
7:30 - 8:30	35	0	74	0	245
7:45 - 8:45	36	0	67	0	236
8:00 - 9:00	15	0	36	0	116
Peak Volumes:	35	0	74	0	245

PM Peak-Hour Volume Count Worksheet

Date: 10/18/2006
 Counter: Kevin and Keith
 Intersection Name: St. Matthew's Driveways
 Weather: Clear

AUTO-CENSUS
 Traffic Monitoring and Analysis
 19222 Vineyard Ln.
 Saratoga, CA 95070
 Phone 408-826-9673 Fax 408-877-1625



Driveway # 1 El Camino

Start Time	RI	LI	RO	LO
4:00	0	0	0	0
4:15	0	0	0	0
4:30	2	0	1	0
4:45	5	1	2	0
5:00	23	1	2	0
5:15	27	1	17	0
5:30	31	1	35	0
5:45	39	2	43	0
6:00	43	2	45	0

Driveway # 2 Aragon

Start Time	RI	LI	RO	LO
4:00	0	0	0	0
4:15	0	0	0	0
4:30	3	1	1	2
4:45	5	2	2	3
5:00	5	2	5	3
5:15	5	3	50	23
5:30	5	5	82	39
5:45	12	6	84	42
6:00	12	6	91	45

Hourly
Totals

41
126
188
208
203

23
27
29
34
20

Peak Volumes:

34 1 41 0

7 4 82 39

208

MARKS TRAFFIC DATA

CITY OF SAN MATEO

ARAGON BL. W/O EL CAMINO REAL

Site Code: 1

ARAGON1

Start Time	11-Oct-06 Wed	EB		Hour Totals		WB		Hour Totals		Total	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	8			2	7			3	15
12:15		0	12			0	13			0	25
12:30		0	7			0	5			0	12
12:45		0	7	1	34	0	10	2	35	0	17
01:00		0	5			1	8			1	13
01:15		0	9			0	10			0	19
01:30		0	8			0	17			0	25
01:45		0	4	0	26	0	10	1	45	0	14
02:00		0	2			0	20			0	22
02:15		0	19			0	13			0	32
02:30		0	15			0	16			0	31
02:45		0	11	0	47	0	20	0	69	0	31
03:00		0	35			0	21			0	56
03:15		0	40			0	15			0	55
03:30		0	19			0	16			0	35
03:45		0	11	0	105	0	9	0	61	0	20
04:00		1	18			0	16			1	34
04:15		2	14			0	13			2	27
04:30		0	7			1	9			1	16
04:45		2	14	5	53	0	26	1	64	2	40
05:00		2	21			2	15			4	36
05:15		0	14			1	8			1	22
05:30		2	15			0	13			2	28
05:45		1	16	5	66	3	15	6	51	4	31
06:00		4	12			3	23			7	35
06:15		7	8			2	18			9	26
06:30		3	12			7	10			10	22
06:45		7	10	21	42	8	19	20	70	15	29
07:00		11	8			10	17			21	25
07:15		9	9			18	14			27	23
07:30		19	3			15	12			34	15
07:45		37	4	76	24	24	16	67	59	61	20
08:00		34	9			37	5			71	14
08:15		26	11			45	3			71	14
08:30		12	4			8	6			20	10
08:45		10	3	82	27	9	12	99	26	19	15
09:00		13	3			10	6			23	9
09:15		16	6			8	2			24	8
09:30		12	2			9	4			21	6
09:45		7	1	48	12	8	8	35	20	15	9
10:00		6	2			6	3			12	5
10:15		4	1			7	3			11	4
10:30		6	2			8	1			14	3
10:45		7	4	23	9	7	3	28	10	14	7
11:00		4	0			9	1			13	1
11:15		10	3			12	3			22	6
11:30		15	0			12	0			27	0
11:45		8	0	37	3	9	0	42	4	17	0
Total Day		298	448			301	514			599	962
Total		746				815				1561	
Percent		39.9%	60.1%			36.9%	63.1%			38.4%	61.6%
Peak Vol.		07:30 116	02:45 105			07:30 121	02:30 72			07:30 237	02:45 177
P.H.F.		0.784	0.656			0.672	0.857			0.835	0.790

MARKS TRAFFIC DATA

CITY OF SAN MATEO

ARAGON BL. W/O SCHOOL DWY

Site Code: 2
ARAGON2

Start Time	11-Oct-06 Wed	WB		Hour Totals		EB		Hour Totals		Total	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	8			0	6			1	14
12:15		0	12			0	9			0	21
12:30		0	7			0	7			0	14
12:45		0	12	1	39	0	6	0	28	0	18
01:00		1	11			0	6			0	17
01:15		0	8			0	6			1	14
01:30		0	18			0	9			0	27
01:45		0	8	1	45	0	4	0	25	0	12
02:00		0	23			0	1			0	24
02:15		0	19			0	19			0	38
02:30		0	16			0	17			0	33
02:45		0	16	0	74	0	16	0	53	0	32
03:00		0	60			0	9			0	69
03:15		0	48			0	33			0	81
03:30		0	17			0	18			0	35
03:45		0	23	0	148	0	8	0	68	0	31
04:00		0	15			0	19			0	34
04:15		1	18			1	13			2	31
04:30		0	5			1	8			1	13
04:45		1	20	2	58	0	14	2	54	1	34
05:00		0	29			2	16			2	45
05:15		1	9			0	15			1	24
05:30		0	14			1	13			1	27
05:45		0	14	1	66	1	14	4	58	1	28
06:00		2	28			3	14			5	42
06:15		1	21			6	5			7	26
06:30		5	6			6	7			11	13
06:45		7	13	15	68	2	5	17	31	9	18
07:00		13	10			16	7			29	17
07:15		13	10			4	6			17	16
07:30		15	12			14	4			29	16
07:45		62	13	103	45	15	8	49	25	77	21
08:00		64	11			28	4			92	15
08:15		51	3			26	8			77	11
08:30		14	5			12	2			26	7
08:45		6	6	135	25	9	4	75	18	15	10
09:00		16	6			10	1			26	7
09:15		10	6			12	1			22	7
09:30		12	2			14	1			26	3
09:45		13	7	51	21	6	0	42	3	19	7
10:00		6	4			4	3			10	7
10:15		8	2			5	0			13	2
10:30		7	2			4	0			11	2
10:45		6	3	27	11	3	4	16	7	9	7
11:00		9	2			9	0			18	2
11:15		13	5			5	1			18	6
11:30		19	0			9	0			28	0
11:45		18	0	59	7	3	0	26	1	21	0
Total Day		395	607			231	371			626	978
Total		1002				602				1604	
Percent		39.4%	60.6%			38.4%	61.6%			39.0%	61.0%
Peak Vol.		07:30	03:00			07:30	03:15			07:30	02:45
P.H.F.		192	148			83	78			275	217
		0.750	0.617			0.741	0.591			0.747	0.670

Description 1 :
 Description 2 :
 Description 3 :

Site:
 Date

0000000000
 12/18/2007
 Tuesday

24 Hour Volume, per Channel
 Channel: Westbou nd

Interval Begin			Interval Begin		
12:00 AM	1	1	12:00 PM	8	21
12:15 AM	0		12:15 PM	5	
12:30 AM	0		12:30 PM	6	
12:45 AM	0		12:45 PM	2	
1:00 AM	0	0	1:00 PM	7	51
1:15 AM	0		1:15 PM	7	
1:30 AM	0		1:30 PM	29	
1:45 AM	0		1:45 PM	8	
2:00 AM	0	0	2:00 PM	7	20
2:15 AM	0		2:15 PM	6	
2:30 AM	0		2:30 PM	3	
2:45 AM	0		2:45 PM	4	
3:00 AM	1	2	3:00 PM	2	18
3:15 AM	0		3:15 PM	8	
3:30 AM	1		3:30 PM	4	
3:45 AM	0		3:45 PM	4	
4:00 AM	0	0	4:00 PM	54	148
4:15 AM	0		4:15 PM	42	
4:30 AM	0		4:30 PM	28	
4:45 AM	0		4:45 PM	14	
5:00 AM	2	5	5:00 PM	9	41
5:15 AM	2		5:15 PM	16	
5:30 AM	0		5:30 PM	5	
5:45 AM	1		5:45 PM	11	
6:00 AM	0	3	6:00 PM	18	50
6:15 AM	0		6:15 PM	12	
6:30 AM	3		6:30 PM	17	
6:45 AM	0		6:45 PM	3	
7:00 AM	2	16	7:00 PM	16	38
7:15 AM	1		7:15 PM	9	
7:30 AM	1		7:30 PM	5	
7:45 AM	12		7:45 PM	8	
8:00 AM	2	69	8:00 PM	3	16
8:15 AM	6		8:15 PM	7	
8:30 AM	15		8:30 PM	5	
8:45 AM	46		8:45 PM	1	
9:00 AM	43	81	9:00 PM	1	17
9:15 AM	10		9:15 PM	2	
9:30 AM	22		9:30 PM	4	
9:45 AM	6		9:45 PM	10	
10:00 AM	8	20	10:00 PM	10	26
10:15 AM	3		10:15 PM	8	
10:30 AM	4		10:30 PM	6	
10:45 AM	5		10:45 PM	2	
11:00 AM	7	39	11:00 PM	2	5
11:15 AM	13		11:15 PM	0	
11:30 AM	8		11:30 PM	3	
11:45 AM	11		11:45 PM	0	

Westbou nd
 687

24 Hour Volume
12:00 AM - 12:00 PM

Westbou nd
 Count 236
 Peak Hour 8:45 AM
 Volume 121
 Factor 0.66

12:00 PM - 12:00 AM

Westbou nd
 451
 4:00 PM
 148
 0.58

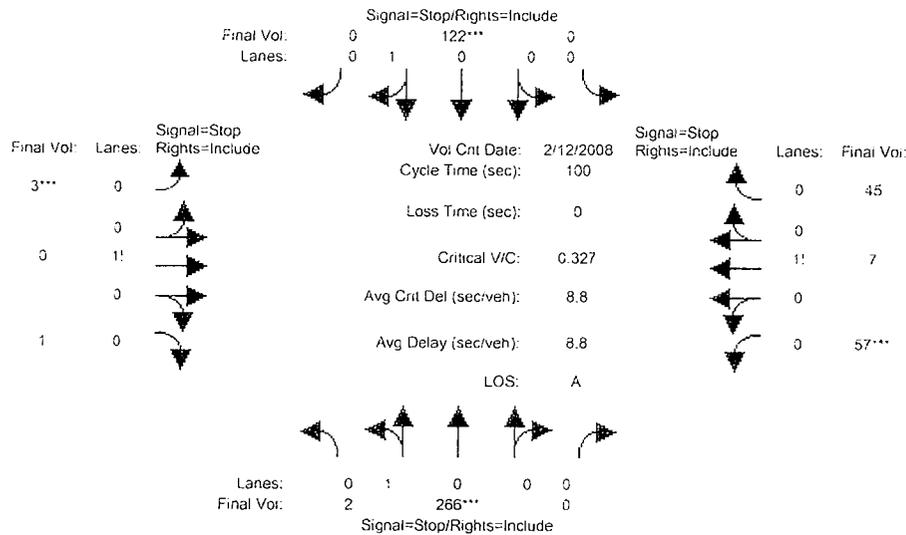
Appendix B

Level of Service Calculations

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

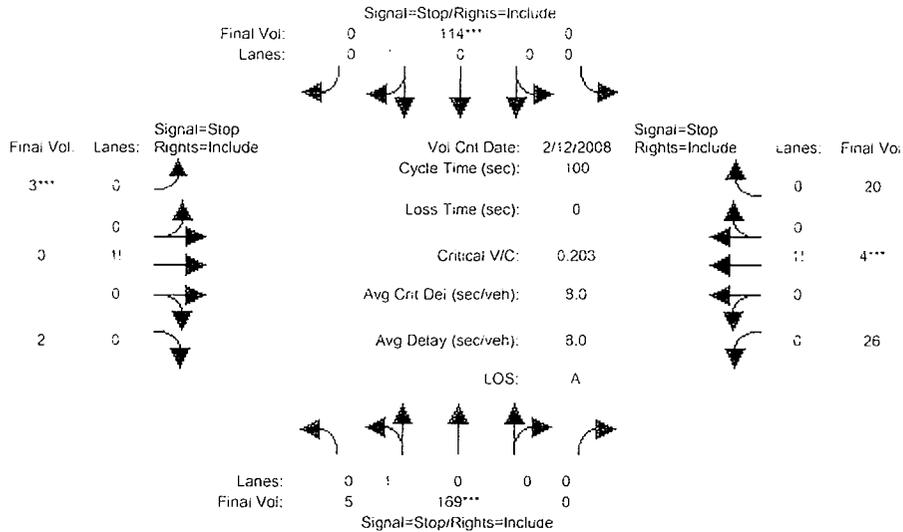
Intersection #1: Maple & Norte Dame



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	2	266	0	0	122	0	3	0	1	57	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	266	0	0	122	0	3	0	1	57	7	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	266	0	0	122	0	3	0	1	57	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	266	0	0	122	0	3	0	1	57	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	266	0	0	122	0	3	0	1	57	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	266	0	0	122	0	3	0	1	57	7	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	0.00	0.00	1.00	0.00	0.75	0.00	0.25	0.53	0.06	0.41
Final Sat.:	6	814	0	0	788	0	510	0	170	383	47	303
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	xxxx	xxxx	0.15	xxxx	0.01	xxxx	0.01	0.15	0.15	0.15
Crit Moves:	****				****		****			****		
Delay/Veh:	9.3	9.3	0.0	0.0	8.2	0.0	7.9	0.0	7.9	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	0.0	0.0	8.2	0.0	7.9	0.0	7.9	8.3	8.3	8.3
LOS by Move:	A	A	*	*	A	*	A	*	A	A	A	A
ApproachDel:		9.3			8.2			7.9			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			8.2			7.9			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

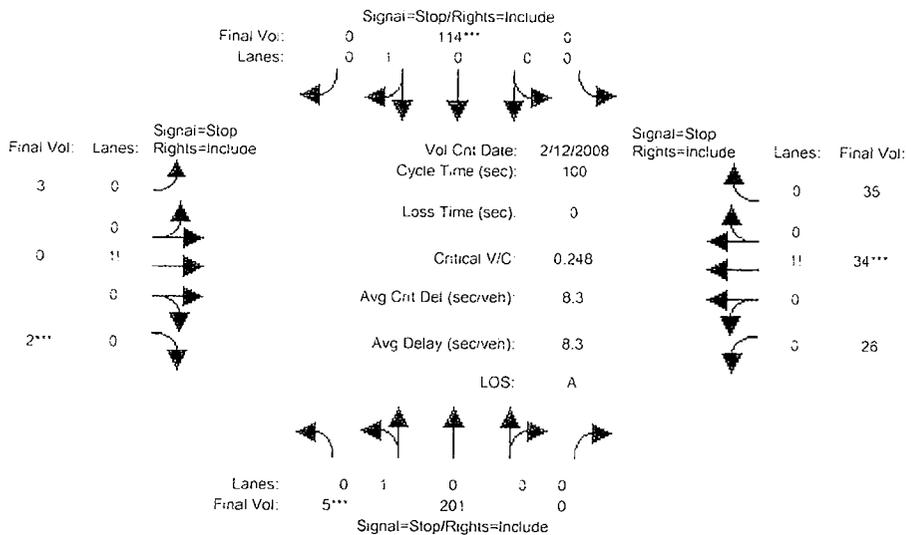
Intersection #1: Maple & Norte Dame



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	5	169	0	0	114	0	3	0	2	26	4	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	169	0	0	114	0	3	0	2	26	4	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	169	0	0	114	0	3	0	2	26	4	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	169	0	0	114	0	3	0	2	26	4	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	169	0	0	114	0	3	0	2	26	4	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	169	0	0	114	0	3	0	2	26	4	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	0.00	0.00	1.00	0.00	0.60	0.00	0.40	0.52	0.08	0.40
Final Sat.:	25	833	0	0	846	0	457	0	305	405	62	312
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	xxxx	xxxx	0.13	xxxx	0.01	xxxx	0.01	0.06	0.06	0.06
Crit Moves:	****				****		****				****	
Delay/Veh:	8.2	8.2	0.0	0.0	7.8	0.0	7.5	0.0	7.5	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	0.0	0.0	7.8	0.0	7.5	0.0	7.5	7.6	7.6	7.6
LOS by Move:	A	A	*	*	A	*	A	*	A	A	A	A
ApproachDel:		8.2			7.8			7.5			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.8			7.5			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Project PM

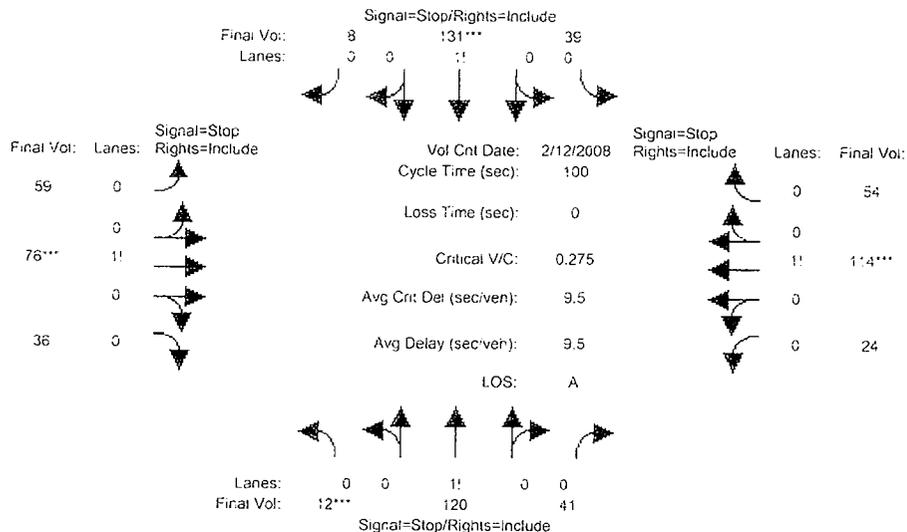
Intersection #1: Maple & Norte Dame



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	5	169	0	0	114	0	3	0	2	26	4	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	169	0	0	114	0	3	0	2	26	4	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project tri:	0	32	0	0	0	0	0	0	0	0	30	15
Initial Fut:	5	201	0	0	114	0	3	0	2	26	34	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	201	0	0	114	0	3	0	2	26	34	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	201	0	0	114	0	3	0	2	26	34	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	201	0	0	114	0	3	0	2	26	34	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.98	0.00	0.00	1.00	0.00	0.60	0.00	0.40	0.27	0.36	0.37
Final Sat.:	20	810	0	0	809	0	440	0	293	210	275	283
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	xxxx	xxxx	0.14	xxxx	0.01	xxxx	0.01	0.12	0.12	0.12
Crit Moves:	****				****			****			****	
Delay/Veh:	8.6	8.6	0.0	0.0	8.0	0.0	7.6	0.0	7.6	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	0.0	0.0	8.0	0.0	7.6	0.0	7.6	8.0	8.0	8.0
LOS by Move:	A	A	*	*	A	*	A	*	A	A	A	A
ApproachDel:		8.6			8.0			7.6			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.0			7.6			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #2: Maple & Aragon

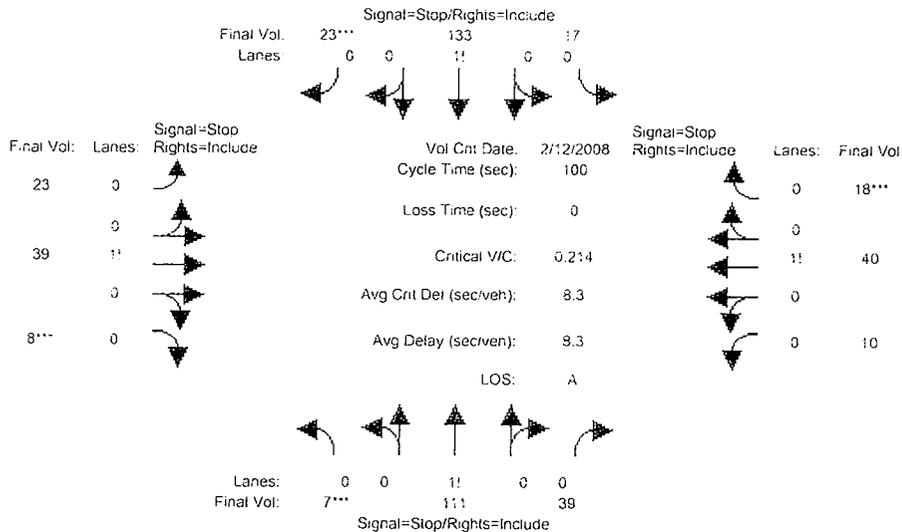


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	12	120	41	39	131	8	59	76	36	24	114	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	120	41	39	131	8	59	76	36	24	114	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	120	41	39	131	8	59	76	36	24	114	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	120	41	39	131	8	59	76	36	24	114	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	120	41	39	131	8	59	76	36	24	114	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	120	41	39	131	8	59	76	36	24	114	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.69	0.24	0.22	0.74	0.04	0.35	0.44	0.21	0.13	0.59	0.28
Final Sat.:	48	478	163	148	496	30	235	303	144	87	415	197
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	0.25	0.25	0.25	0.27	0.27	0.27
Crit Moves:	****			****			****			****		
Delay/Veh:	9.4	9.4	9.4	9.7	9.7	9.7	9.5	9.5	9.5	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	9.7	9.7	9.7	9.5	9.5	9.5	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.4			9.7			9.5			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.7			9.5			9.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #2: Maple & Aragon

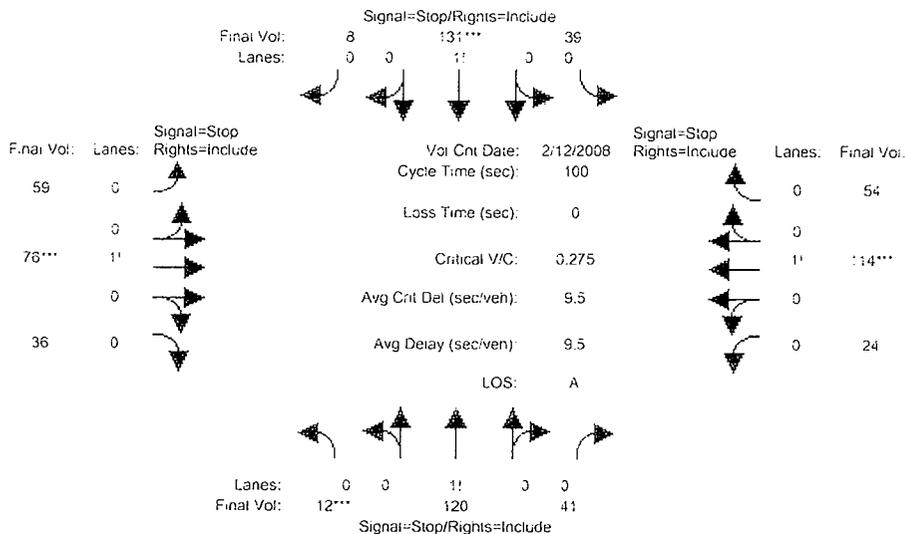


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	7	111	39	17	133	23	23	39	8	10	40	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	111	39	17	133	23	23	39	8	10	40	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	111	39	17	133	23	23	39	8	10	40	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	111	39	17	133	23	23	39	8	10	40	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	111	39	17	133	23	23	39	8	10	40	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	111	39	17	133	23	23	39	8	10	40	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.71	0.25	0.10	0.77	0.13	0.33	0.56	0.11	0.15	0.59	0.26
Final Sat.:	36	579	203	79	621	107	237	402	83	109	435	196
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.21	0.21	0.21	0.10	0.10	0.10	0.09	0.09	0.09
Crit Moves:	****					****			****			****
Delay/Veh:	8.2	8.2	8.2	8.4	8.4	8.4	8.1	8.1	8.1	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	8.4	8.4	8.4	8.1	8.1	8.1	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			8.4			8.1			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.4			8.1			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Project AM

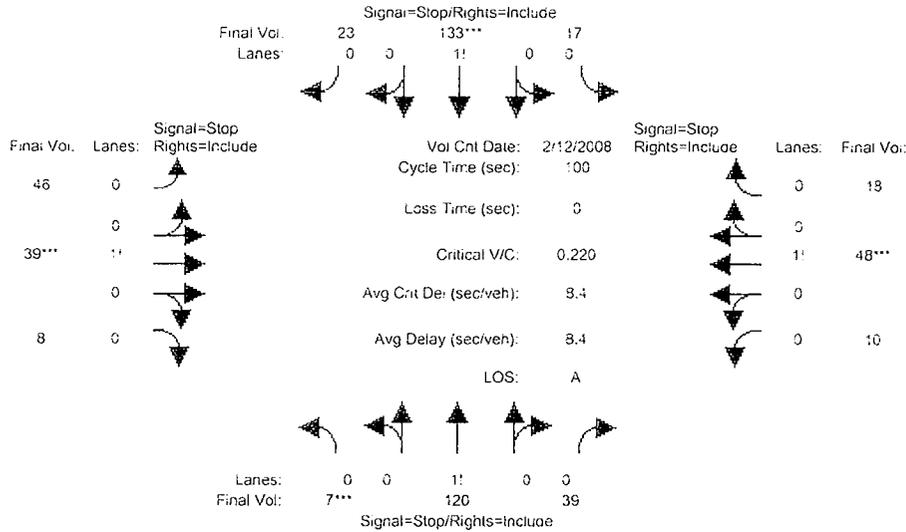
Intersection #2: Maple & Aragon



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	12	120	41	39	131	8	59	76	36	24	114	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	120	41	39	131	8	59	76	36	24	114	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	120	41	39	131	8	59	76	36	24	114	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	120	41	39	131	8	59	76	36	24	114	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	120	41	39	131	8	59	76	36	24	114	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	120	41	39	131	8	59	76	36	24	114	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.69	0.24	0.22	0.74	0.04	0.35	0.44	0.21	0.13	0.59	0.28
Final Sat.:	48	478	163	148	496	30	235	303	144	87	415	197
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	0.25	0.25	0.25	0.27	0.27	0.27
Crit Moves:	****			****			****			****		
Delay/Veh:	9.4	9.4	9.4	9.7	9.7	9.7	9.5	9.5	9.5	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	9.7	9.7	9.7	9.5	9.5	9.5	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.4			9.7			9.5			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.7			9.5			9.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Project: PM

Intersection #2: Maple & Aragon

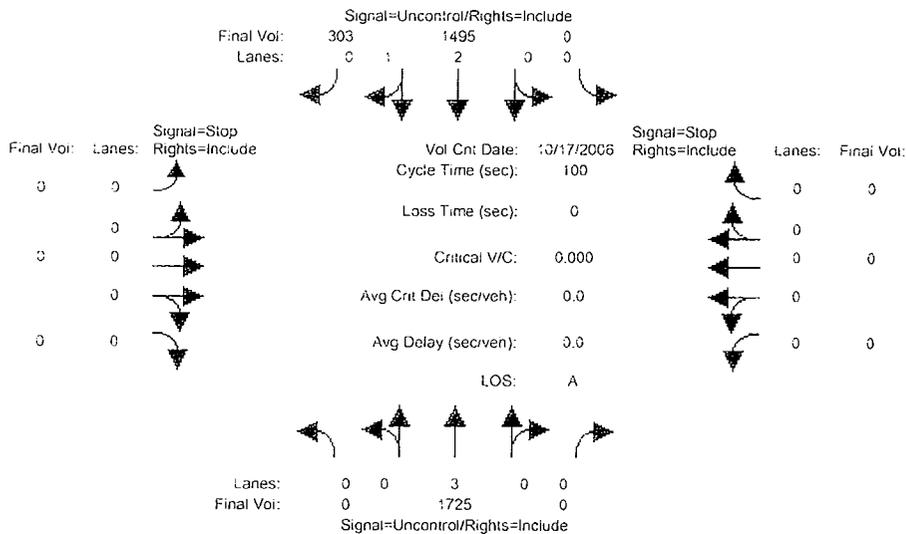


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 12 Feb 2008 <<												
Base Vol:	7	111	39	17	133	23	23	39	8	10	40	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	111	39	17	133	23	23	39	8	10	40	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project tri:	0	9	0	0	0	0	23	0	0	0	8	0
Initial Fut:	7	120	39	17	133	23	46	39	8	10	48	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	120	39	17	133	23	46	39	8	10	48	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	120	39	17	133	23	46	39	8	10	48	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	120	39	17	133	23	46	39	8	10	48	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.73	0.23	0.10	0.77	0.13	0.49	0.42	0.09	0.13	0.63	0.24
Final Sat.:	34	577	187	77	605	105	350	297	61	95	458	172
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.22	0.22	0.22	0.13	0.13	0.13	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.6	8.6	8.6	8.4	8.4	8.4	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.6	8.6	8.6	8.4	8.4	8.4	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			8.6			8.4			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			8.6			8.4			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.1

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3: El Camino Real & Notre Dame



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	17 Oct 2006	<<	7:30 - 8:30 AM						
Base Vol:	0	1725	0	0	1495	303	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1725	0	0	1495	303	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1725	0	0	1495	303	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1725	0	0	1495	303	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1725	0	0	1495	303	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx									
FollowUpTim:	xxxxx	xxxx	xxxxx									

Capacity Module:

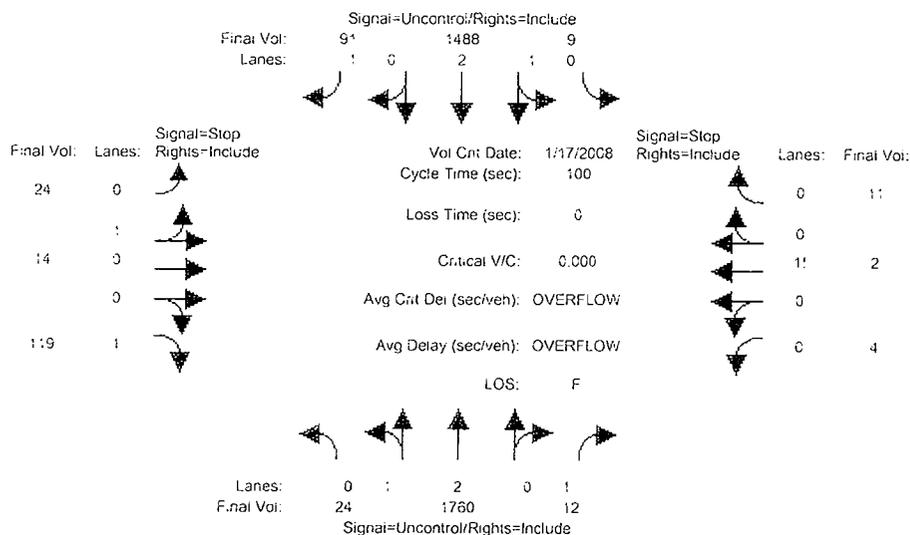
Cnflct Vol:	xxxx	xxxx	xxxxx									
Potent Cap.:	xxxx	xxxx	xxxxx									
Move Cap.:	xxxx	xxxx	xxxxx									
Volume/Cap:	xxxx	xxxx	xxxx									

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx									
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

Saint Matthews Church
San Mateo, CA
Hexagon Transportation Consultants, Inc.
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

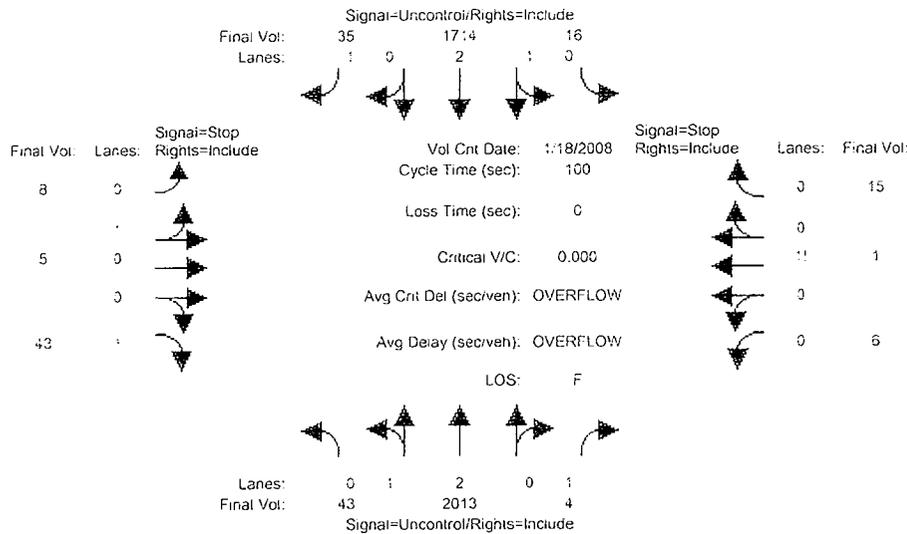
Intersection #4: El Camino Real & Aragon



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	>> Count Date: 17 Jan 2008 <<											
Base Vol:	24	1760	12	9	1488	91	24	14	119	4	2	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1760	12	9	1488	91	24	14	119	4	2	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1760	12	9	1488	91	24	14	119	4	2	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1760	12	9	1488	91	24	14	119	4	2	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	24	1760	12	9	1488	91	24	14	119	4	2	11
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1579	xxxx	xxxxxx	1772	xxxx	xxxxxx	2142	3326	496	2329	3405	587
Potent Cap.:	422	xxxx	xxxxxx	356	xxxx	xxxxxx	28	8	525	20	7	458
Move Cap.:	422	xxxx	xxxxxx	356	xxxx	xxxxxx	20	8	525	0	7	458
Volume/Cap:	0.06	xxxx	xxxx	0.03	xxxx	xxxx	1.20	1.81	0.23	xxxx	0.29	0.02
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxxx
Control Del:	14.0	xxxx	xxxxxx	15.4	xxxx	xxxxxx	xxxxxx	xxxx	13.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	13	xxxx	xxxxxx	xxxx	0	xxxxxx
Shared Queue:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	5.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	14.0	xxxx	xxxxxx	15.4	xxxx	xxxxxx	1510	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	B	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			376.0			xxxxxxx		
ApproachLOS:	*			*			F			F		

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Intersection #4: El Camino Real & Aragon

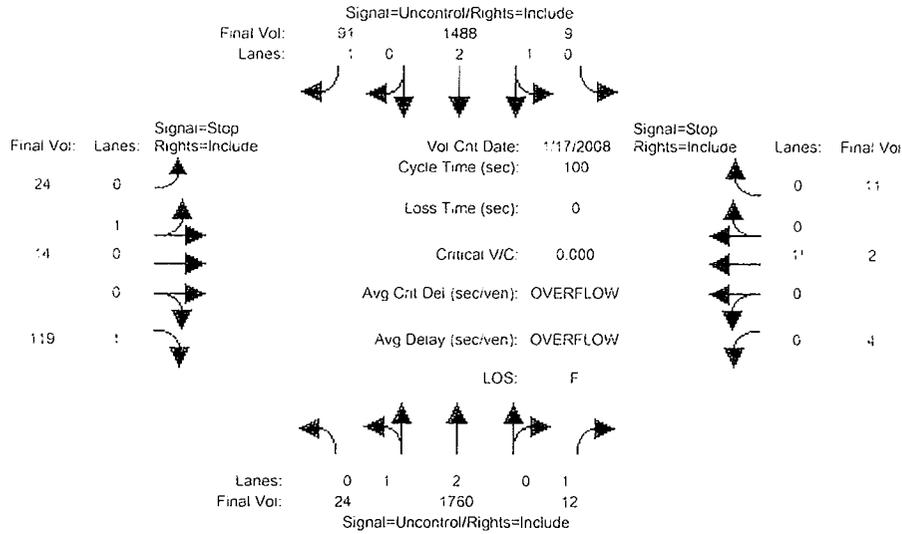


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 Jan 2008 <<												
Base Vol:	43	2013	4	16	1714	35	8	5	43	6	1	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	2013	4	16	1714	35	8	5	43	6	1	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2013	4	16	1714	35	8	5	43	6	1	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	2013	4	16	1714	35	8	5	43	6	1	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	2013	4	16	1714	35	8	5	43	6	1	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1749	xxxx	xxxxxx	2017	xxxx	xxxxxx	2504	3849	571	2705	3880	671
Potent Cap.:	363	xxxx	xxxxxx	286	xxxx	xxxxxx	15	4	469	10	4	404
Move Cap.:	363	xxxx	xxxxxx	286	xxxx	xxxxxx	9	3	469	0	3	404
Volume/Cap:	0.12	xxxx	xxxx	0.06	xxxx	xxxx	0.85	1.61	0.09	xxxx	0.34	0.04
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxxx
Control Del:	16.2	xxxx	xxxxxx	18.3	xxxx	xxxxxx	xxxxxx	xxxx	13.5	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	5	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	2.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	16.2	xxxx	xxxxxx	18.3	xxxx	xxxxxx	1955	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	C	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			464.2			xxxxxxx		
ApproachLOS:	*			*			F			F		

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Intersection #4: El Camino Real & Aragon

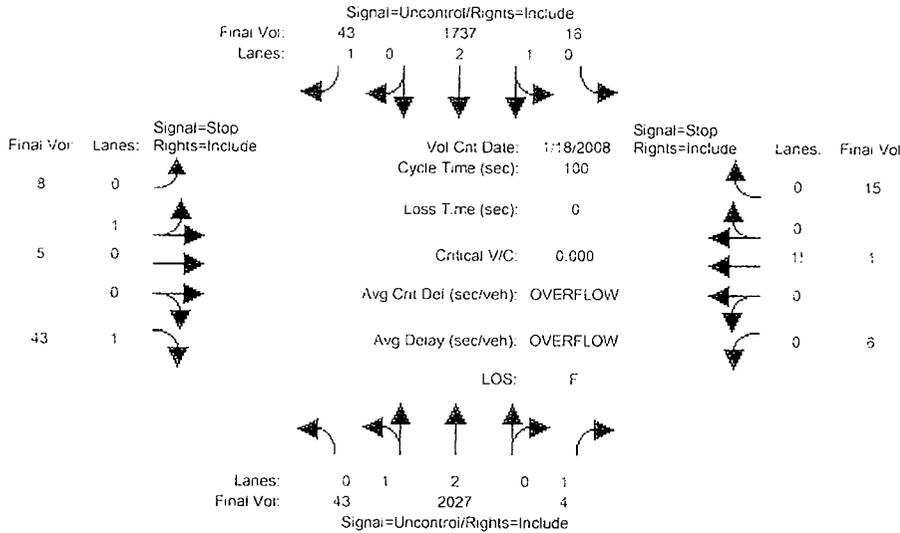


Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Volume Module: >> Count Date: 17 Jan 2008 <<															
Base Vol:	24	1760	12	9	1488	91	24	14	119	4	2	11			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	24	1760	12	9	1488	91	24	14	119	4	2	11			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	24	1760	12	9	1488	91	24	14	119	4	2	11			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	24	1760	12	9	1488	91	24	14	119	4	2	11			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Volume:	24	1760	12	9	1488	91	24	14	119	4	2	11			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9			
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflct Vol:	1579	xxxx	xxxxxx	1772	xxxx	xxxxxx	2142	3326	496	2329	3405	587			
Potent Cap.:	422	xxxx	xxxxxx	356	xxxx	xxxxxx	28	8	525	20	7	458			
Move Cap.:	422	xxxx	xxxxxx	356	xxxx	xxxxxx	20	8	525	0	7	458			
Volume/Cap:	0.06	xxxx	xxxxxx	0.03	xxxx	xxxxxx	1.20	1.31	0.23	xxxx	0.29	0.02			
Level Of Service Module:															
2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxxx			
Control Del:	14.0	xxxx	xxxxxx	15.4	xxxx	xxxxxx	xxxxxx	xxxx	13.9	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	13	xxxx	xxxxxx	xxxx	0	xxxxxx			
Shared Queue:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	5.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	14.0	xxxx	xxxxxx	15.4	xxxx	xxxxxx	15.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	B	*	*	C	*	*	F	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			375.0			xxxxxx					
ApproachLOS:	*			*			F			F					

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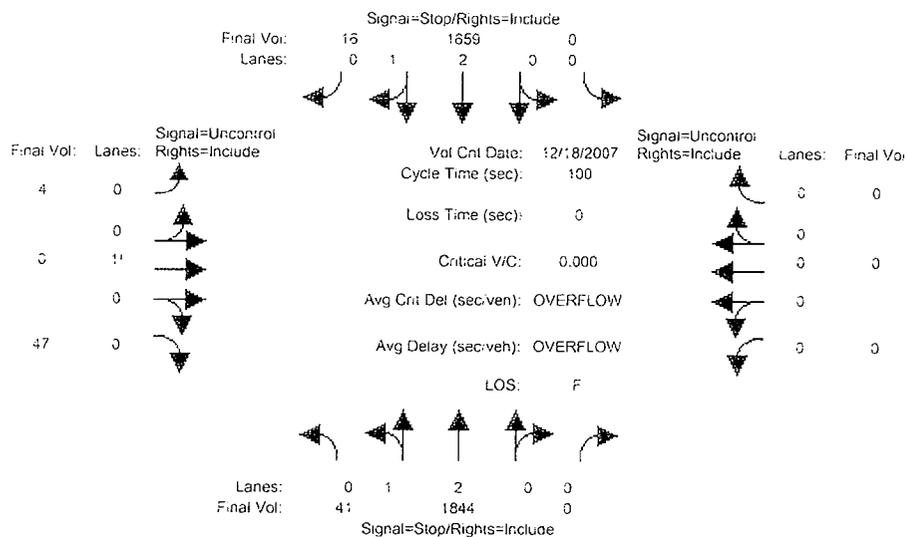
Intersection #4: El Camino Real & Aragon



Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Volume Module: >> Count Date: 18 Jan 2008 <<															
Base Vol:	43	2013	4	16	1714	35	8	5	43	6	1	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	43	2013	4	16	1714	35	8	5	43	6	1	15			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Project tri:	0	14	0	0	23	8	0	0	0	0	0	0			
Initial Fut:	43	2027	4	16	1737	43	8	5	43	6	1	15			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	43	2027	4	16	1737	43	8	5	43	6	1	15			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Final Volume:	43	2027	4	16	1737	43	8	5	43	6	1	15			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9			
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflct Vol:	1780	xxxx	xxxxxx	2031	xxxx	xxxxxx	2531	3886	579	2727	3925	676			
Potent Cap.:	354	xxxx	xxxxxx	283	xxxx	xxxxxx	14	4	463	10	3	401			
Move Cap.:	354	xxxx	xxxxxx	283	xxxx	xxxxxx	9	3	463	0	3	401			
Volume/Cap:	0.12	xxxx	xxxxxx	0.06	xxxx	xxxxxx	0.93	1.71	0.09	xxxx	0.36	0.04			
Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxxx			
Control Del:	16.6	xxxx	xxxxxx	18.5	xxxx	xxxxxx	xxxxxx	xxxxxx	13.6	xxxxxx	xxxxxx	xxxxxx			
LOS by Move:	C	*	*	C	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	5	xxxx	xxxxxx	xxxx	0	xxxxxx			
Shared Queue:	0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	2.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	16.6	xxxx	xxxxxx	18.5	xxxx	xxxxxx	2116	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	C	*	*	C	*	*	F	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			501.6			xxxxxx					
ApproachLOS:	*			*			F			F					

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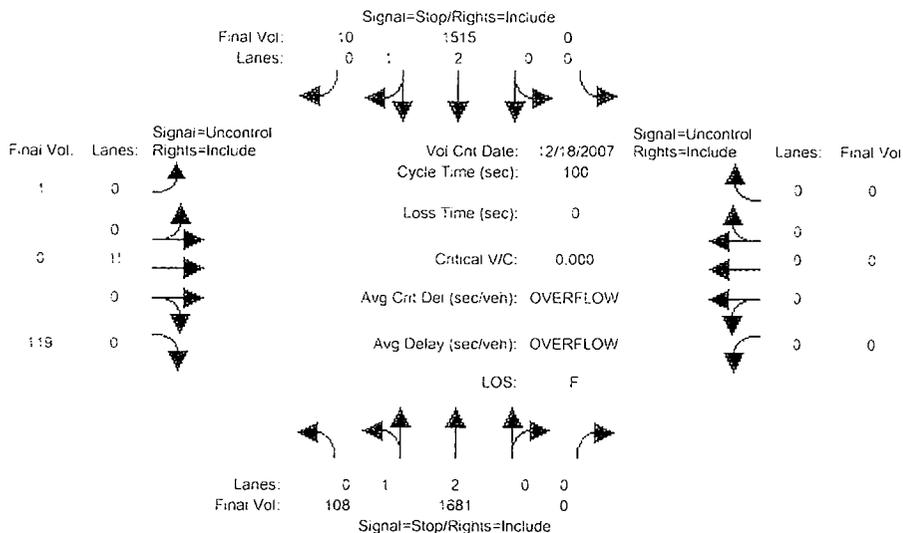
Intersection #5: El Camino and Mission



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 Dec 2007 <<												
Base Vol:	41	1844	0	0	1659	16	4	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1844	0	0	1659	16	4	0	47	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1844	0	0	1659	16	4	0	47	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1844	0	0	1659	16	4	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	41	1844	0	0	1659	16	4	0	47	0	0	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	861	32	xxxxx	xxxxx	55	0	0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	278	865	xxxxx	xxxxx	840	900	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	0	861	xxxxx	xxxxx	836	900	900	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	2.14	xxxxx	xxxxx	1.98	0.02	0.00	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	30.5	xxxxx	xxxxx	25.1	xxxxx	0.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	214	xxxxx	xxxxx	170	xxxxx	9.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	F	*	*	F	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	xxxxx	xxxxx	xxxxx	xxxxx	838	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared Queue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	5.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	17.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
Approach Del:	xxxxxxx				118.5		xxxxxxx			xxxxxxx		
Approach LOS:	F				F		*			*		

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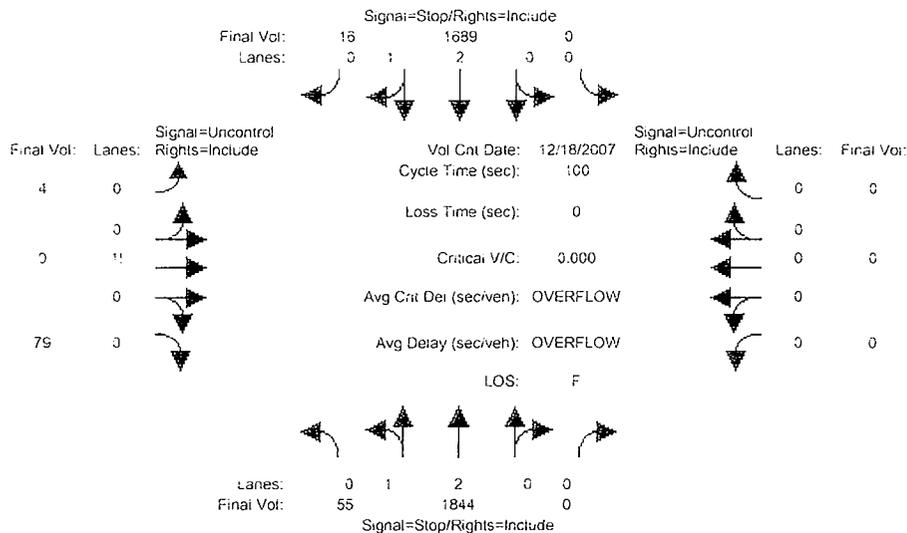
Intersection #5: El Camino and Mission



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	>> Count Date: 18 Dec 2007 <<											
Base Vol:	108	1631	0	0	1515	10	1	0	119	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1631	0	0	1515	10	1	0	119	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1631	0	0	1515	10	1	0	119	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1631	0	0	1515	10	1	0	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	108	1631	0	0	1515	10	1	0	119	0	0	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
FollowUpTim:	3.5	4.0	xxxxxx	xxxxxx	4.0	3.3	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	819	62	xxxxxx	xxxxx	121	0	0	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Potent Cap.:	297	833	xxxxxx	xxxxx	773	900	900	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Move Cap.:	0	832	xxxxxx	xxxxx	772	900	900	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Volume/Cap:	xxxxx	2.02	xxxxx	xxxxx	1.96	0.01	0.00	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	26.1	xxxxxx	xxxxx	23.1	xxxxxx	0.0	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Control Del:	xxxxxx	181	xxxxxx	xxxxxx	166	xxxxxx	9.0	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	*	F	*	*	F	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	xxxxx	xxxxxx	xxxxx	xxxxx	774	xxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared Queue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	5.1	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	18.4	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	xxxxxxx			115.0			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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Intersection #5: El Camino and Mission



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Volume Module: >> Count Date: 18 Dec 2007 <<												
Base Vol:	41	1844	0	0	1659	16	4	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1844	0	0	1659	16	4	0	47	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project tri:	14	0	0	0	30	0	0	0	32	0	0	0
Initial Fut:	55	1844	0	0	1689	16	4	0	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1844	0	0	1689	16	4	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	55	1844	0	0	1689	16	4	0	79	0	0	0

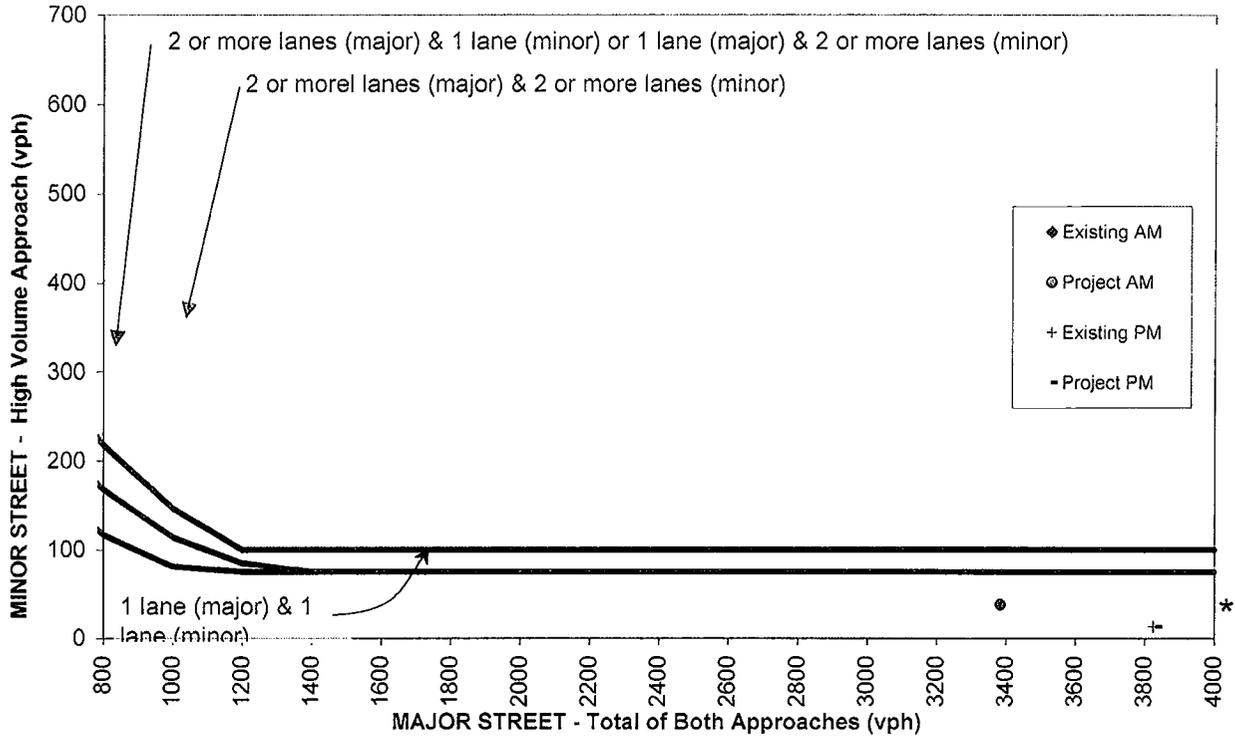
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	892	48	xxxxx	xxxx	87	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	265	848	xxxxx	xxxx	807	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	0	844	xxxxx	xxxx	803	900	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	2.18	xxxx	xxxx	2.10	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	31.4	xxxxx	xxxx	27.8	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	227	xxxxx	xxxxx	205	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	F	*	*	F	*	A	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	0	xxxx	xxxxx	xxxx	xxxx	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	xxxxxx			142.0			xxxxxx			xxxxxx		
ApproachLOS:		F			F			*			*	

Appendix C
Signal Warrant Check

**PEAK HOUR VOLUME SIGNAL WARRANT - 2003 MUTCD
(70% Factor. Pop Less 10,000 or 40 MPH or more on Maj. St)**

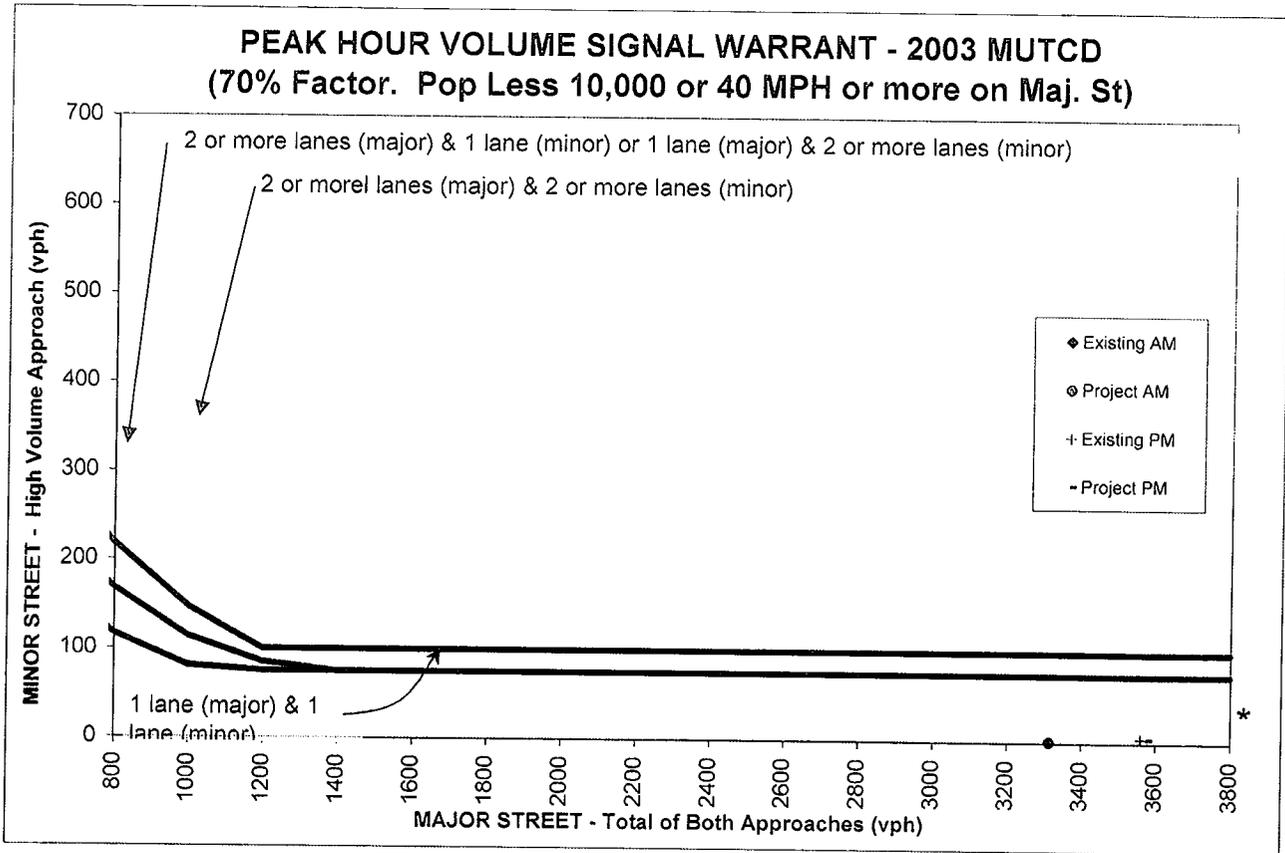


* NOTE: 100 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD - Over 40 MPH

		AM Peak Hour Volumes						
		Approach Lanes		Existing	Background	Project	Cumulative with Project	Cumulative w/o Project
		2 or One More						
Major Street - Both Approaches	ECR		x	3384		3384		
Minor Street - Highest Approach	Aragon		x	38		38		
Warrant Met?				yes/no	yes/no	yes/no	yes/no	yes/no

		PM Peak Hour Volumes						
		Approach Lanes		Existing	Background	Project	Cumulative with Project	Cumulative w/o Project
		2 or One More						
Major Street - Both Approaches	ECR		x	3825		3833		
Minor Street - Highest Approach	Aragon		x	13		13		
Warrant Met?				yes/no	yes/no	yes/no	yes/no	yes/no



* NOTE: 100 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD - Over 40 MPH

		Approach Lanes			AM Peak Hour Volumes		
		2 or One More		Existing	Background	Project	
Major Street - Both Approaches	ECR		x	3314		3314	
Minor Street - Highest Approach	Mission	x		1		1	
Warrant Met?				yes/no	yes/no	yes/no	

		Approach Lanes		PM Peak Hour Volumes			
		2 or One More		Existing	Background	Project	
Major Street - Both Approaches	ECR		x	3560		3577	
Minor Street - Highest Approach	Mission	x		4		4	
Warrant Met?				yes/no	yes/no	yes/no	

Appendix D
Accident Data

TRAFFIC STATS

01/01/03 09/06/06

LOCATION	AT...	CASE	INJURED	KILLED	HIT/RUN	CRIME
1114 S EL CAMINO REA	No	050212012	0	0	Yes	UNSAFE LANE CHANGE
1114 S EL CAMINO REA	Yes	031122009	0	0	Yes	UNSAFE TURN
1114 AV/S EL CAMINO	Yes	040406039	0	0	Yes	SPEEDING
1114 AV/S EL CAMINO	Yes	060211030	1	0	No	DRIVING UNDER THE INFLUENCE
1208 S EL CAMINO REA	No	030626016	0	0	No	FOLLOWING TOO CLOSE
1221 S EL CAMINO REA	No	030331034	0	0	No	SPEEDING
1221 S EL CAMINO REA	No	031014034	1	0	No	SPEEDING
1221 S EL CAMINO REA	Yes	060606018	0	0	Yes	UNSAFE TURN
1224 S EL CAMINO REA	No	051222024	2	0	Yes	SPEEDING
1238 S EL CAMINO REA	No	060809015	0	0	Yes	UNSAFE BACKING/STARTING
12TH AV/S EL CAMINO	No	030210020	0	0	No	UNSAFE LANE CHANGE
12TH AV/S EL CAMINO	No	031031015	1	0	No	UNSAFE BACKING/STARTING
12TH AV/S EL CAMINO	Yes	030823011	0	0	No	LEFT TURN RIGHT OF WAY
12TH AV/S EL CAMINO	Yes	040401019	0	0	Yes	SPEEDING
12TH AV/S EL CAMINO	Yes	040418028	2	0	No	LEFT TURN RIGHT OF WAY
12TH AV/S EL CAMINO	Yes	040511022	1	0	No	SPEEDING
12TH AV/S EL CAMINO	Yes	060807016	1	0	No	SPEEDING
1300 S EL CAMINO REA	No	040506037	0	0	Yes	
1300 S EL CAMINO REA	No	040827002	1	0	No	UNSAFE BACKING/STARTING
1311 S EL CAMINO REA	No	050920011	0	0	Yes	

JULIA

SEP 07 2006

please go thru these traffic accident locations.

These are in the areas you referred to.

Give me a call at x7640, if you have any questions

n.s.d.

* *

13TH AV/S EL CAMINO	No	060325011	0	0	Yes	UNSAFE TURN
13TH AV/S EL CAMINO	Yes	051019041	0	0	Yes	UNSAFE LANE CHANGE
* *						
1420 S EL CAMINO REA	No	030731021	0	0	Yes	UNSAFE BACKING/STARTING
1420 S EL CAMINO REA	No	040527014	0	0	Yes	UNSAFE TURN
1420 S EL CAMINO REA	No	050915026	0	0	Yes	
* *						
1432 S EL CAMINO REA	No	030616037	0	0	Yes	UNSAFE LANE CHANGE
* *						

TRAFFIC STATS

01/01/03 09/06/06

LOCATION..... AT... CASE..... INJURED KILLED HIT/RUN CRIME.....

LOCATION.....	AT...	CASE.....	INJURED	KILLED	HIT/RUN	CRIME.....
1495 S EL CAMINO REA **	No	040911004	1	0	Yes	UNSAFE TURN
14TH AV/S EL CAMINO	Yes	031010038	1	0	No	SPEEDING
14TH AV/S EL CAMINO **	Yes	060311007	1	0	No	SPEEDING
15TH AV/S EL CAMINO	Yes	030408029	2	0	No	
15TH AV/S EL CAMINO **	Yes	031231009	1	0	No	SPEEDING
1600 S EL CAMINO REA **	No	041125010	0	0	No	DRIVING OVER DIVIDER
1626 S EL CAMINO REA	No	030404013	0	0	No	UNSAFE LANE CHANGE
1626 S EL CAMINO REA	No	031231031	0	0	No	DRIVING UNDER THE INFLUENCE
1626 S EL CAMINO REA	No	050203014	0	0	No	UNSAFE BACKING/STARTING
1626 S EL CAMINO REA **	Yes	030427009	0	0	No	UNSAFE TURN
1655 S EL CAMINO REA	No	030214032	0	0	Yes	
1655 S EL CAMINO REA	No	030401012	0	0	Yes	UNSAFE BACKING/STARTING
1655 S EL CAMINO REA	No	030515021	0	0	Yes	
1655 S EL CAMINO REA	No	030711030	0	0	Yes	UNSAFE BACKING/STARTING
1655 S EL CAMINO REA	No	030727022	0	0	Yes	
1655 S EL CAMINO REA	No	030826010	0	0	No	UNSAFE BACKING/STARTING
1655 S EL CAMINO REA	No	031023008	1	0	No	SPEEDING
1655 S EL CAMINO REA	No	040508032	0	0	Yes	
1655 S EL CAMINO REA	No	040517029	0	0	Yes	
1655 S EL CAMINO REA	No	040630015	0	0	Yes	
1655 S EL CAMINO REA	No	040719014	0	0	Yes	UNSAFE TURN
1655 S EL CAMINO REA	No	041227028	1	0	No	UNSAFE TURN
1655 S EL CAMINO REA	No	050106024	0	0	Yes	UNSAFE BACKING/STARTING
1655 S EL CAMINO REA	No	050111030	0	0	Yes	
1655 S EL CAMINO REA	No	050119030	0	0	No	
1655 S EL CAMINO REA	No	050324048	0	0	Yes	UNSAFE BACKING/STARTING
1655 S EL CAMINO REA	No	051105030	0	0	Yes	
1655 S EL CAMINO REA	No	051120022	0	0	Yes	UNSAFE TURN
1655 S EL CAMINO REA	No	060113030	1	0	No	UNSAFE BACKING/STARTING
1655 S EL CAMINO REA	No	060402012	0	0	Yes	

1655 S EL CAMINO REA	No	060403024	0	0	No	UNSAFE TURN
1655 S EL CAMINO REA	Yes	030507015	0	0	No	LEFT TURN RIGHT OF WAY
* *						
16TH AV/S EL CAMINO	No	040221006	1	0	No	WALKING ON ROADWAY
16TH AV/S EL CAMINO	Yes	050629020	0	0	Yes	UNSAFE BACKING/STARTING
16TH AV/S EL CAMINO	Yes	051223031	1	0	No	UNSAFE BACKING/STARTING
16TH AV/S EL CAMINO	Yes	060222008	2	0	No	SPEEDING
16TH AV/S EL CAMINO	Yes	060619009	0	0	Yes	UNSAFE BACKING/STARTING
* *						
1700 S EL CAMINO REA	No	050127022	0	0	Yes	UNSAFE LANE CHANGE
1700 S EL CAMINO REA	No	050423008	0	0	Yes	UNSAFE TURN
1700 S EL CAMINO REA	No	051020010	1	0	No	UNSAFE LANE CHANGE

TRAFFIC STATS

01/01/03 09/06/06

LOCATION.....	AT...	CASE.....	INJURED	KILLED	HIT/RUN	CRIME.....
1700 S EL CAMINO REA	No	060515019	0	0	No	UNSAFE TURN
* *						
1700 S EL CAMINO REA	No	030307031	0	0	No	FOLLOWING TOO CLOSE
1700 S EL CAMINO REA	No	030507003	0	0	Yes	UNSAFE TURN
1700 S EL CAMINO REA	No	040527011	0	0	Yes	
* *						
1701 S EL CAMINO REA	No	030515044	0	0	Yes	UNSAFE BACKING/STARTING
1701 S EL CAMINO REA	No	050901011	0	0	Yes	UNSAFE BACKING/STARTING
1701 S EL CAMINO REA	Yes	041104019	0	0	Yes	UNSAFE TURN
* *						
1717 S EL CAMINO REA	No	030113012	0	0	No	UNSAFE BACKING/STARTING
* *						
1730 S EL CAMINO REA	No	041022011	0	0	Yes	SPEEDING
1730 S EL CAMINO REA	No	060217021	0	0	Yes	UNSAFE BACKING/STARTING
* *						
1731 S EL CAMINO REA	No	030725015	0	0	No	FAILURE TO YIELD RIGHT OF WAY
* *						
1731 S EL CAMINO REA	No	041017004	1	0	No	DRIVING UNDER THE INFLUENCE
1731 S EL CAMINO REA	No	050320011	1	0	Yes	FAIL TO YIELD TO PED ON SIDEWA
1731 S EL CAMINO REA	No	060817038	0	0	No	UNSAFE TURN
* *						
1737 S EL CAMINO REA	No	030224002	0	0	No	UNSAFE TURN
1737 S EL CAMINO REA	No	030612025	2	0	No	SPEEDING
* *						
1745 S EL CAMINO REA	No	030206019	0	0	No	UNSAFE BACKING/STARTING
* *						
1750 S EL CAMINO REA	No	030819045	0	0	No	UNSAFE TURN
* *						
17TH AV/EL CAMINO RE	Yes	030424039	0	0	Yes	UNSAFE TURN
17TH AV/EL CAMINO RE	Yes	040201020	0	0	Yes	UNSAFE BACKING/STARTING

17TH AV/EL CAMINO RE	Yes	041208015	1	0	No	SPEEDING
17TH AV/S EL CAMINO	No	040410010	1	0	No	SPEEDING
17TH AV/S EL CAMINO	No	040902015	1	0	Yes	SPEEDING
17TH AV/S EL CAMINO	No	050901041	0	0	No	UNSAFE BACKING/STARTING
17TH AV/S EL CAMINO	Yes	030211030	0	0	No	FAILURE TO YLD W/GRN LIGHT
17TH AV/S EL CAMINO	Yes	030515038	0	0	No	UNSAFE TURN
17TH AV/S EL CAMINO	Yes	041020048	0	0	No	DRIVING UNDER THE INFLUENCE
17TH AV/S EL CAMINO	Yes	050901023	0	0	No	UNSAFE LANE CHANGE
17TH AV/S EL CAMINO	Yes	051020018	0	0	Yes	SPEEDING
17TH AV/S EL CAMINO	Yes	051108008	2	0	Yes	FAIL TO YIELD TO PED
17TH AV/S EL CAMINO	Yes	060605023	1	0	No	UNSAFE TURN
17TH AV/S EL CAMINO	Yes	060722020	1	0	No	FAIL TO YIELD TO PED

**

TRAFFIC STAYS

01/01/03 09/06/06

LOCATION.....	AT...	CASE.....	INJURED	KILLED	HIT/RUN	CRIME.....
17TH AV/S EL CAMINO	Yes	060728011	0	0	Yes	UNSAFE TURN
17TH AV/S EL CAMINO	Yes	060804014	1	0	No	UNSAFE BACKING/STARTING
**						
337 ARAGON BL	No	030401025	1	0	No	UNSAFE TURN
**						
34 9TH AV	No	041213028	0	0	Yes	PASSING WITHOUT SUFFICIENT CLE
**						
92 WB/S EL CAMINO RE	No	030206017	0	0	No	UNSAFE BACKING/STARTING
92 WB/S EL CAMINO RE	Yes	030513038	1	0	No	SPEEDING
**						
951 S EL CAMINO REAL	No	030108012	0	0	No	UNSAFE TURN
**						
9TH AV/LAUREL AV	Yes	030630054	1	0	Yes	
9TH AV/LAUREL AV	Yes	060323027	1	0	No	DRIVING ON RIGHT SIDE OF ROAD
9TH AV/LAUREL AV	Yes	060611018	1	0	No	SPEEDING
**						
9TH AV/PALM AV	Yes	030507045	1	0	No	SPEEDING
**						
9TH AV/ROSEWOOD DR	Yes	051209016	0	0	Yes	
**						
9TH AV/S EL CAMINO R	No	030213010	0	0	No	UNSAFE BACKING/STARTING
9TH AV/S EL CAMINO R	No	040210022	0	0	Yes	UNSAFE TURN
9TH AV/S EL CAMINO R	Yes	030109034	1	0	No	
9TH AV/S EL CAMINO R	Yes	030211041	0	0	No	SPEEDING
9TH AV/S EL CAMINO R	Yes	030505037	0	0	No	BICYCLE SHALL BE OPERATED SAME
9TH AV/S EL CAMINO R	Yes	031022012	1	0	No	STOP FOR VEH STOPPED FOR PEDES
9TH AV/S EL CAMINO R	Yes	040429028	0	0	Yes	SPEEDING
9TH AV/S EL CAMINO R	Yes	050103033	1	0	No	FAIL TO YIELD TO PED
9TH AV/S EL CAMINO R	Yes	050411013	0	0	Yes	SPEEDING
9TH AV/S EL CAMINO R	Yes	060623021	1	0	No	UNSAFE BACKING/STARTING
**						

ARAGON BL/EDINBURGH	Yes	031127006	0	0	No	SPEEDING
**						
ARAGON BL/S EL CAMIN	Yes	040723014	1	0	No	LEFT TURN RIGHT OF WAY
ARAGON BL/S EL CAMIN	Yes	060119040	0	0	Yes	UNSAFE LANE CHANGE
**						
AVILA RD/EL CAMINO R	Yes	040625035	1	0	No	
AVILA RD/EL CAMINO R	Yes	041030004	0	0	Yes	HIT & RUN
**						
BARNESON AV/S EL CAM		030911019	0	0	No	SPEEDING
BARNESON AV/S EL CAM	No	030723021	0	0	Yes	UNSAFE LANE CHANGE
BARNESON AV/S EL CAM	No	031004004	0	0	Yes	UNSAFE TURN

TRAFFIC STATS

01/01/03 09/06/06

LOCATION	AT	CASE	INJURED	KILLED	HIT/RUN	CRIME
BARNESON AV/S EL CAM	No	031219045	2	0	No	SPEEDING
BARNESON AV/S EL CAM	Yes	030218044	0	0	No	FAILURE TO STOP FOR RED LIGHT
BARNESON AV/S EL CAM	Yes	030608019	1	0	No	SPEEDING
BARNESON AV/S EL CAM	Yes	030731017	0	0	Yes	FAILURE TO STOP FOR RED LIGHT
BARNESON AV/S EL CAM	Yes	031219042	0	0	Yes	HIT & RUN
						UNLICENSED DRIVER
BARNESON AV/S EL CAM	Yes	040130039	0	0	No	WRITTEN EVIDENCE-FINANCIAL RES
BARNESON AV/S EL CAM	Yes	060530036	1	0	No	SPEEDING
						UNSAFE TURN
BOREL AV/S EL CAMINO	No	030912013	0	0	No	UNSAFE LANE CHANGE
BOREL AV/S EL CAMINO	No	031015034	1	0	No	UNSAFE BACKING/STARTING
BOREL AV/S EL CAMINO	Yes	030612013	1	0	No	UNSAFE BACKING/STARTING
BOREL AV/S EL CAMINO	Yes	030925017	0	0	No	FAILURE TO YIELD
BOREL AV/S EL CAMINO	Yes	040204015	0	0	Yes	SPEEDING
BOREL AV/S EL CAMINO	Yes	040917007	0	0	Yes	UNSAFE BACKING/STARTING
BOREL AV/S EL CAMINO	Yes	050206013	1	0	No	FAILURE TO YIELD RIGHT OF WAY
BOREL AV/S EL CAMINO	Yes	051209020	1	0	No	SPEEDING
BOREL AV/S EL CAMINO	Yes	060728024	1	0	No	SPEEDING
						UNSAFE TURN
BOVET RD/S EL CAMINO	No	030819038	0	0	Yes	SPEEDING
BOVET RD/S EL CAMINO	No	040310028	0	0	No	UNSAFE TURN
BOVET RD/S EL CAMINO	Yes	040315040	2	0	No	SPEEDING
BOVET RD/S EL CAMINO	Yes	050910023	0	0	Yes	SPEEDING
BOVET RD/S EL CAMINO	Yes	051010011	1	0	No	SPEEDING
						UNSAFE TURN
EDINBURGH ST/ARAGON	Yes	060706025	0	0	Yes	SPEEDING
						SPEEDING
HAYWARD AV/S EL CAMI	Yes	030210005	0	0	No	SPEEDING
HAYWARD AV/S EL CAMI	Yes	060712016	0	0	No	SPEEDING
						SPEEDING
HOBART AV/S EL CAMIN	Yes	030103008	0	0	Yes	FAILURE TO STOP FOR RED LIGHT
HOBART AV/S EL CAMIN	Yes	030213016	1	0	No	LEFT TURN RIGHT OF WAY
HOBART AV/S EL CAMIN	Yes	030315013	0	0	No	FAILURE TO STOP FOR RED LIGHT
HOBART AV/S EL CAMIN	Yes	030723032	1	0	No	LEFT TURN RIGHT OF WAY

**

**

**

**

**

HOBART AV/S EL CAMIN	Yes	031226003	1	0	No	FAIL TO YIELD TO PED
HOBART AV/S EL CAMIN	Yes	041206015	1	0	No	FAILURE TO YIELD
HOBART AV/S EL CAMIN	Yes	051028011	2	0	No	FAILURE TO STOP FOR RED LIGHT
HOBART AV/S EL CAMIN	Yes	060802020	1	0	No	RIDING BICYCLE ON WRONG SIDE R

**

MISSION DR/S EL CAMI	No	030219029	0	0	No	SPEEDING
MISSION DR/S EL CAMI	No	030318032	0	0	No	UNSAFE LANE CHANGE
MISSION DR/S EL CAMI	No	031030039	0	0	Yes	SPEEDING
MISSION DR/S EL CAMI	Yes	060702024	10	0	No	

**

PALM AV/9TH AV	Yes	050718006	1	0	No	SPEEDING
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**

TRAFFIC STATS

01/01/03 09/06/06

LOCATION.....	AT..	CASE.....	INJURED	KILLED	HIT/RUN	CRIME.....
S EL CAMINO REAL/10T	Yes	030501009	2	0	No	FAILURE TO YIELD
S EL CAMINO REAL/10T	Yes	050515031	1	0	No	FOLLOWING TOO CLOSE
**						
S EL CAMINO REAL/17T	Yes	040202035	1	0	No	FAIL TO YIELD TO PED
**						
S EL CAMINO REAL/92	No	030214020	0	0	No	UNSAFE BACKING/STARTING
S EL CAMINO REAL/92	No	030521022	0	0	No	UNSAFE BACKING/STARTING
S EL CAMINO REAL/92	No	030703006	0	0	No	SPEEDING
S EL CAMINO REAL/92	No	031219010	1	0	No	UNSAFE BACKING/STARTING
S EL CAMINO REAL/92	No	050430011	1	0	No	UNSAFE LANE CHANGE
S EL CAMINO REAL/92	No	060720043	3	0	No	SPEEDING
S EL CAMINO REAL/92	Yes	030222016	0	0	No	UNSAFE BACKING/STARTING
S EL CAMINO REAL/92	Yes	030520023	0	0	No	SPEEDING
S EL CAMINO REAL/92	Yes	030708027	0	0	No	UNSAFE BACKING/STARTING
S EL CAMINO REAL/92	Yes	031219021	1	0	No	SPEEDING
S EL CAMINO REAL/92	Yes	040702016	2	0	No	SPEEDING
S EL CAMINO REAL/92	Yes	050120032	1	0	No	SPEEDING
S EL CAMINO REAL/92	Yes	051217014	1	0	No	SPEEDING
**						
S EL CAMINO REAL/BOV	Yes	031113010	1	0	No	FAIL TO YIELD TO PED
**						

182 records listed.

Appendix E
Site Activities Schedule

DATE: May 9, 2006

Transmittal

Fax Mail Messenger Hand email Other _____
[650] 522-7201

TO: Julia Yeh, Associate Planner
Community Development Department - Planning Division
City of San Mateo
330 W. 20th Avenue
San Mateo, CA 94403

FROM: Ron Case

RE: St. Matthew Catholic Church and School – New Community Parish Center

ENCL: Information on the basketball and volleyball programs

For Approval As Requested For Review & Comments Returned for Corrections For Bids Due _____

REMARKS: Julia,

Enclosed is a one page summary of the basketball and volleyball program at St. Matthew.

Schools that would be similar to St. Matthew would be:

- * 1. St. Pius in Redwood City
[They just completed a new gym and perform facility]
- 2. Immaculate Heart of Mary in Belmont
[They have a new all purpose facility that includes a gym]

*Similar size
3 new gyms
10
[unclear]*

Also, there is St. Timothy [in San Mateo], St. Charles [in San Carlos], and St. Joseph [in Atherton]

I hope this information helps to get the traffic and parking studies going. Please get back to me if additional information is needed. Everyone at St. Matthew is anxious to get the studies going as soon as possible.

Here is some information regarding Gym use for Volleyball and Basketball...

Volleyball: Season: (August – Mid-November) — SUMMER

Girls Volleyball games are played on Saturdays. Our school typically has around 10 teams with classes ranging from 4th grade to 8th grade. In a typical year, we have 80 to 90 girls participating in our Volleyball program. Games usually begin at 9 am, and conclude some time around 5pm. Practices are limited to evenings during the weekdays (from about 4 PM to 9 PM). Our volleyball season consist of 8 games, in which only 4 are home games.

Basketball: Season: (Mid-November – Early March) —

St. Matthew Catholic school provides for both and girls basketball for grades 4 through 8. Our school typically has 20 to 24 teams, and has approximately 200 children participating in our Basketball program. Practices are held on the evenings (from about 4 PM to 9 PM) during the weekdays and last only one hour per team. Games are played on Saturdays for girls, and Sundays for boys. Girl games on Saturdays usually begin at 9am and end around 5pm. Boy games on Sundays begin at noon, and end around 5pm. Our regular season consist of 8 games, in which only 4 are home games. At the present time only 4th and 5th use the gym here. For both practices and games we go elsewhere for the other grades.

Neighborhood Impact of Volleyball and Basketball with a new Parish Center:

St. Matthew Catholic School currently holds homes games and practices on campus for Volleyball and Basketball. Historically, these events have presented minimal impact to the neighborhood. The reasons for this are...

1. These events are held after school hours or on weekends.
2. Since one team can only practice, or have a game, at a time, there is a sufficient number of parking spaces on campus to accommodate this level of activity

Volleyball and Basketball teams typically have no more than 10 per team. (Usually the number of players is eight). Therefore, one team could have 8 to 10 cars coming to our school for practices, and 18 – 20 cars for home games. The campus has enough parking capacity to accommodate this load.

With a Parish Center, the school may gain the capacity to have twice the number of practices and games for Volleyball and Basketball. In this scenario, the impact to the neighborhood would still remain minimal. The reasons for this minimal impact would be as follows...

1. Practices and Games would still be held after school hours or on weekends.
2. Although two teams playing at the same times could theoretically double the parking and traffic volume, the campus still has sufficient parking spaces to accommodate the increased volume.

ST. MATTHEW CATHOLIC CHURCH

Deacon James F. Shea
Director of Parish Operations

One Notre Dame Avenue
San Mateo, CA 94402

Tel (650) 344-7022
Cell (650) 218-6351
Fax (650) 344-6530
http://www.stmatthewcatholic.org



"Ron Case"
<Ron@caseabst-archite
cts.com>

To: <jyeh@cityofsanmateo.org>
cc:
Subject: St. Matthew Parish Community Center

07/09/2006 03:06 PM

Hi Julia,

Attached is the Parking Study Data on "Parish Activities and Events" [5 attachments in all]. I hope this takes care of all information needed to get the "Study" started.

Father McGuire wanted me to ask you when the Study might start? Please get back to me with some idea of timing with the study.

I know the neighbors have some ideas they would like to suggest and the Parish also have some ideas they would like to suggest.

If you need additional items please do not hesitate to contact me.

Ron

Ron Case, AIA, Principal

Case WABST ARCHITECTS, INC.

1033 Polk Street
San Francisco, CA 94109
tel: 415 351 3900

ron@CaseAbst-Architects.com



Activities, Times, and Participants.doc



School and Church Activities and Times.doc



Parking Study Drawing & Data Notes.doc



Design Program Site Calculations [4.12.06].doc



Occupant Loads [6.5.06].doc



June 5, 2006

St. Mathew Catholic Parish - "Parish Community Center"

Maximum Occupancy Loads

A. Church:

Sanctuary -	11,000 s.f. / 7	= 1,568
Narthex -	1,600 s.f. / 7	= 229
Choir -	1,250 s.f. / 7	= 179
Baptismal, Library, Misc. -	1,600 s.f. / 7	= 229

= 2,205 Total Occupants

B. Rectory:

6 Bedrooms/Congregate Residence -	6,082 s.f. / 200	= 31 Total Occupants
-----------------------------------	------------------	----------------------

C. Parish Offices:

11,815 s.f. / 100 = 120 Total Occupants

D. Auditorium:

Stage -	1,500 s.f. / 15	= 100
Auditorium -	3,950 s.f. / 7	= 565
Classroom -	660 s.f. / 20	= 33
Office -	138 s.f. / 100	= 2
Meeting Rooms -	950 s.f. / 15	= 64
Kitchen -	730 s.f. / 200	= 4
Restrooms -	547 s.f. / 50	= 110
Entry/Exits -	707 s.f. / 15	= 48
Storage -	1,268 s.f. / 300	= 5

= 927 Total Occupants

E. School Building #1:

Classrooms -	3,840 s.f. / 20	= 192
Restrooms -	486 s.f. / 50	= 10
Offices -	431 s.f. / 100	= 5
Storage -	731 s.f. / 300	= 3
Library [formally eating]-	1,000 s.f. / 50	= 20
Corridors -	2,130 s.f. / 15	= 142

= 372 Total Occupants



F. School Building #1 - Addition:

Classrooms -	2,385 s.f. / 20	=	120
Storage -	375 s.f. /300	=	4
Lunch Room -	204 s.f. / 15	=	14
Corridors -	1,001 s.f. / 15	=	67
		=	205 Total Occupants

G. School Building #2:

Classrooms -	3,129 s.f. / 20	=	157
Library -	588 s.f. / 50	=	12
Kindergarten -	1,461 s.f. / 20	=	74
Restrooms -	553 s.f. / 50	=	12
Storage -	858 s.f. /300	=	3
		=	258 Total Occupants

4,118 Total Occupants for all original facilities

H. Proposed New Parish Community Center:

Basketball Court -	7,300 s.f. / 15	=	487
Office -	126 s.f. /100	=	2
Meeting Rooms -	2,416 s.f. / 15	=	162
Restrooms -	507 s.f. / 50	=	11
Storage -	600 s.f. /300	=	2
Mechanical Areas -	860 s.f. /300	=	3
Entries -	628 s.f. / 15	=	42
		=	709 Total Occupants

12437 S.F.



Activities and Events Note:

The building location of the following meeting spaces are:

1. **Cronin Center** is in Building C [Parish Offices]
2. **Ward Hall** [WH] is in Building D [Auditorium]
3. **Staff Room / Lounge** is in Building C [Parish Offices]
4. **Resource Center** is in Building C [Parish Offices]
5. **Conference Room** is in Building C [Parish Offices]
6. **Classroom** is in Building E [School Building]
7. **Cry Room** is in Building A [Church]



St. Matthew Catholic Parish

One Notre Dame Avenue
San Mateo, CA

Normal Church and School Usage Data:

Church Data:

1. **Monday through Friday** masses are at 6:30 AM [30 to 40 people], 8:15 AM [30 to 40 people] , and 12:05 PM 50 to 80 people]
2. **Saturday** masses are 6:30 AM [30 to 40 people], 8:15 AM [30-40 people], 12:05 PM 40 to 50 people], 5:30 PM [500 people], and 7:00 PM [700 people]
3. **Sunday** masses are 6:30 AM [200 people], 7:30 AM [200 people], 9:00 AM [1,000 people], 10:30 AM [600 to 1,000 people], and 12:30 PM [500 people]

There is a Chinese mass at 3:00 PM [40 to 50 people] on the **1st and 3rd Sundays** of each month

School Data:

1. There are 600 students, 18 teachers, and 18 Teacher's aids and administrative people. [Kindergarten through 8th grade]

There are 60 Kindergarten children, 30 in the morning [9:30 AM until 12:00 PM and 30 in the afternoon [12:30 PM until 3:00 PM]
2. School classes are 5 days a week [**Monday through Friday**], 8:00 AM until 3:00 PM, teachers arrive about 7:30 AM and leave about 3:30 PM
3. Buildings D, E, F and G are used for school activities. [School office is located in Building C close to Building E]

CASA Data: [before and after school program for working parents]

1. CASA is located in Building E [School and School yard]
2. Hours are 7 AM until 6 PM / **Monday through Friday**
3. There are 50 to 100 Children

St. Matthew Catholic Parish

One Notre Dame Avenue
San Mateo, CA

General Notes Concerning the Plans and Data Submitted for the Parking Study

- A. The Leo A. Daly Company Site Plan is for building location and identification only. Refer to Case+Abst Architects Site Plan for current Parking layout and location of new proposed Parish Community Center.

- B. Building "C" was the original Convent. It has been changed to the Parish offices. Original bedrooms are now single occupant offices. Larger spaces are conference rooms and meeting rooms.

- C. The building location of the following meeting spaces are:
 - 1. **Cronin Center** is in Building C [Parish Offices]
 - 2. **Ward Hall** [WH] is in Building D [Auditorium]
 - 3. **Staff Room / Lounge** is in Building C [Parish Offices]
 - 4. **Resource Center** is in Building C [Parish Offices]
 - 5. **Conference Room** is in Building C [Parish Offices]
 - 6. **Classroom** is in Building E [School Building]
 - 7. **Cry Room** is in Building A [Church]



June 15, 2006

St. Mathew Catholic Parish - "Parish Community Center"

Design Program Site Calculations

Total Floor Area Building Calculations

<u>Building</u>	<u>Square Feet</u>
A Church	27,490 s.f.
B Rectory	6,082 s.f.
C Parish Offices	13,990 s.f.
D Auditorium	13,330 s.f.
E School Building #1	9,820 s.f.
F Addition to School Building #1	5,332 s.f.
G School Building #2	9,795 s.f.
H Proposed New Parish Community Center	14,000 s.f.
Total [square feet].....	99,840 s.f.

Parking and Driveway Area

1. Parking Lot #1.....	55,600 s.f.
2. Parking Lot #2	15,000 s.f.
3. Parking Lot #3	7,590 s.f.
Total	78,200 s.f.

Open Space and Landscape Area

Total 133,000 s.f.

July 17, 2006

Parking Suggestions for St. Matthew Catholic Parish

Thoughts put forth by the a few of the St. Matthew parishioners

- I. There is an problem of parents parking on Aragon Blvd. to escort their child into the kindergarten class. [Also repeated for picking up their child]

There have been a few suggestions on how this situation might be handled:

- A. Require parents to drop off their child mid-way along the school building, away from Aragon Blvd., making it more inconvenient to park on Aragon than to park in the school parking lot.
 - B. Require the parent to drive onto the school ground and have someone greet the child as he or she arrives, requiring the parent to stay in their car and not park.
 - C. Block off vehicular and pedestrian traffic access from St. Matthews to Aragon Blvd. so parents could not access the school grounds from Aragon.
 - D. Require teachers to park on the opposite side of the Parish. This would free up parking next to the school buildings
- II. Schedule sports events at times where there are fewest meetings/activities on the parish grounds as possible.
- III. Publish handouts for the parishioners showing locations to park [such as local business', etc.] when and if the parking lots are full. Also show locations where NOT to park. Also repeat the handout before major parish events.



St. Matthew Catholic Parish

One Notre Dame Avenue
San Mateo, CA 94402

A List of all Parish Activities and Events

SUNDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
	Carnival – Aud./WH/Kit.	ALL DAY	Annually	250+
6AM	I.C.F. – Aud./WH/Kit.	6am-4pm	Semi-annually	80-100
7AM	Blood Drive – Ward Hall	7am-3pm	Annually	50-60
	Adoration Breakfast – Aud./WH/Kit.	7am-11am	Annually	60-70
	Nocturnal Ministry Fair – Aud./WH/Kit.	7am-4pm	Annually	60-70
8AM	Pancake Breakfast – Aud./WH/Kit.	8am-1:30pm	Annually	50+
	New Family Reception – Aud./WH/Kit.	8am-3pm	Annually	100+
	Lady of Guadalupe – Aud./WH/Kit.	8am-3pm	Annually	200+
8:30AM	Chinese Community – Cronin Center	8:30am-5pm	Every week	30-35
	School Volleyball Practices & Games – Aud.	8:30am-6pm	Aug.-Dec.	15/class
9AM	Spanish Worship Group – Cronin Center	9am-6pm	6 times a year	20-25
12:30PM	School Basketball Practice & Games – Aud.	12:30-6:30pm	Nov.-March	15/class
1:30PM	Chinese RCIA – Cronin Center	1:30pm-2:30pm	7-8 times a year	30-35
6:30PM	Basketball Game (Fr. Good) – Aud.	6:30pm-9pm	Every Sunday	15-20/game
7PM	Youth Ministry – Cronin Center	7pm-9pm	Semi-annually	54

8/28/06 EMAIL FROM DAVID PETROFF
SAYS NO GAMES BEFORE NOON.



MONDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
8AM	Music Class w/ Mrs. Barrett – Aud.	8:15am-3pm	School Year	35/class
2PM	School Choir Practice – Aud.	2pm-3pm	School Year	35/class
2:30PM	School Cheerleading Practice – Ward Hall	2:30pm-4pm	Aug.-May	20
3PM	School Volleyball Practice – Aud.	3pm-7pm	Aug.-Dec.	15/class
	Drama Club – Aud.	3pm-6pm	Month of Feb.	15
4PM	School Basketball Practice – Aud.	4pm-8pm	Nov.-March	15/class
6PM	Youth Ministry – Ward Hall	6pm-9pm	Every Monday	54
7PM	Spanish Choir – Cronin Center or Staff Room	7pm-10pm	Every Monday	12-15
	Spanish Marriage Encounter – Cronin Center	7pm-10pm	Oct.-Dec.	12
	I.C.F. – Ward Hall	7pm-10pm	5 times a year	35
	Spanish Eucharistic Ministry – Cronin Center	7pm-9pm	2-3 times a year	10-15
8PM	Men's Basketball – Aud.	8pm-10pm	Every Monday	20



TUESDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
8AM	Music Class w/ Mrs. Barrett – Aud.	8:15am-3pm	School Year	35/class
9AM	Scripture Class – Resource Center	9am-12pm	Jan.-June	5
10:30AM	Scripture w/ Sr. Maria – Resource Center	10:30am-Noon	Sep.-Dec.	4
	Hot Lunch – Ward Hall & Kit.	10:45am-12:15pm	School Year	500+/-
1PM	Chinese Legion of Mary – Cronin Center	1pm-3pm	Every Tuesday	20
3PM	Chinese RCIA – Ward Hall	3pm-6pm	Every Tuesday	25
	School Volleyball Practice – Aud.	3pm-6pm	Aug.-Dec.	15/class
	School Drama – Aud./Ward Hall	3pm-6pm	Oct.-March	25
5PM	School Basketball Practice – Aud.	3pm-6pm	Nov.-March	15/class
6PM	Parents' Association – Staff Lounge	6pm-8:30pm	6 times a year	10-15
6:30PM	Choir – Staff Lounge	6:30pm-8pm	Every Tuesday	10-15
	Spanish Baptism Class – Cronin Center	6:30pm-9pm	Twice a month	20
	Stewardship Committee – Conference Room	6:30pm-7:30pm	Twice a year	10-12
7PM	I.E.R. Spanish (Alicia Williams) – Classroom	7pm-9pm	Every Tuesday	15-20
	Spanish Choir – Church	7pm-9pm	Every Tuesday	25-30
	Little Rock – Resource Center	7pm-8:30pm	Sep.-Dec.	6
	Returning Catholics – Resource Center	7pm-9pm	Jan.-March	10
	Liturgy Committee – Resource Center	7pm-8:30pm	7 times a year	10
	Youth Ministry – Aud. & Ward Hall	7pm-9pm	4 times a year	54
	Nocturnal Adoration – Cronin Center	7pm-9pm	Annually	20-25
7:30PM	Parish Council – Conference Room	7:30pm-9pm	4 times a year	10-15



WEDNESDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
8AM	Music Class w/ Mrs. Barrett – Aud.	8:15am-3pm	School Year	35/class
10AM	Catholic Charities – Cronin Center	10am-11:30am	Once a month	15
10:30AM	Hoi Lunch – Ward Hall & Kit.	10:45am-12:15pm	School Year	500+/-
	Scripture Class (Sr. Maria) – Resource Center	10:30am-Noon	Sep.-Dec.	4
11:30AM	Serra – Cronin Center	11:30am-2pm	Twice a month	15-20
3PM	School Volleyball Practice – Aud.	3pm-9pm	Aug.-Dec.	15/class
	School Instrumental – Aud. & Ward Hall	3pm-5pm	School Year	20
4PM	School Basketball Practice – Aud.	4pm-9pm	Nov.-March	15/class
7PM	Spanish RCIA – Staff Lounge	7pm-8pm	Every Wednesday	12-16
	RCIA (Sr. Maria) – Resource Center	7pm-8:30pm	June-Dec.	15-20
	Hispanic Lectors Meeting – Ward Hall	7pm-8:30pm	Every other month	12
	School Athletic Department – Aud.	7pm-10pm	3 times a year	10-15
	Youth Group – Conference Room	7pm-9pm	Semi-annually	10-16
7:30PM	Spanish Legion of Mary – Cry Room	7:30pm-9:30pm	Every Wednesday	12-15
	S.V.D.P. – Cronin Center	7:30pm-9:30pm	Once a month	20-25



THURSDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
8AM	Music Class w/ Mrs. Barrett – Aud.	8:15am-3pm	School Year	35/class
10AM	Ladies of Charity – Ward Hall & Kit.	10am-4pm	Once a month	15-20
10:30AM	Scripture Class – Resource Center	10:30am-Noon	Sep.-Dec.	5-7
	Hot Lunch – Ward Hall & Kit.	10:45am-12:15pm	School Year	500+/-
12:30PM	Friendship Class -- Cronin Center	12:30pm-2:30pm	Once a month	20-25
3PM	School Volleyball Practice – Aud.	3pm-9pm	Aug.-Dec.	15/class
	School Choir – Aud.	3pm-4pm	School Year	20
4PM	School Basketball Practice – Aud.	4pm-9pm	Nov.-March	15/class
6PM	I.C.F. – Ward Hall & Kit.	6pm-10pm	Once a month	25-30
6:30PM	Soup Supper – Staff Lounge & Kitchen	6:30pm-8:30pm	4 times a year	20+
7PM	Spanish Choir – Cronin Center or Church	7pm-9pm	Every Thursday	4-5
	Scripture Class – Resource Center	7pm-9pm	Jan.-Sep.	5-7
	Eucharistic Ministry – Cronin Center	7pm-8:30pm	Every other month	15-20
	Liturgy Committee – Staff Lounge	7pm-8:30pm	5 times a year	10
	Scripture Sharing – Cronin Center	7pm-9pm	4 times a year	5-10
7:30PM	Parent Meetings – Staff Lounge	7:30pm-9:45pm	5 times a year	10-15



FRIDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
	Carnival – Aud./WH/Kit.	All Day	Annually	250+
8AM	Music Class w/ Mrs. Barrett – Aud.	8:15am-3pm	School Year	35/class
10:30AM	Hot Lunch – Ward Hall & Kit.	10:45am-12:15pm	School Year	500+/-
3PM	School Volleyball Practice – Aud.	3pm-8pm	Aug.-Dec.	15/class
	School Cheerleading – Ward Hall	3:15pm-4:45pm	Jan.-May	20 
4PM	School Basketball Practice – Aud.	4pm-9pm	Nov.-March	15/class
6PM	Spanish Prayer Group – Staff Kitchen	6pm-8pm	Every Friday	3
7PM	Spanish Bible Study – Ward Hall or School Class	7pm-10pm	Every Friday	10
	Spanish Choir – Staff Lounge or Church	7pm-10pm	Every Friday	20-25
	Hispanic Youth Group – Cronin Center	7pm-10pm	Every Friday	25
	Spanish Lectors Meeting – Staff Lounge	7pm-10pm	Once a month	14



SATURDAY

	<u>EVENT & LOCATION</u>	<u>TIME</u>	<u>CALENDAR</u>	<u>PARTICIPANTS</u>
	Carnival – Aud./WH/Kit.	All Day	Annually	250+
	Cable Caroling – Aud./WH/Kit.	All Day	Annually	--
	Dinner for Volunteers – Aud. & Kit.	All Day	Annually	--
	New Family Barbecue – Aud. & Kit.	All Day	Annually	--
	Salvador del Mundo– Aud./WH/Kit.	All Day	Annually	--
	Family Bingo – Aud./WH/Kit.	All Day	Annually	150+
	American Italian Sporting Club – Aud./WH/Kit.	All Day	Annually	150+
	Youth Ministry – Aud. & Ward Hall	All Day	3 Times a Year	54
	St. Patrick's Dinner – Aud./WH/Kit.	All Day	Annually	200+
	Polenta Dinner – Aud./WH/Kit.	All Day	Annually	150+
8AM	House of Worship – Aud.	8am-4pm	Semi-annually	100+
	Spanish Marriage Prep. – Staff Lounge	8am-3pm	Semi-annually	20
	Hispanic CCD – Aud./WH/Kit.	8am-1pm	Semi-annually	--
9AM	Spanish Worship Class – Cronin Center or Aud.	9am-5pm	Every other month	20-25
	School Basketball Games – Aud.	9am-4om	Jan.-mid-Feb.	20/game
	Tuition Assistance – Resource Center	9am-Noon	Semi-annually	4
10AM	Knights Meeting – Cronin Center	10am-11:30am	Twice a month	10
2:30PM	Chinese Community – Cronin Center	2:30pm-5pm	4 times a year	20-25
3PM	Chinese Marriage Encounter – Cronin Center	3pm-8pm	Once a month	20-25



"Petroff, David @ San Francisco"
<David.Petroff@cbre.com>
08/28/2006 12:57 PM

To <jyeh@cityofsanmateo.org>
cc "Ron Case" <Ron@CaseAbst-Architects.com>, <KBoegel@stmatthewcath.org>, <Mcguireae@aol.com>, <joel.wine@gs.com>, "Gayle French"
bcc

Subject St. Matthew Athletic gym activity.

Julia:

As requested, here is some information regarding Gym use for Volleyball and Basketball...

Volleyball: Season: (August – Mid-November)

Girls Volleyball games are played on Saturdays. Our school typically has around 10 teams with classes ranging from 4th grade to 8th grade. In a typical year, we have 80 to 90 girls participating in our Volleyball program. Games usually begin at 9am, and conclude some time around 5pm. Practices are limited to evenings during the weekdays. Our volleyball season consist of 8 games, in which only 4 are homes games. Therefore, we typically only have 4 dates during the season that are held on weekends. In the event of scheduling conflicts, an occasional Sunday may needed games. Games on Sunday are prohibited from starting prior to Noon.

Basketball: Season: (Mid-November – Early March)

St. Matthew Catholic school provides for both and girls basketball for grades 4 through 8. Our school typically has 20 to 24 teams, and has approximately 200 children participating in our Basketball program. Practices are held on the evenings during the weekdays and last only one hour per team. Games are played on Saturdays for girls, and Sundays for boys. Games for girls are held on Saturdays and usually begin at 9am and end around 5pm. Games for boys are held on Sundays begin at noon, and end around 5pm. Our regular season consist of 8 games, in which only 4 are home games.

Neighborhood Impact of Volleyball and Basketball with a new Parish Center:

St. Matthew Catholic School currently holds homes games and practices on campus for Volleyball and Basketball. Historically, these events have presented minimal impact to the neighborhood. The reasons for this are...

1. These events are held after school hours or on weekends.
2. Since one team can only practice, or have a game, at a time, there is a sufficient number of parking spaces on campus to accommodate this level of activity.

Volleyball and Basketball teams typically have no more than 10 players per team. (Usually the number of players is eight). Therefore, one team could have 8 to 10 cars coming to our school for practices, and 16 – 20 cars for home games (when taking into account the visiting school.) The campus has enough parking capacity to accommodate this load.

With a new Parish Center, the school may gain the capacity to have twice the number of practices and games for Volleyball and Basketball. In this scenario, the impact to the neighborhood would still remain minimal. The reasons for this minimal impact would be as follows...

1. Practices and Games would still be held after school hours or on weekends.
2. Although two teams playing at the same times could theoretically double the parking and traffic volume, the campus still has sufficient parking spaces to accommodate the increased volume.

I hope this information is helpful to you, and should you require any additional information about the athletic events at the school, please feel free to contact me.

Thank you,

Best Regards,

David Petroff
Athletic Director
St. Matthew Catholic School
David.Petroff@cbre.com
650/862-8226 cell

Appendix F
TIRE Index

TIRE Index Ranges

TIRE Index	Start Daily Volume	End Daily Volume	TIRE Index	Volume to Cause +.1 Change in TIRE Index			Traffic Volume Description	Recommended Purpose
				Start>	Midpt>	End>		
1.5	29	44	1.5	16	14	12	Low	Residential
1.6	36	44	1.6	9	11	12	Low	Residential
1.7	45	56	1.7	12	13	14	Low	Residential
1.8	57	70	1.8	14	17	19	Low	Residential
1.9	71	89	1.9	19	20	21	Low	Residential
2.0	90	110	2.0	21	26	30	Moderate	Residential
2.1	111	140	2.1	30	35	40	Moderate	Residential
2.2	141	180	2.2	40	40	40	Moderate	Residential
2.3	181	220	2.3	40	50	60	Moderate	Residential
2.4	221	280	2.4	60	65	70	Moderate	Residential
2.5	281	350	2.5	70	85	100	Moderate	Residential
2.6	351	450	2.6	100	105	110	Moderate	Residential
2.7	451	560	2.7	110	130	150	Moderate	Residential
2.8	561	710	2.8	150	165	180	Moderate	Residential
2.9	711	890	2.9	180	195	210	Moderate	Residential
3.0	891	1,100	3.0	210	255	300	High	Residential
3.1	1,101	1,400	3.1	300	350	400	High	Residential
3.2	1,401	1,800	3.2	400	400	400	High	Residential
3.3	1,801	2,200	3.3	400	500	600	High	Residential
3.4	2,201	2,800	3.4	600	650	700	High	Residential
3.5	2,801	3,500	3.5	700	850	1,000	High	Residential
3.6	3,501	4,500	3.6	1,000	1,050	1,100	High	Traffic
3.7	4,501	5,600	3.7	1,100	1,300	1,500	High	Traffic
3.8	5,601	7,100	3.8	1,500	1,650	1,800	High	Traffic
3.9	7,101	8,900	3.9	1,800	1,950	2,100	High	Traffic
4.0	8,901	11,000	4.0	2,100	2,550	3,000	Very High	Traffic
4.1	11,001	14,000	4.1	3,000	3,500	4,000	Very High	Traffic
4.2	14,001	18,000	4.2	4,000	4,000	4,000	Very High	Traffic
4.3	18,001	22,000	4.3	4,000	5,000	6,000	Very High	Traffic
4.4	22,001	28,000	4.4	6,000	6,500	7,000	Very High	Traffic
4.5	28,001	35,000	4.5	7,000	8,500	10,000	Very High	Traffic
4.6	35,001	45,000	4.6	10,000	10,500	11,000	Very High	Traffic
4.7	45,001	56,000	4.7	11,000	13,000	15,000	Very High	Traffic
4.8	56,001	71,000	4.8	15,000	16,500	18,000	Very High	Traffic
4.9	71,001	89,000	4.9	18,000	N/A	N/A	Very High	Traffic
5.0	89,001	N/A	5.0	N/A	N/A	N/A	Very High	Traffic

TIRE = Traffic Infusion on Residential Environments.

Source: Goodrich Traffic Group.

**Table ES 1
Intersection Levels of Service Summary**

Intersection	Peak Hour	Count Date	Existing						Background						Project Conditions					
			Ave. Crit. Delay ^a			Ave. Crit. Delay ^a			Ave. Crit. Delay ^a			Ave. Crit. Delay ^a			Ave. Crit. Delay ^a			Ave. Crit. Delay ^a		
			Ave. Delay ^a	Crit. Delay	LOS ^b	Ave. Delay ^a	Crit. Delay	LOS ^b	Ave. Delay ^a	Crit. Delay	LOS ^b	Ave. Delay ^a	Crit. Delay	LOS ^b	Ave. Delay ^a	Crit. Delay	LOS ^b	Incr. In Crit Delay	Incr. In Crit V/C	Incr. In Crit Delay
Stevens Creek Blvd. and Bubbb Road	AM	5/20/2008	21.0	28.4	C	21.1	29.0	C	21.1	29.2	C	21.1	29.2	C	0.8	0.047	0.2	0.012	0.2	0.012
	PM	5/20/2008	19.4	26.6	B	19.8	27.2	B	20.0	27.4	B	20.0	27.4	B	0.8	0.021	0.2	0.006	0.2	0.006
Stevens Creek Blvd. and Route 85 SB Ramps*	AM	5/21/2008	20.0	22.6	B	19.8	22.6	B	19.8	22.6	B	19.8	22.6	B	0.0	0.003	0.0	0.000	0.0	0.000
	PM	10/5/2006	26.7	29.6	C	26.7	29.6	C	26.6	29.6	C	26.6	29.6	C	0.0	0.016	0.0	0.005	0.0	0.005
Stevens Creek Blvd. and Route 85 NB Ramps*	AM	5/20/2008	32.1	38.2	C	33.0	39.2	C	33.4	39.6	C	33.4	39.6	C	1.4	0.039	0.4	0.012	0.4	0.012
	PM	10/5/2006	34.7	40.1	C	34.9	40.7	C	35.0	40.9	C	35.0	40.9	C	0.8	0.020	0.2	0.006	0.2	0.006
Stevens Creek Blvd. and Stelling Road*	AM	5/20/2008	42.9	44.1	D	42.9	44.2	D	43.0	44.2	D	43.0	44.2	D	0.1	0.005	0.0	0.001	0.0	0.001
	PM	10/5/2006	49.9	52.3	D	50.2	52.9	D	50.3	53.1	D	50.3	53.1	D	0.1	0.007	0.2	0.002	0.2	0.002
Results Way and Bubbb Road	AM	5/22/2008	3.2	2.5	A	6.4	3.8	A	7.2	3.9	A	7.2	3.9	A	1.4	0.013	0.1	0.001	0.1	0.001
	PM	5/22/2008	11.6	12.6	B	16.4	17.6	B	17.7	18.8	B	17.7	18.8	B	6.2	0.106	1.3	0.031	1.3	0.031
McCeilan Road and Byrne Avenue**	AM	5/22/2008	12.2	1.9	B	12.3	1.9	B	12.4	1.9	B	12.4	1.9	B	n/a	n/a	n/a	n/a	n/a	n/a
	PM	5/22/2008	10.0	1.1	B	10.1	1.0	B	10.2	1.0	B	10.2	1.0	B	n/a	n/a	n/a	n/a	n/a	n/a
McCeilan Road and Bubbb Road	AM	5/22/2008	26.8	31.2	C	27.0	31.3	C	28.0	31.3	C	28.0	31.3	C	0.1	0.001	0.0	0.002	0.0	0.002
	PM	5/22/2008	26.9	30.7	C	27.1	31.0	C	27.2	31.1	C	27.2	31.1	C	0.4	0.027	0.1	0.008	0.1	0.008
McCeilan Road and Stelling Road	AM	5/20/2008	30.8	34.0	C	31.0	34.3	C	31.1	34.5	C	31.1	34.5	C	0.5	0.013	0.1	0.004	0.1	0.004
	PM	5/20/2008	31.7	35.7	C	32.2	36.2	C	32.4	36.4	C	32.4	36.4	C	0.7	0.019	0.2	0.006	0.2	0.006
Hyannisport Drive and Bubbb Road**	AM	5/22/2008	13.1	13.1	B	13.2	13.2	B	13.3	13.3	B	13.3	13.3	B	0.2	0.003	0.1	0.001	0.1	0.001
	PM	5/22/2008	9.6	9.6	A	9.7	9.7	A	9.7	9.7	A	9.7	9.7	A	0.1	0.013	0.0	0.004	0.0	0.004

When traffic is added to movements with low delay in an intersection, the average delay may decrease.

* Denotes CMP Intersections

** Denotes Unsignalized Intersections

^a Average control delay (seconds per vehicle) including all movements for intersections controlled by a signal or four-way stop. At intersections under two-way stop control, average delay is reported for the worst controlled lane group.

^b Level of service (based on average delay).