

# PIER AVENUE MULTIMODAL CORRIDOR STUDY

OCTOBER 2025

PREPARED FOR:



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## PREFACE

The scope of the Pier Avenue Multimodal Corridor Study is strictly limited to the County's right-of-way along Pier Avenue between the entrance gate of Oceano Dunes State Vehicle Recreation Area (SVRA) on the west end of the study corridor and State Route 1 (SR 1) on the east end. It does not attempt to analyze or recommend design elements outside the County's right-of-way. As such, modifications to the State Park operations or issues related to its continued operation are outside of the scope of this study.

## EXECUTIVE SUMMARY

Development of the Pier Avenue Corridor Study was a collaborative effort led by the County of San Luis Obispo. The goal of the study is to improve multimodal access within the corridor through the identification of a phased set of improvements that will address both local and regional access needs. The ultimate goal of this study is to identify investments that will enhance access and safety for motorists, pedestrians, and bicycles.

Pier Avenue's infrastructure conditions, existing and future traffic operations, pedestrian and bicycle connectivity, roadway safety characteristics, and on-street parking supply and availability under both peak and off-peak seasonal conditions were examined. These engineering-based planning studies were then supplemented and cross-checked with input received from the community. From this process, the primary concerns the plan needs to consider and address are as follows:

- Queueing from the Oceano Dunes State Vehicle Recreation Area (SVRA): While it is outside of the scope of this project to change the operations of the State Park, improvements should not make this condition significantly worse
- Pedestrian and Bicyclist access: The corridor is primarily used for recreational activities and there is a strong desire for improvements which make the corridor less stressful for vulnerable road users. Multiple comments received want to see improvements made to sidewalk facilities and the addition of designated bicycle facilities.
- Parking: Both visitors to the area and local community members have identified issues with a lack of available parking near the beach during peak tourism season.
- Pedestrian crossing locations: The lack of marked crossing locations across Pier Avenue is a concern for the local community. There is a desire for marked crossing locations to increase the comfort of crossing the roadway for vulnerable road users.

Based on the results of the existing conditions analysis, the feedback received from the public, and the project constraints identified by the County and various stakeholders, a preferred plan alternative was identified and a phased implementation plan developed. It is staff recommendation to support the Alternative 1 plan until such time that California State Parks amends entry gate operations for the Oceano Dunes SVRA and future traffic control measures for high volume events are developed.

The phasing plan and key recommended modifications are defined as follows:

### Phase 1

- Leverage upcoming maintenance projects (mid-2026)
- Lane reduction from four lanes to three lanes
- Stripe for buffered bicycle lanes
- Add marked crosswalks

### Phase 2

- Add curb extensions at key intersections (shortening crossing distances)
- Provide bicycle parking

### Phase 3

- Intersection enhancements at Pier/Air Park/Lakeside
- Class I Shared Use Trail (northside, remove buffered bicycle lanes from earlier plan stages)
- Mid-block crossing just west of Oceano Lagoon bridge – connect to trail head

Upon acceptance of the Pier Avenue Multimodal Corridor Study by the County Board of Supervisors, the County should prepare signing and striping plans to implement Phase 1 of the plan in coordination with the County's planned repaving project of Pier Avenue in 2026. Funding to implement the Mid-Phase 2 and Phase 3 improvements will likely draw from other sources including but not limited to: conditions of development, programming state/federal discretionary funding through SLOCOG's regional transportation planning process, and/or state competitive grant funding sources.



PHOTO BY SEAN CARNEY, DKS.



## INTRODUCTION

### STUDY LEADERSHIP

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The Pier Avenue Corridor Study was administered and managed by the County of San Luis Obispo. The plan was entirely funded with County discretionary funds. Key stakeholders include, but were not limited to, County Public Works, County Development Services and Planning Departments, County Environmental, State Parks, and the San Luis Obispo Council of Governments (SLOCOG). In addition, the Bicycle Advisory Committee and Vitality Advisory Council of Oceano were also informed of the study and encouraged to participate.

### STUDY PURPOSE

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Pier Avenue provides important access to homes, businesses, and recreational activities centered around the Oceano Dunes. It serves as the primary gateway to the Oceano Dunes SVRA and to the community living near the beach. The corridor currently has an auto-centric design which was developed to accommodate tourism traffic to the area. This design provides a large amount of excess vehicular capacity most of the year. The community has expressed a need for San Luis Obispo County to improve this corridor, particularly for pedestrians and bicyclists. This study examines potential options for improving comfort and safety for pedestrians and bicyclists while maintaining vehicular mobility and parking.

### STUDY CORRIDOR

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Pier Avenue is small stretch of roadway less than half a mile long, but it serves as a vital connection to the Oceano Dunes State Recreation Area. Locals and tourists access the beach as well as local businesses along the corridor.

The Plan area includes all of Pier Avenue from State Route 1 (SR 1) on the east end of the corridor to the parking lot/State Park beach access on the west end. The following intersections are located within the study corridor:

- Pier Avenue and the Parking Lot/State Park Access
- Pier Avenue and Strand Way
- Pier Avenue, Lakeside Avenue, and Air Park Drive
- Pier Avenue and Campground Driveway (Pismo State Beach Campground)
- Pier Avenue and Norswing Drive
- Pier Avenue and State Route 1

The corridor is currently four lanes with two lanes eastbound and two lanes westbound from its western terminus to Norswing Drive. The corridor is three lanes from Norswing Drive to SR 1 with two lanes eastbound and one lane westbound. There is parallel parking on both sides of Pier Avenue from the road's western terminus to Lakeside Avenue. On-street parking continues on the southern curb from Air Park Drive to Norswing Drive. Finally, there is on-street parking on the north side of



the roadway from Norswing Drive to SR 1. Pavement conditions on Pier Avenue are severely degraded and there is a currently planned repaving project for the corridor.

Pier Avenue is currently designated a Class III bicycle route. The County's 2016 Bikeways Plan and the San Luis Obispo Council of Government's (SLOCOG) Active Transportation Plan both identify Class II bike lanes on Pier Avenue and a Class I multi-use path parallel to SR 1 as planned projects. There are sidewalks along Pier Avenue for the full length of the roadway along the south side of the roadway. There is a gap in the sidewalk on the north side of the roadway between the State Parks Campground driveway and Norswing Drive.

There is a five-leg intersection on Pier Avenue at Lakeside Avenue and Air Park Drive which serves as the only access point to multiple streets in the Community of Oceano.

## REGIONAL CONTEXT

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Pier Avenue acts as one of two access points to the Oceano Dunes SVRA, one of the few public beaches in the state of California which allows vehicular access and the only one to do so in the southern and central parts of the state.

## EXISTING TRAFFIC OPERATIONS

There are seven intersections on Pier Avenue which are all two-way stop controlled except for the signalized intersection at SR 1. Peak traffic demand on Pier Avenue is largely driven by recreational activity and is often dependent on tidal charts for the Oceano Dunes so peak hours often shift throughout the year. Although extreme peaks in demand occur during summer holiday conditions, holiday traffic conditions were not addressed as part of this analysis.

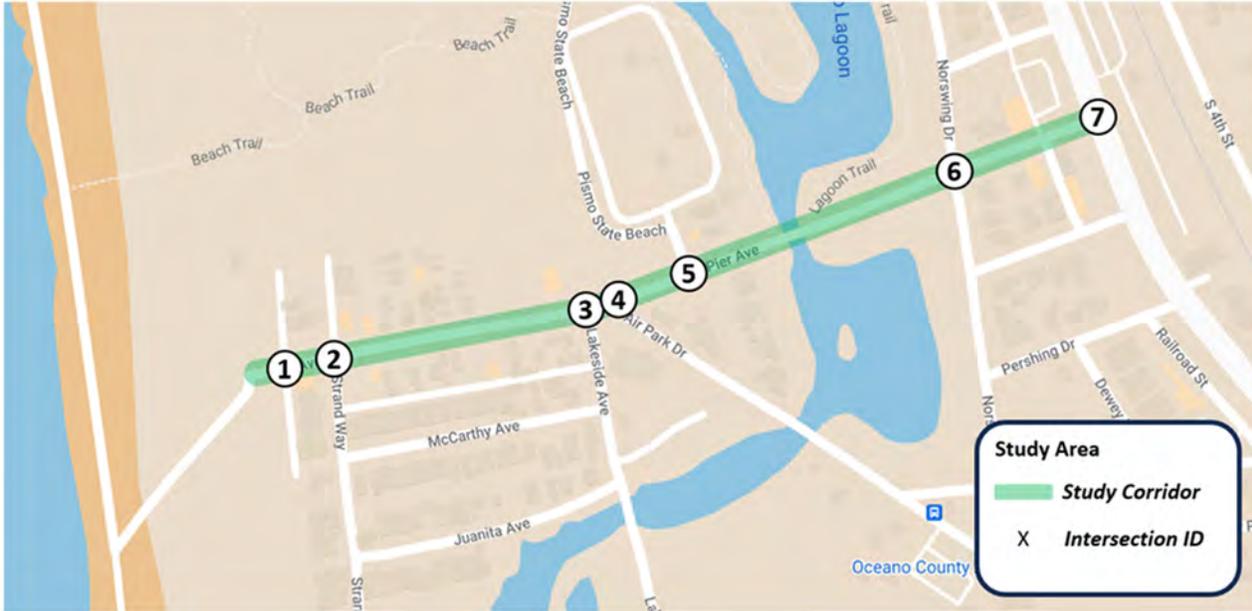
## DATA COLLECTION

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### COUNTS

Intersection turn movement counts were collected for weekday (7:00-9:00 AM, and 4:00-6:00 PM Peak Hours) and weekend (8:00 AM to 8:00 PM to identify the peak) conditions at the following intersections. The project study area is shown in **Figure 1**.

1. Pier Avenue and the Parking Lot/State Park Access
2. Pier Avenue and Strand Way
3. Pier Avenue and Air Park Drive
4. Pier Avenue and Lakeside Avenue
5. Pier Avenue and Campground Driveway (Pismo State Beach Campground)
6. Pier Avenue and Norswing Drive
7. Pier Avenue and State Route 1



**FIGURE 1: CORRIDOR PLAN STUDY AREA**

Traffic counts were collected in both May and June of 2023 to determine the effect of seasonal recreation. Peak traffic demand on Pier Avenue is largely driven by recreational activity varies on a day-to-day basis. The peak hours for each collection day are as follows:

- Tuesday, May 23: 7:30-8:30 AM and 4:45-5:45 PM
- Sunday, May 21: 11:00 AM-12:00 PM
- Thursday, June 15: 8:00-9:00 AM and 4:45-5:45 PM
- Saturday, June 10: 1:00-2:00 PM

The overall highest traffic activity on Pier Ave was recorded on Saturday in June between 1:00 and 2:00 PM.

**Figure 2** and **Figure 3** show the peak hour turning movement volumes, lane configurations and traffic control for each of the seven study intersections in May and June, respectively. Counts are provided in **Appendix Section 1**.

**QUEUING**

Queues at the State Park Entrance were observed in the AM and PM peak periods on Tuesday, May 23 and Thursday, June 15.

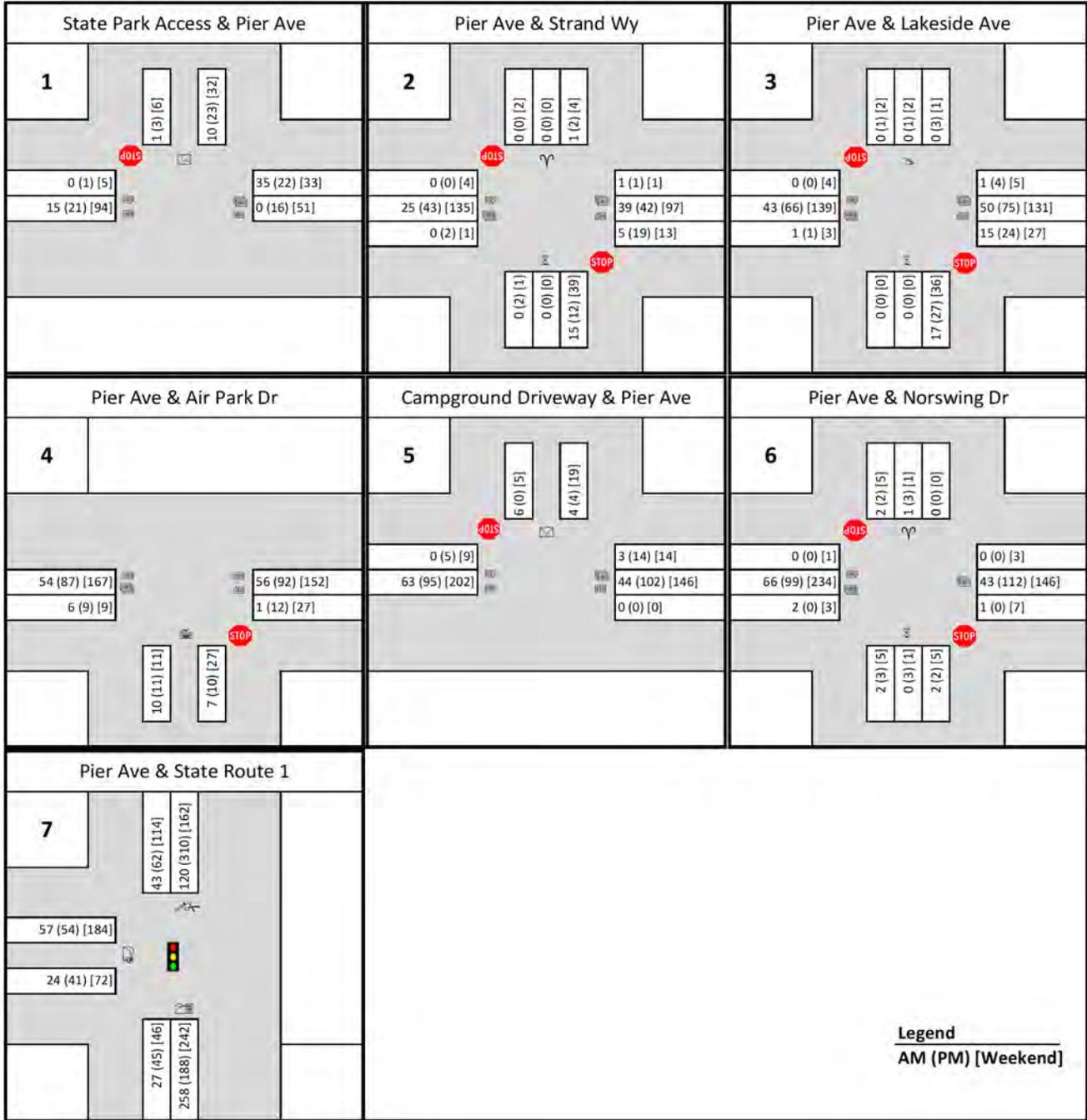


FIGURE 2: PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES – MAY 2023

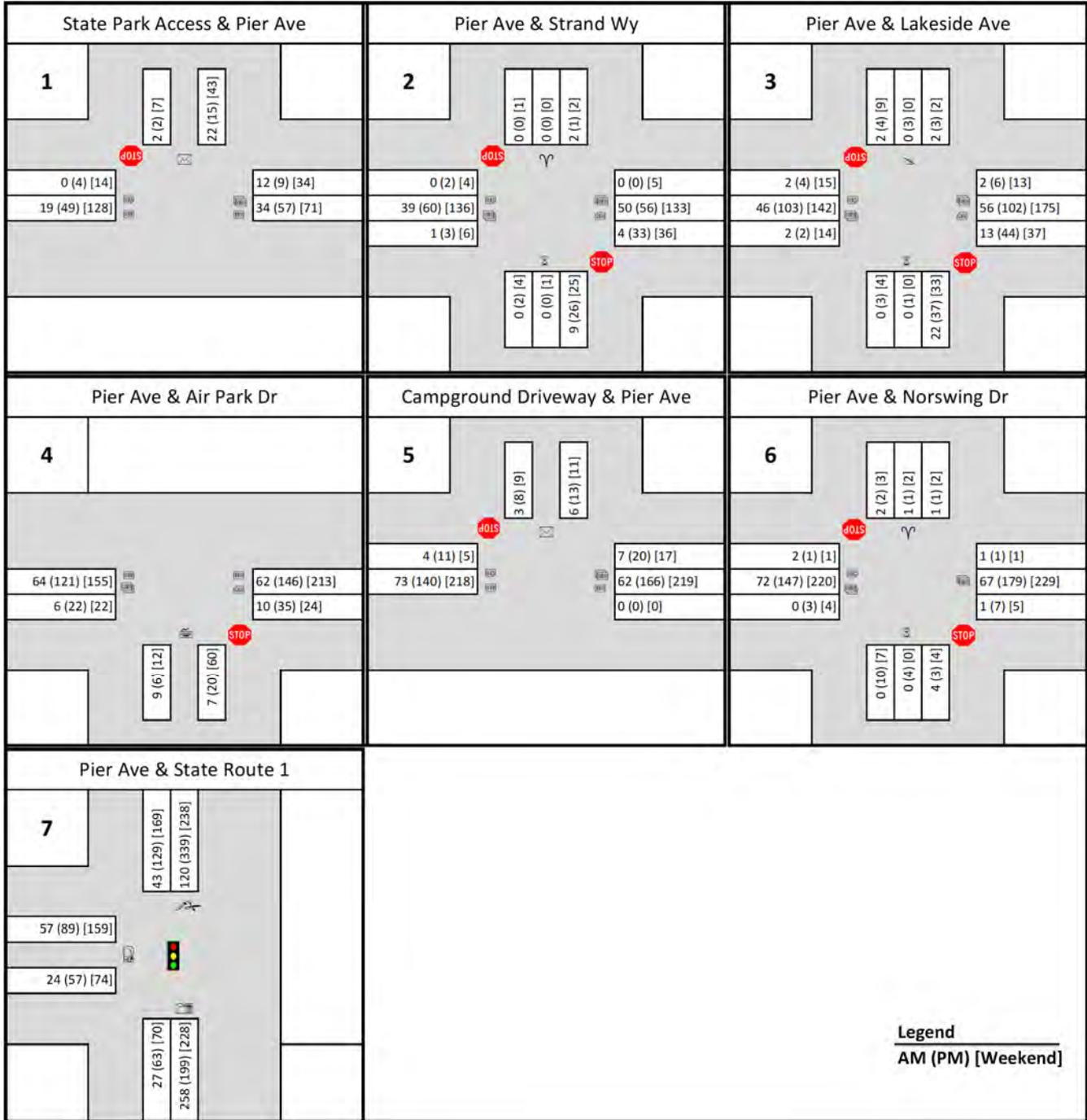


FIGURE 3: PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES – JUNE 2023

## LEVEL OF SERVICE METHODOLOGY

Existing Conditions Level of Service (LOS) and queuing were analyzed using the operational analysis methodologies defined in the Highway Capacity Manual 6<sup>th</sup> Edition as applied in the Synchro 11 software package. LOS is given a letter grade rating of A through F based on the user experience of a facility. For vehicular traffic at intersections, this is based on the experienced delay. LOS A indicates free flow conditions with minimal delay while LOS F indicates excessive vehicle delay and over-capacity conditions. For side-street stop-controlled intersections, LOS is based on average control delay for vehicles from the approach with the highest delay. For signalized, roundabout, and all-way stop-controlled intersections, LOS is based on the average control delay for all vehicles. The Highway Capacity Manual intersection LOS Criteria are provided in **Table 1**.

**TABLE 1. LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS**

LEVEL OF SERVICE	UNSIGNALIZED INTERSECTION AVERAGE CONTROL DELAY <sup>a</sup> (SEC/VEH)	SIGNALIZED INTERSECTIONS AVERAGE CONTROL DELAY (SEC/VEH)	GENERAL DESCRIPTION
A	0-10	0-10	Free flow
B	10-15	10-20	Stable flow (slight delays)
C	15-25	20-35	Stable flow (acceptable delays)
D	25-35	35-55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	35-50	55-80	Unstable flow (intolerable delay)
F	50+	80+	Forced flow (congested and queues fail to clear)

Based on *Highway Capacity Manual 6th Edition*, Transportation Research Board, Washington D.C., 2019 Supplement  
<sup>a</sup> Average delay for stop-controlled intersections is based on worst approach instead of averaged overall approaches.

## EXISTING LEVEL OF SERVICE

**Table 2** and **Table 3** show the weekday AM and PM peak hour and weekend peak hour Existing Conditions LOS results for each study intersection for May and June. Detailed results are provided in **Appendix Section 3**.

**TABLE 2. LEVEL OF SERVICE EXISTING CONDITIONS - MAY**

#	Location	Control Type	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1	State Park Access/Pier Avenue <sup>1</sup>	TWSC <sup>2</sup>	A	8.8	A	9.1	B	10.3
2	Strand Way/Pier Avenue	TWSC	A	9.0	A	9.5	B	10.4
3	Lakeside Avenue/Pier Avenue	TWSC	A	8.6	A	9.8	B	10.7
4	Air Park Drive/Pier Avenue	TWSC	A	9.4	A	9.6	A	9.8
5	Campground Driveway/Pier Avenue	TWSC	A	8.8	A	9.8	B	10.3
6	Norswing Drive/Pier Avenue	TWSC	A	9.0	B	10.2	B	10.8
7	SR 1/Pier Avenue	Signal	A	6.3	A	7.5	A	8.8

Notes

1. The LOS calculation for the State Park Access intersection does not include delay and queuing from the State Park access gate.
2. Per the HCM, delay and LOS of the worst movement are reported for TWSC intersections, while the signal is reported as intersection average.

TABLE 3. LEVEL OF SERVICE EXISTING CONDITIONS - JUNE

#	Location	Control Type	AM		PM		Weekend	
			Peak Hour		Peak Hour		Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1	State Park Access/Pier Avenue <sup>1</sup>	TWSC <sup>2</sup>	A	9.2	A	9.7	B	11.9
2	Strand Way/Pier Avenue	TWSC	A	9.3	B	10.3	B	12.6
3	Lakeside Avenue/Pier Avenue	TWSC	A	8.6	B	10.1	B	10.0
4	Air Park Drive/Pier Avenue	TWSC	A	9.0	A	9.4	A	9.7
5	Campground Driveway/Pier Avenue	TWSC	A	9.0	B	10.3	B	10.3
6	Norswing Drive/Pier Avenue	TWSC	A	9.6	B	12.3	B	12.0
7	SR 1/Pier Avenue	Signal	A	6.3	A	8.5	A	9.0

Notes

1. The LOS and queuing calculation for the State Park Access intersection does not include delay and queuing from the State Park access gate. Actual queues are observed to be longer during high activity periods.
2. Per the HCM, delay and LOS of the worst movement are reported for TWSC intersections, while the signal is reported as intersection average.

The County of San Luis Obispo has a Level of Service standard of LOS D or better at intersections during the peak hour. None of the study intersections operate worse than the standard during any of the peak hours. Pier Avenue has significantly more vehicle capacity than is required to achieve acceptable traffic operations.

Note that this analysis does not account for delay and queuing from the Oceano Dunes SVRA entrance gate just downstream of the state park access intersection. It has been observed that peak weekends (typically during holidays) each year can result in significantly higher delays based on the operations of the state park entrance gate.

### EXISTING QUEUING

Recurring queues are produced from vehicles waiting to enter the state park. It was observed that the average gate time during non-peak conditions is approximately 2 minutes for a vehicle to enter the state park, so queues can develop with arrival rates as low as 30 vehicles per hour. This gate service time varies significantly. The longest queues typically coincide with the highest traffic demand for the corridor since recreation trips are a significant portion of the traffic. The longest documented queue was 16 vehicles (650 ft) on Thursday, June 15<sup>th</sup> in the PM peak, but based on public feedback queues exceed 800 ft (~25-30+ vehicles) on the highest days of the year. These queues cause additional delay at upstream intersections by blocking operations on the inside westbound lane on Pier Avenue.

Existing queues calculated for intersection approaches are shown in **Table 4** and **Table 5** for May and June, respectively.

**TABLE 4. 95<sup>TH</sup>-PERCENTILE INTERSECTION QUEUES EXISTING CONDITIONS - MAY**

#	Location	AM Peak Hour				PM Peak Hour				Weekend Peak Hour			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1	State Park Access/Pier Avenue <sup>1</sup>	-	<25'	<25'	-	-	<25'	<25'	-	-	<25'	<25'	-
2	Strand Way/Pier Avenue	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'
3	Lakeside Avenue/Pier Avenue	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'
4	Air Park Drive/Pier Avenue	<25'	-	-	<25'	<25'	-	-	<25'	<25'	-	-	<25'
5	Campground Driveway/Pier Avenue	-	<25'	<25'	-	-	<25'	<25'	-	-	<25'	<25'	-
6	Norswing Drive/Pier Avenue	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'
7	SR 1/Pier Avenue	117'	68'	33'	-	70'	165'	37'	-	94'	90'	106'	-

Notes

1. The LOS and queuing calculation for the State Park Access intersection does not include delay and queuing from the State Park access gate. Actual queues are observed to be longer during high activity periods.
2. Queues for TWSC approaches assume an average queue length of 25' per vehicle.

**TABLE 5. 95<sup>TH</sup>-PERCENTILE INTERSECTION QUEUES EXISTING CONDITIONS - JUNE**

#	Location	AM Peak Hour				PM Peak Hour				Weekend Peak Hour			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1	State Park Access/Pier Avenue <sup>1</sup>	-	<25'	<25'	-	-	<25'	<25'	-	-	<25'	<25'	-
2	Strand Way/Pier Avenue	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'
3	Lakeside Avenue/Pier Avenue	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'
4	Air Park Drive/Pier Avenue	<25'	-	-	<25'	<25'	-	-	<25'	<25'	-	-	<25'
5	Campground Driveway/Pier Avenue	-	<25'	<25'	-	-	<25'	<25'	-	-	<25'	<25'	-
6	Norswing Drive/Pier Avenue	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'	<25'
7	SR 1/Pier Avenue	102'	70'	39'	-	77'	193'	57'	-	84'	128'	88'	-

Notes

1. The LOS and queuing calculation for the State Park Access intersection does not include delay and queuing from the State Park access gate. Actual queues are observed to be longer during high activity periods.
2. Queues for TWSC approaches assume an average queue length of 25' per vehicle.

## PARKING ASSESSMENT

### CONTEXT

Pier Avenue is a four-lane, 0.4-mile segment in the Oceano community in unincorporated San Luis Obispo County that provides beach access from the Pacific Coast Highway (SR 1). There are three public intersections along the corridor, none of which are signalized. There are also many curb cuts along the corridor limiting the available curb space, with unpaid parallel parking provided along the remaining curb space. At the end of the corridor, adjacent to the coast, there is a paved lot with public parking available.

Parking users and parking duration are typically defined by nearby land-uses. The portion of the study segment west of Lakeside Avenue has adjacent retail and commercial uses and provides short term parking that is restricted to a maximum of 2-hours during daytime hours (9 AM to 6 PM). The portion of the study segment east of Lakeside Avenue has minimal land uses directly accessible from the street and has no time limit on parking. Most of the study segment restricts parking overnight, between 2 AM and 9 AM. The off-street lot provides recreational coastal access that serves a mix of residents and local and regional visitors.

### DATA COLLECTION

Data was collected for parking capacity and occupancy for an entire day during May (Off-Season) and June (Peak Season) of 2023. Capacity by zones is shown in **Figure 1** with the zones from west to east as follows:

- Zone A: Off-Street Parking Lot adjacent to beach access
- Zone B: On-Street Parking west of Lakeside Avenue
- Zone C: On-Street Parking between Lakeside Avenue and the Oceano Lagoon bridge
- Zone D: On-Street Parking between the Oceano Lagoon bridge and Norswing Drive
- Zone E: On-Street Parking between Norswing Drive and State Route 1



**FIGURE 4: PARKING CAPACITY BY ZONE**

## EXISTING PARKING UTILIZATION

While there are 28 available spaces in the off-street parking lot (Zone A) and 54 on-street parking spaces, not all spaces were observed to be filled during the data collection period. Parking utilization is a metric which describes the percentage of occupied parking spaces at different times of the day over the total available spaces in a lot or along a roadway. Data which was collected for this analysis is presented in **Appendix Section 2**.

### Off-season parking utilization

Data for the off-season was collected during an entire day during May of 2023. **Table 6** compares the highest utilization in each zone for both AM and PM peak hours to the available parking capacity.

Zone A, the beachside parking lot, sees higher utilization than most of the streetside parking but sees higher utilization in the morning (64%) rather than the afternoon (57%). With the highest number of spaces available in any of the zones, and the ease of both its beach access and location away from the road, more cars park in this zone than any of the others during peak hours, that being 18 and 16 cars in the morning and afternoon respectively. Zone B, which is located close to the beach and retail uses, sees lighter use than the beachside lot with 32% of spaces filled during both the AM and PM peaks. Parking is still easily available along this stretch of road during the off-season as less than a third of the available spaces are taken at any one time. During both the morning and afternoon very few of the parking spots along the lagoon (Zones C and D) are filled, in fact, only a single car was observed to be parked along this stretch of road at any point during the entire day. Zone E, which only has 7 spaces, does have higher utilization during both AM and PM peak hours, with 57% utilization in the morning and 86% in the afternoon, leaving very few free spaces. There is an adjacent restaurant and motel to this zone, however both have dedicated off-street parking. Restaurant guests seem to prefer parking street parking to the off-street lot.

**Figure 5** and **Figure 6** highlight the utilization of each zone along the corridor for a visual representation of the information in this section.

**TABLE 6: OFF-SEASON PARKING UTILIZATION**

	ZONE A	ZONE B	ZONE C	ZONE D	ZONE E
CAPACITY	28	25	11	11	7
AM PEAK	18	8	1	0	4
PM PEAK	16	8	1	0	6
AM %	64%	32%	9%	0%	57%
PM %	57%	32%	9%	0%	86%



**FIGURE 5: OFF-SEASON AM PEAK PARKING UTILIZATION**



**FIGURE 6: OFF-SEASON PM PEAK PARKING UTILIZATION**

### Peak season parking utilization

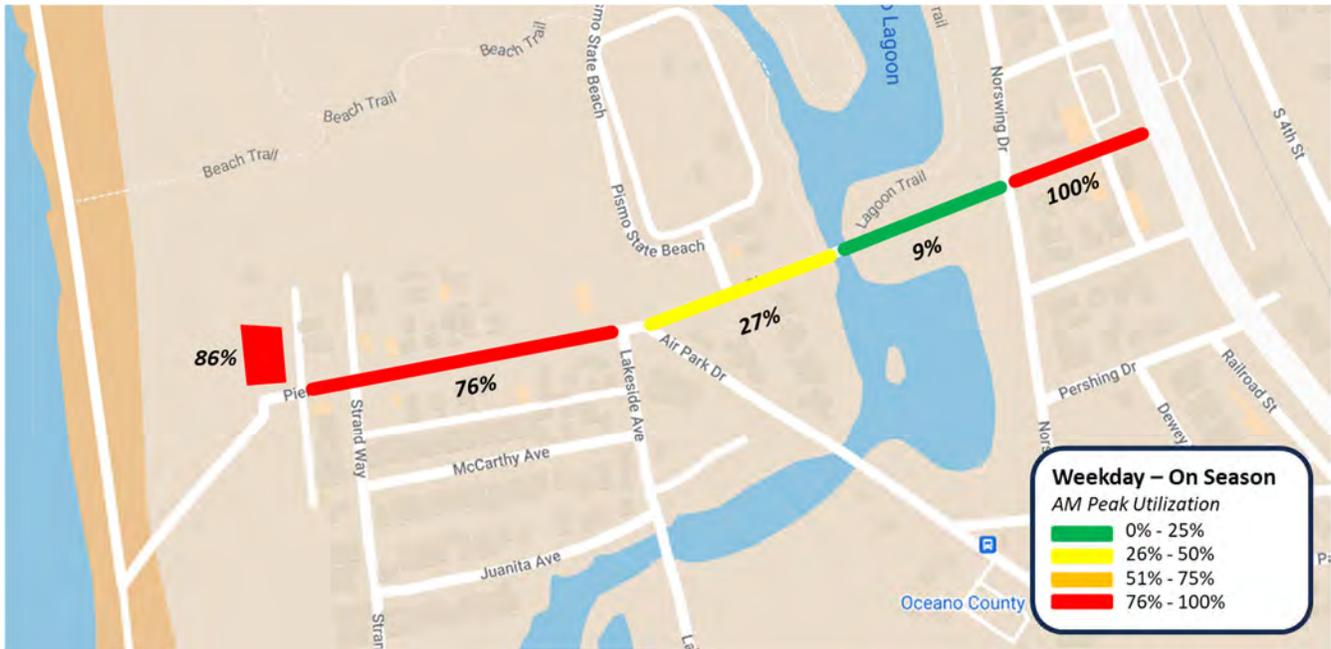
June is the peak season for this location; data was recorded over an entire day during June of 2023. **Table 7** compares the highest utilization in each zone to the parking capacity for both AM and PM peak hours.

The parking utilization during peak season is much higher than in the off-season. Zone A, the beachside parking lot, never completely fills up, but space is limited throughout the day, peaking at 86% of capacity during both AM and PM peak hours. Zone B likewise sees a high utilization at 76% in the mornings. By the afternoon parking utilization has moved towards the beach, filling Zone B, which is closest to the beach among the on-street options. With Zone B filled, parking is sought in Zones C and D. Zone C fills to over half capacity (55%), while Zone D still remains mostly empty, reaching 27% of its capacity during the afternoon peak. Zone E, which filled completely in the morning, only fills 71% of its available spaces during the PM peak, leaving two spaces available.

**Figure 7** and **Figure 8** highlight the utilization of each zone along the corridor for a visual representation of the information in this section.

**TABLE 7: PEAK SEASON PARKING UTILIZATION**

	ZONE A	ZONE B	ZONE C	ZONE D	ZONE E
CAPACITY	28	25	11	11	7
AM PEAK	24	19	3	1	7
PM PEAK	24	25	6	3	5
AM %	86%	76%	27%	9%	100%
PM %	86%	100%	55%	27%	71%



**FIGURE 7: ON-SEASON AM PEAK PARKING UTILIZATION**

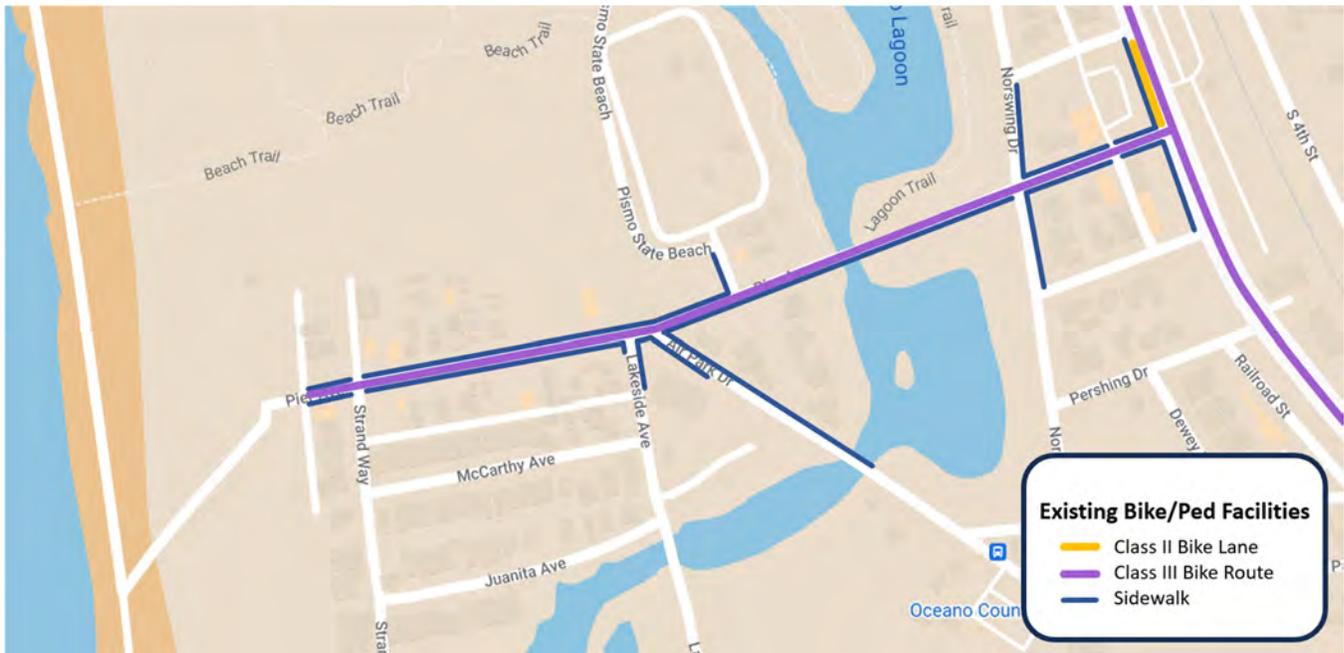


**FIGURE 8: ON-SEASON PM PEAK PARKING UTILIZATION**

## EXISTING BICYCLE AND PEDESTRIAN CONDITIONS

Pier Avenue is a four-lane, 0.4-mile segment in the Oceano community in unincorporated San Luis Obispo County that provides beach access from the SR 1. There is significant pedestrian and bicycle activity within the corridor especially during peak recreation times near the beach. Pedestrian counts recorded more than 100 per hour in the peak on a Saturday in June of 2023 at the state park entrance and Strand Way. On a weekday in May 2023, more than 50 pedestrians per hour were recorded at this location. There is also notable pedestrian activity near the campground and Elks Lodge and at SR 1 likely associated with retail and hotel activities.

As shown on **Figure 9**, Pier Avenue is designated and signed as a Class III Bicycle Route. SR 1 is also designated as a bicycle route, and during the preparation of this study, Caltrans was improving the bicycle facilities on SR 1. There are sidewalks along most of Pier Avenue except for the north side from the campground driveway to Norswing Drive. This same segment has a marked shoulder which westbound cyclists may use but does not meet the design requirements of a bike lane. It is also regularly partially blocked by plan growth from the adjacent lagoon. Most side streets connecting to Pier Avenue have some partial sidewalk on at least one side.



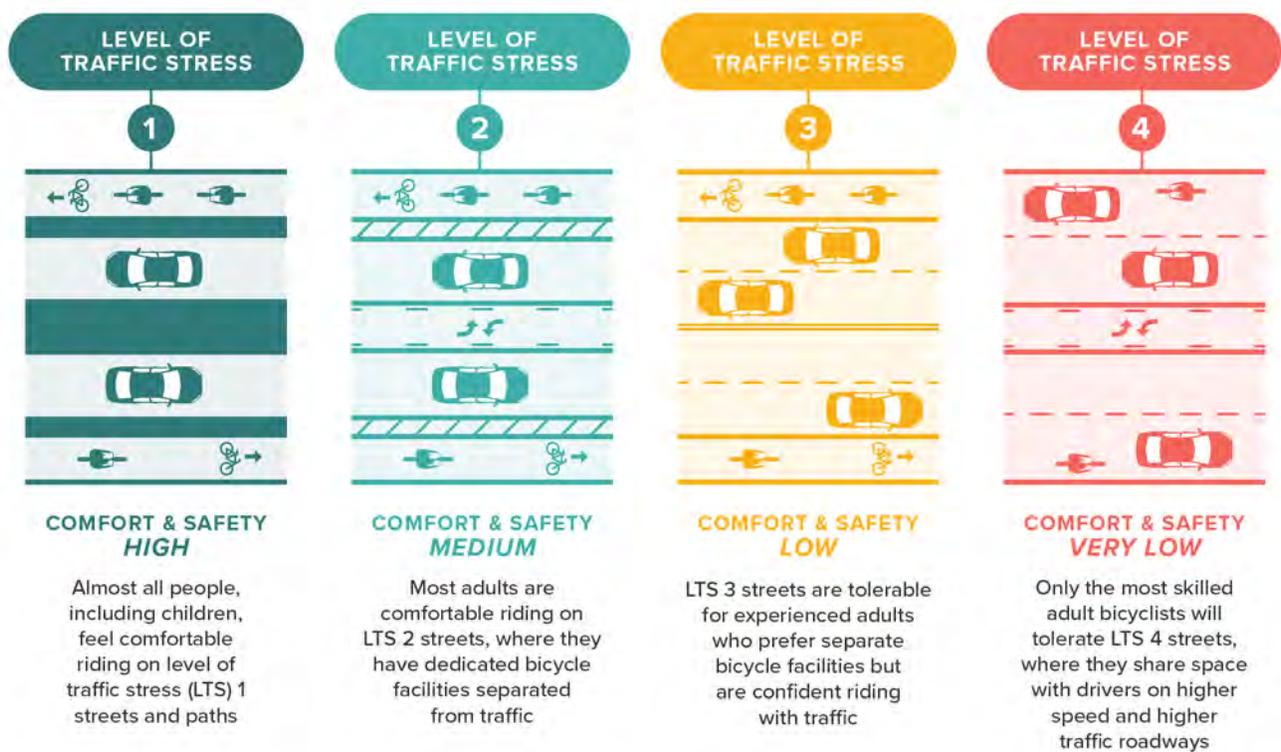
**FIGURE 9: EXISTING BICYCLE AND PEDESTRIAN FACILITIES<sup>1</sup>**

## BICYCLE LEVEL OF TRAFFIC STRESS (PLTS) ANALYSIS

Bicycle Level of Traffic Stress (BLTS) has been calculated for the study corridor based on the methodologies described in the Mineta Transportation Institute’s Report 11-19 Low-stress Bicycling and Network Connectivity (2012). BLTS quantifies the stress level of a given roadway segment by

<sup>1</sup> Caltrans installed buffered Class II bike lanes along Highway 1 after existing conditions analysis was completed for this study.

considering a variety of criteria including street width (number of lanes), speed limit or prevailing speed, presence and width of bike lanes, and the presence and width of parking lanes. BLTS is designated with a score of 1 through 4, with 1 providing the most comfort and 4 providing the least comfort. Generally, a BLTS score of 1 indicates that the roadway provides a stress level tolerable by small children, and a BLTS score of 4 indicates a stress level tolerable only to strong and fearless bicyclists (See **Figure 10**). The Mineta Transportation Institute’s BLTS methodology is described in greater detail in **Appendix Section 4**.



**FIGURE 10: BICYCLE LEVEL OF TRAFFIC STRESS DESCRIPTION**

Along the study corridor, criteria are applied separately for each category using the “worst case principle,” meaning the worst (or highest) score among the criteria considered governs the overall BLTS score for that facility.

Using the worst-case principle, the posted speed and presence/absence of bicycle lanes along the corridor govern the BLTS score along the corridor. Generally, scores of 3 and 4 denote a high stress experience. The BLTS score along the study corridor is illustrated in **Figure 11**. Pier Avenue receives a BLTS of 3 based on the criteria of four travel lanes, 30 mph posted speed, and no bike lanes. Strand Way, Lakeside Avenue, Air Park Drive, and Norswing Drive all receive a BLTS score of 1 based on being local two-lane streets but have a BLTS of 3 for crossing Pier Avenue.

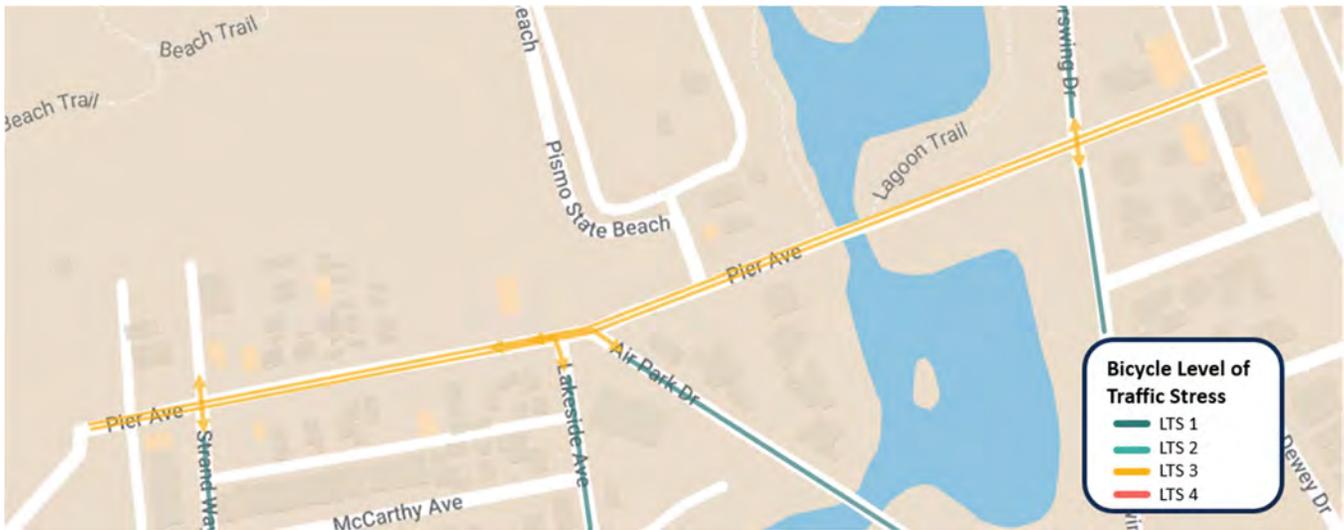


FIGURE 11: BICYCLE LEVEL OF TRAFFIC STRESS

### PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS) ANALYSIS

Pedestrian Level of Traffic Stress (PLTS) has been calculated for the study corridor based on the methodologies described in the Oregon Department of Transportation (ODOT) Analysis Procedures Manual. Analogous to LTS for bicycles, the PLTS methodology classifies facilities into four different stress levels experienced by pedestrians and other sidewalk users. The PLTS scores are described in **Figure 12**. ODOT’s PLTS methodology is described in greater detail in **Appendix Section 5**. The following criteria are used to determine PLTS for segments and crossings.

For roadway segments:

- Sidewalk type and condition
- Buffer type and width
- Bike lane width
- Parking width
- Number of lanes
- Posted speed
- Illumination presence
- Surrounding land use type

For crossings:

- Functional class of roadway
- Number of lanes
- Posted speed
- Conflicting traffic volume
- Sidewalk ramps
- Median refuge
- Illumination presence
- Intersection signalization feature



FIGURE 12: PEDESTRIAN LEVEL OF TRAFFIC STRESS DESCRIPTION

The level of traffic stress for pedestrians along the study corridor is mostly low due to sidewalks, 30 mph speed limit, low traffic volume, and buffering from the parking lane. The segment of Pier Avenue along the lagoon has no sidewalk along the north side results in high stress for pedestrians. Four travel lanes and lack of traffic control result in all crossings of Pier Avenue (except at the signal at SR 1) being high stress with PLTS of 4.

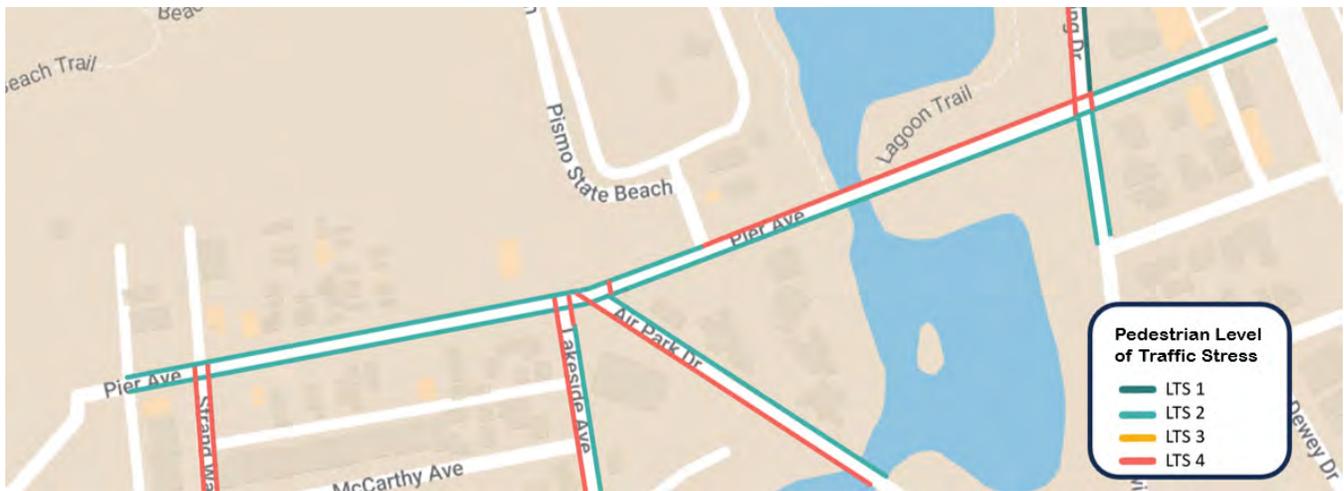


FIGURE 13: PEDESTRIAN LEVEL OF TRAFFIC STRESS



## COLLISION ANALYSIS (SAFETY)

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Collision data was pulled from the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS). The crash data analyzed for this project included all collisions recorded in SWITRS and/or TIMS during the five-year period between January 1, 2018, and December 31, 2022. During this five-year period, 3 collisions were reported.

## SUMMARY OF EXISTING CONDITIONS

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**Figure 14** through **Figure 16** provide a summary of existing conditions under average weekday/weekend conditions. Specifically, level of service, on-street parking and parking utilization, bicycle LTS, pedestrian LTS, and collision history are presented. Note these results do not reflect peak holiday conditions<sup>2</sup>.

Based on the existing conditions analysis, the following Pier Avenue findings were made:

- The highest volume traffic conditions experienced outside of holiday weekends shows there is excess capacity at all intersections with the worst experienced delays being LOS B. There is a large amount of excess road capacity under typical conditions.
- Parking near the beach is at or near full utilization during tourism season during most of the day, indicating that there is a potential shortfall in available parking during holiday weekends. Off-season parking is not an issue.
- The lack of dedicated bicycle facilities leads to a high stress environment for people riding bicycles in the corridor.
- Pedestrian facilities are low stress where they exist, but the lack of marked, protected crossing locations and the gap in sidewalk facilities on the north side of the roadway between the State Park Campground and Norswing Drive creates a disconnected network that can be stressful to navigate.
- There is limited collision history in the most recent 5 years of data reviewed and no trend in collisions which can be identified from the data.

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<sup>2</sup> During peak holiday conditions, on-street parking is typically at capacity and queues created by the Oceano Dunes SVRA gate operations can extend back to the intersection of Pier Avenue and Lakeside Avenue/Air Park Drive.

**Level of Service & Parking Capacity**

**Average Vehicle Delay**  
 A - Free Flow  
 B - Slight Delays  
 C - Acceptable Delays  
 D - Tolerable Delays  
 E - Intolerable Delays  
 F - Forced Flow



Number of Spaces

**AM & PM Peak Season Parking Utilization**

AM  
PM



Percent Occupied

**Bicycle Level of Traffic Stress**



○ Crossing  
 — Low Stress  
 — High Stress

**Pedestrian Level of Traffic Stress**



○ Crossing  
 — Low Stress  
 — High Stress

**Collisions**



FIGURE 14: CORRIDOR SEGMENT 1 EXISTING CONDITIONS SUMMARY- OCEANO DUNES SVRA TO LAKESIDE AVENUE



FIGURE 15: CORRIDOR SEGMENT 2 EXISTING CONDITIONS SUMMARY- LAKESIDE AVENUE TO OCEANO LAGOON BRIDGE

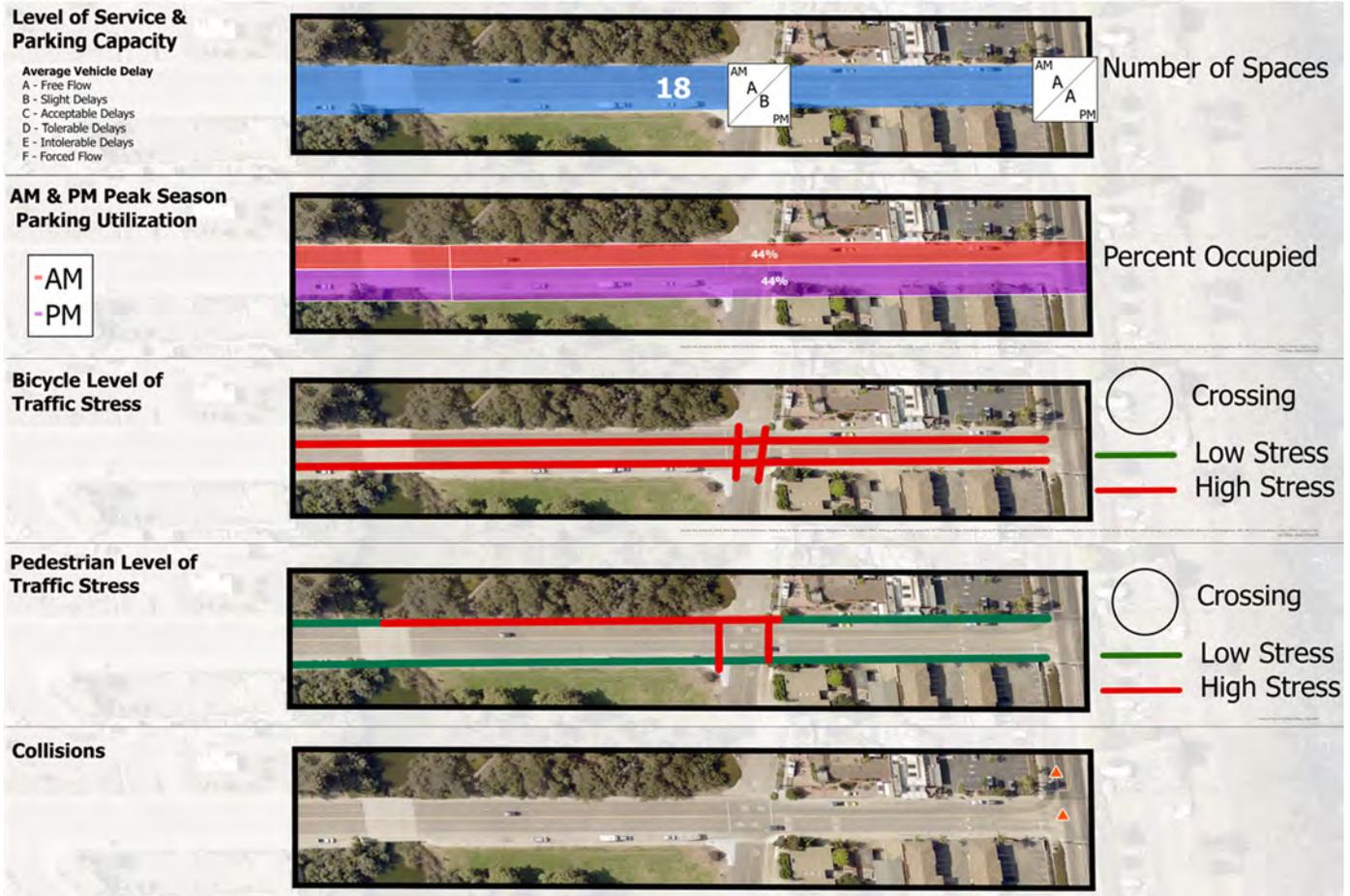


FIGURE 16: CORRIDOR SEGMENT 3 EXISTING CONDITIONS SUMMARY - OCEANO LAGOON BRIDGE TO STATE ROUTE 1



## TRAFFIC FORECAST

Travel forecasts were developed using the latest San Luis Obispo Council of Government (SLOCOG) Regional Traffic Model (RTM). This is the same model used by SLOCOG to develop the 2023 Regional Transportation Plan (RTP) & Sustainable Community Strategy (SCS). The land use inputs reflect the preferred SCS land use alternative for San Luis Obispo County.

The SLOCOG RTM model does not directly reflect Pier Avenue or its connecting roadways. For this reason, regional growth was estimated using the SLOCOG RTM model for nearby roadways and this growth was then applied to Pier Avenue as a linear growth rate. Based on the land use inputs for the model and available planning documents, there are no major planned developments near the study corridor which could generate significant additional traffic growth beyond the regional background growth in traffic. **Table 8** summarizes the future intersection volumes along Pier Avenue for a 2045 forecast horizon for the summer weekend peak which was determined to be the worst-case scenario for non-holiday traffic. The SLOCOG TDM yielded a linear annual growth rate of 2.8% which was applied to the existing traffic counts to develop these forecasted volumes. Conversely, demand going into and out of the SVRA was held constant to existing conditions.

**TABLE 8: 2045 WEEKEND SUMMER PEAK FORECAST VOLUMES**

	Study Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	State Park Access/Pier Avenue <sup>1</sup>	0	0	0	45	0	10	15	130	0	0	75	35
2	Strand Way/Pier Avenue	10	5	45	5	0	5	10	155	10	60	95	10
3	Lakeside Avenue/Pier Avenue	10	0	55	5	0	15	25	155	25	60	140	25
4	Air Park Drive/Pier Avenue	20	0	100	0	0	0	0	175	40	40	205	0
5	Campground Driveway/Pier Avenue	0	0	0	20	0	15	10	230	0	0	265	30
6	Norswing Drive/Pier Avenue	15	0	10	5	5	5	5	270	10	10	240	5
7	SR 1/Pier Avenue	75	325	0	0	340	180	195	0	90	0	0	0



## FUTURE TRAFFIC OPERATIONS

Based on the existing and forecasted volumes, Pier Avenue has significantly higher capacity than is necessary to service non-holiday volumes efficiently. With an assumed conservative average growth rate, lane volumes do not approach the HCM single lane capacities under any standard intersection control for any of the intersections along Pier Avenue except SR 1. Any alternative considered except those which significantly change travel patterns (e.g. closure of a roadway) will operate within the operational policies of San Luis Obispo County.

Based on the existing operations and traffic observations of the corridor, for typical operating days there are no existing traffic operations or capacity constraints along the corridor. Conversely, based on observations and input from the local community, significant queueing issues can and do occur during peak tourist times including spring, summer, and fall holiday weekends and some weekends from May to August. These queues develop on westbound Pier Avenue and are driven by ingress gate operations at the entrance of Oceano Dunes SVRA. These queues spill back into the County's right of way but cannot be controlled by the County. For the purposes of this study, these queueing patterns are not anticipated to change in the future and modifications to the State Park operations are outside of the scope of this project.

Using the forecasted demand for a non-holiday summer weekend, future year traffic analyses was completed for two versions of Pier Avenue. The first assumes the base project plan with one travel lane per direction and a center running two-way left turn lane. The second assumes project Alternative 1 with two westbound travel lanes and one eastbound travel lane. This analysis is summarized in **Table 9**. In both options, all intersections operate at LOS C or better.

**TABLE 9: SUMMARY OF FUTURE TRAFFIC OPERATIONS**

#	Location	Control Type	Existing Weekend Peak Hour		Base Project Weekend Peak Hour		Alternative 1 Weekend Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1	State Park Access/Pier Avenue <sup>1</sup>	TWSC <sup>2</sup>	B	11.9	B	12.8	B	14.5
2	Strand Way/Pier Avenue	TWSC	B	12.6	C	15.7	C	16.2
3	Lakeside Avenue/Pier Avenue	TWSC	B	10.0	B	12.1	B	11.8
4	Air Park Drive/Pier Avenue	TWSC	A	9.7	B	11.1	B	10.9
5	Campground Driveway/Pier Avenue	TWSC	B	10.3	B	11.8	B	11.7
6	Norswing Drive/Pier Avenue	TWSC	B	12.0	B	13.6	B	13.6
7	SR 1/Pier Avenue	Signal	A	9.0	A	9.8	A	9.8

Notes

1. The LOS and queuing calculation for the State Park Access intersection does not include delay and queuing from the State Park access gate. Actual queues are observed to be longer during high activity periods.
2. Per the HCM, delay and LOS of the worst movement are reported for TWSC intersections, while the signal is reported as intersection average.



## PUBLIC ENGAGEMENT

This section summarizes the public engagement efforts for the Pier Avenue Multimodal Corridor Plan. The goals of the public engagement efforts were to gather community feedback regarding the issues and needs of the study corridor and identify potential improvements. Public engagement efforts occurred from September 2023 to June 2025. The project team hosted a formal project event and presented to three community groups. Two presentations are forthcoming. In addition to an in-person public workshop and presentations, the project team utilized additional methods to engage the community.

## IN THE COMMUNITY

During the engagement period, a public workshop and several presentations were performed. The events are listed below:

- Presentation to Vitality Advisory Council of Oceano (9/12/2023);
- Presentation to the San Luis Obispo County Healthy Communities Working Group (10/5/ 2023);
- Elks Lodge Public Workshop, (4/23/2024);
- Technical Advisory Committee Meeting (10/29/2024);
- Presentation to the Bicycle Advisory Committee (2/24/2025)
- Presentation to Vitality Advisory Council of Oceano (4/8/2025);
- Technical Advisory Committee Meeting (4/22/2025); and,
- Presentation to Vitality Advisory Council of Oceano (9/9/2025)
- Presentation to the County Board of Supervisors (10/7/2025)



The Elks Lodge public workshop was advertised and open to the public. It featured an open forum setting that allowed the public to leave sticky note comments at specific study locations shown on large maps of each corridor study segment. Tablets were also provided to show members of the public how to use the Social Pinpoint site to leave like comments electronically. All comments received on the Segment maps were ultimately transferred into Social Pinpoint which served as the depository for all geo-referenced comments.



## ENGAGEMENT METHODS

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### PROJECT BRANDING

Unique project branding was developed to allow the public to readily identify study-related materials and activities. This branding appeared on all outreach related materials including interim and final deliverables.



### PROJECT WEBSITE

A project specific website, [PierAveCorridorPlan.com](https://PierAveCorridorPlan.com), was created as a project specific website in July 2023. The project website provided project information, a community survey, an interactive comment map, and a Frequently Asked Questions section (**Figure 17**). To promote usage of the project website and the interactive comment map, Pier Avenue Project ID cards were developed and circulated during public engagement events and to stakeholders (**Figure 18**).



## How can the public get involved?

Public input is vital to the development of this Study and there are multiple ways you can share your thoughts and ideas. We have created this project website where you can leave comments on our interactive mapping tool below, review project information and stay up to date on meetings and workshops which will be held in the months ahead. You will also find [contact information](#) to ask questions or get further details on the project.

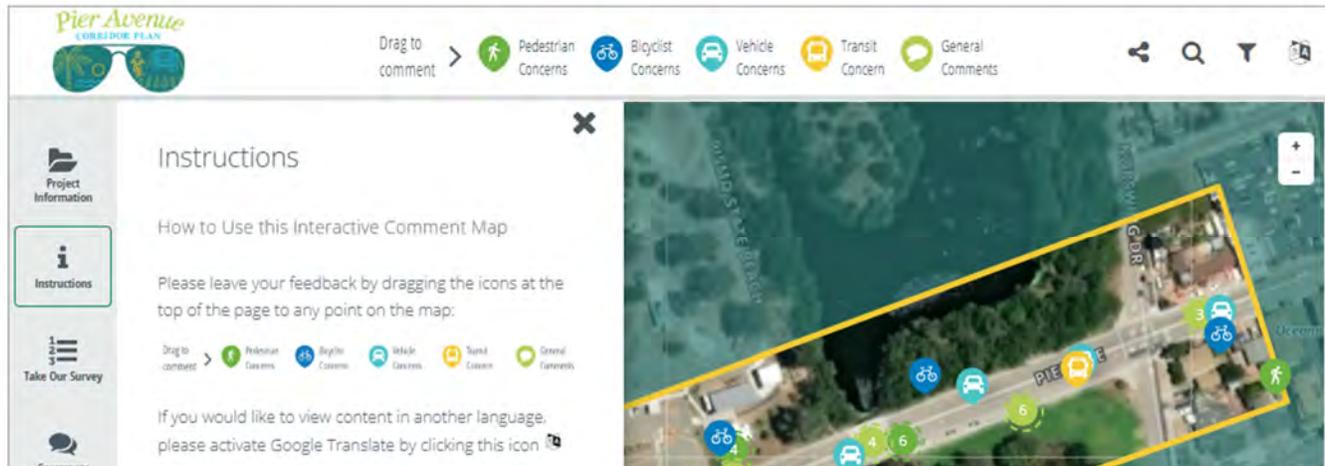


FIGURE 17. PROJECT WEBSITE



FIGURE 18. PROJECT ID CARDS

As shown in **Figure 19**, the project website received 929 visits through the duration of the project, with the largest number of visits occurring in September and December 2023 and May 2025.

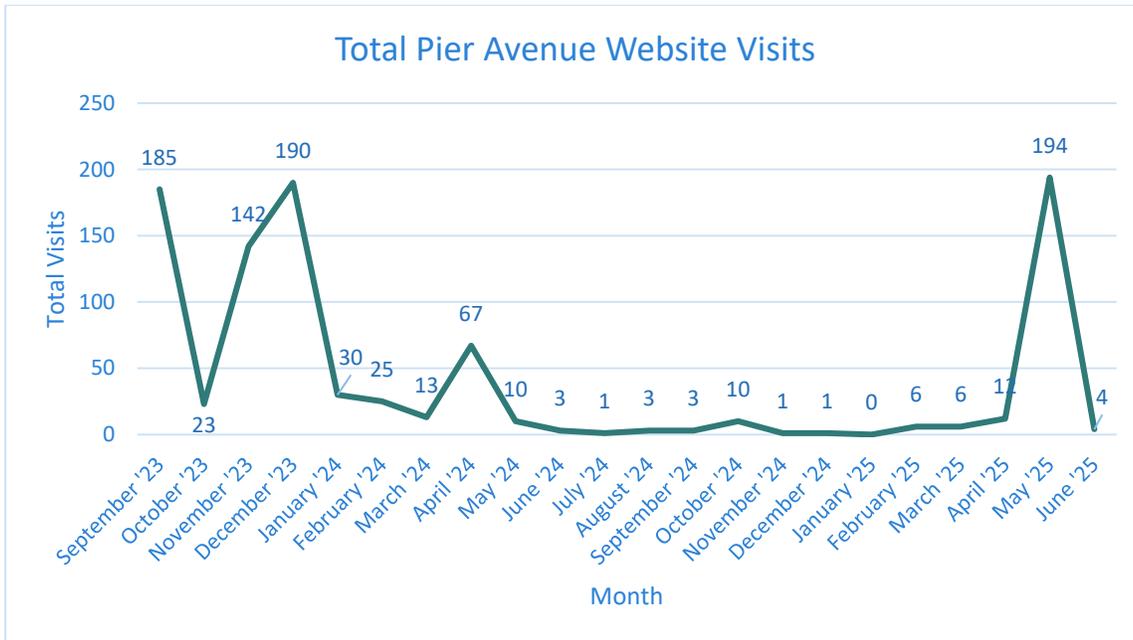


FIGURE 19. PROJECT WEBSITE VISITS

### INTERACTIVE COMMENT MAP

Included on the project website is an interactive mapping tool that allows users to place a geolocated pin on a map within the project extents and provide comments (**Figure 20**). During the engagement efforts, respondents were given the option to provide geolocated input regarding the following concerns:

- Bicyclist Concerns;
- General Comments;
- Pedestrian Concerns;
- Transit Concerns;
- Vehicle Concerns.

The interactive comment map received 242 comments from September 2023 to June 2025. As shown in **Figure 21**, 45% of interactive comments were related to “general comment”, general comments were often related to beach operations.

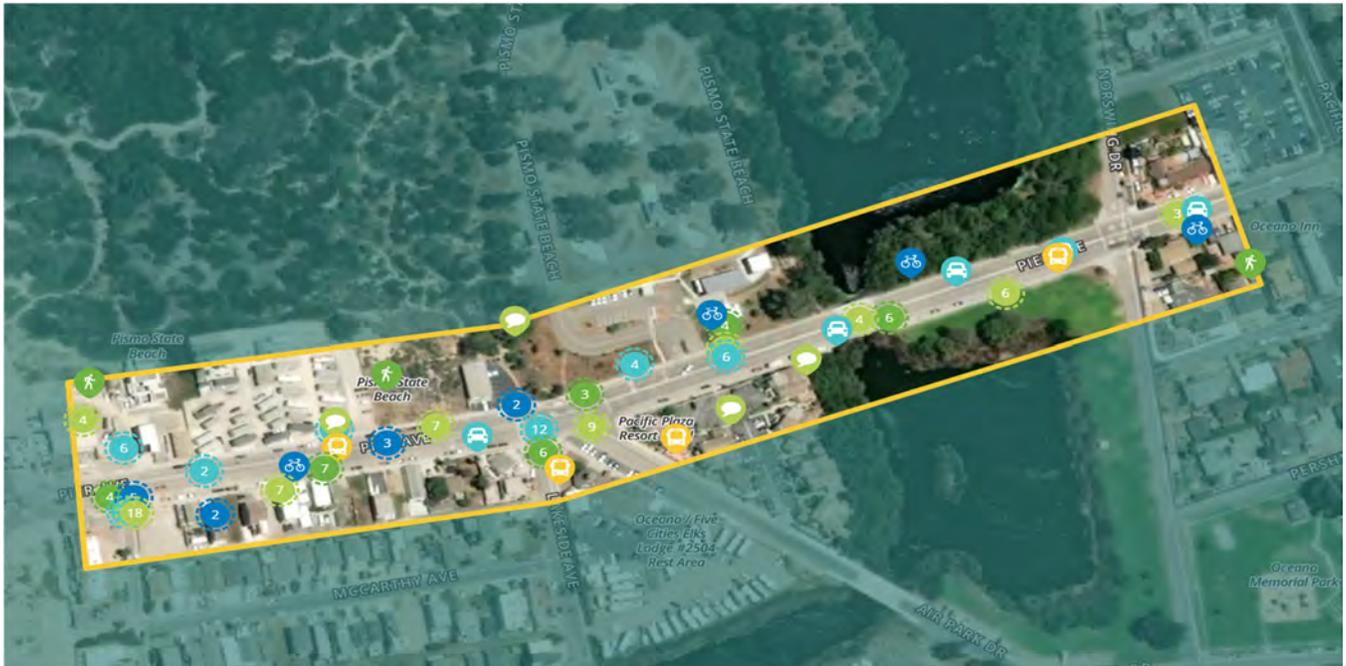


FIGURE 20. INTERACTIVE COMMENT MAP

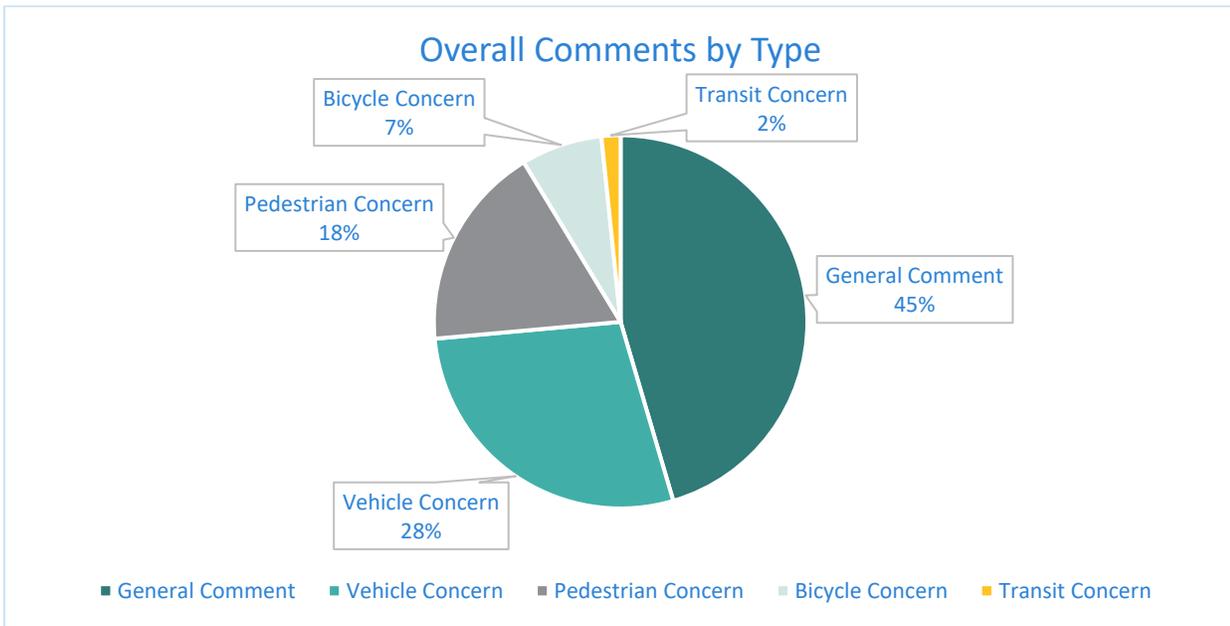


FIGURE 21. MAP COMMENT BY TYPE

Based on the comments received, a breakdown of comments by segment was produced. The same segmentation used to summarize traffic conditions was applied: Segment 1 (Oceano SVRA to Lakeside Avenue); Segment 2 (Lakeside Avenue to Oceano Lagoon Bridge); Segment 3 (Oceano Lagoon Bridge to SR 1). Segment 1 received the most comments across all comment types with declining comment numbers as you move east towards the intersection with SR 1 (**Figure 22**).

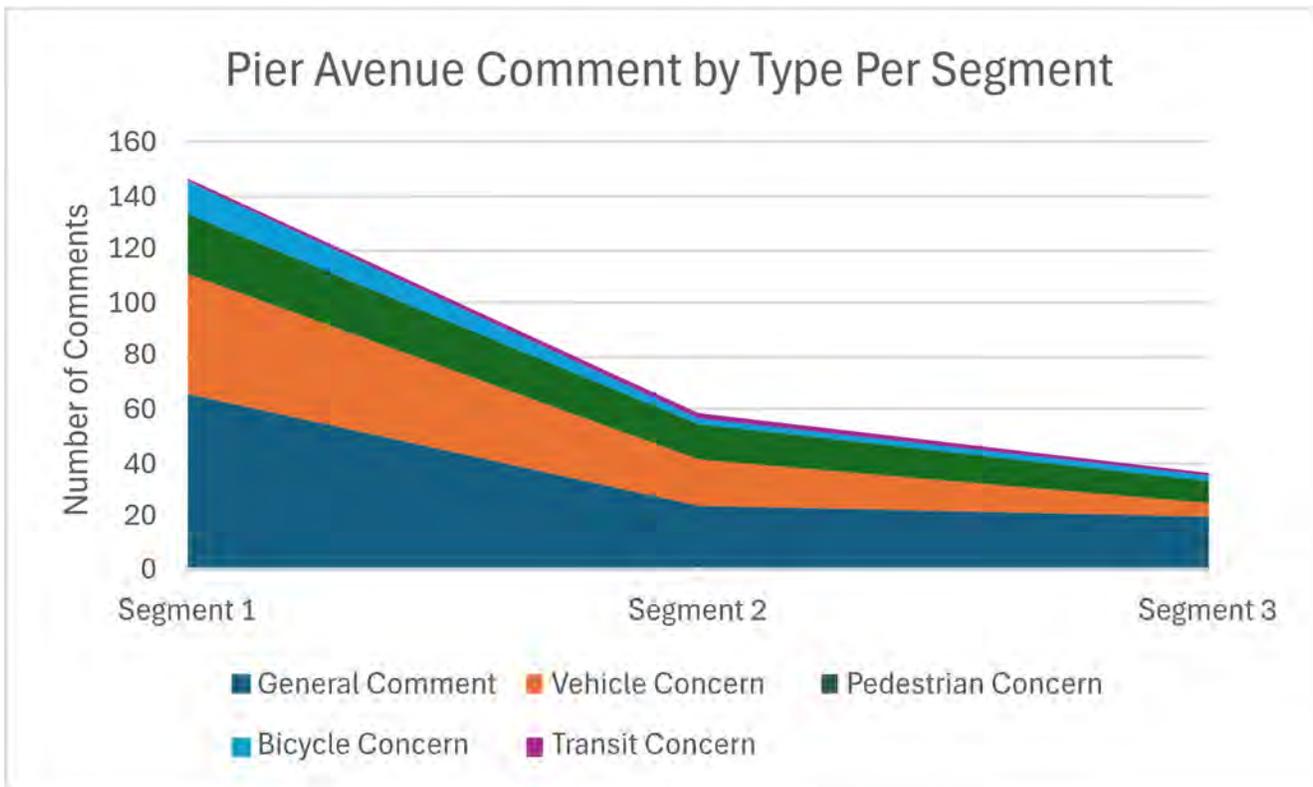


FIGURE 22. COMMENTS BY SEGMENT

### Common Comments Received

The most common comments received from the interactive comment map are listed below:

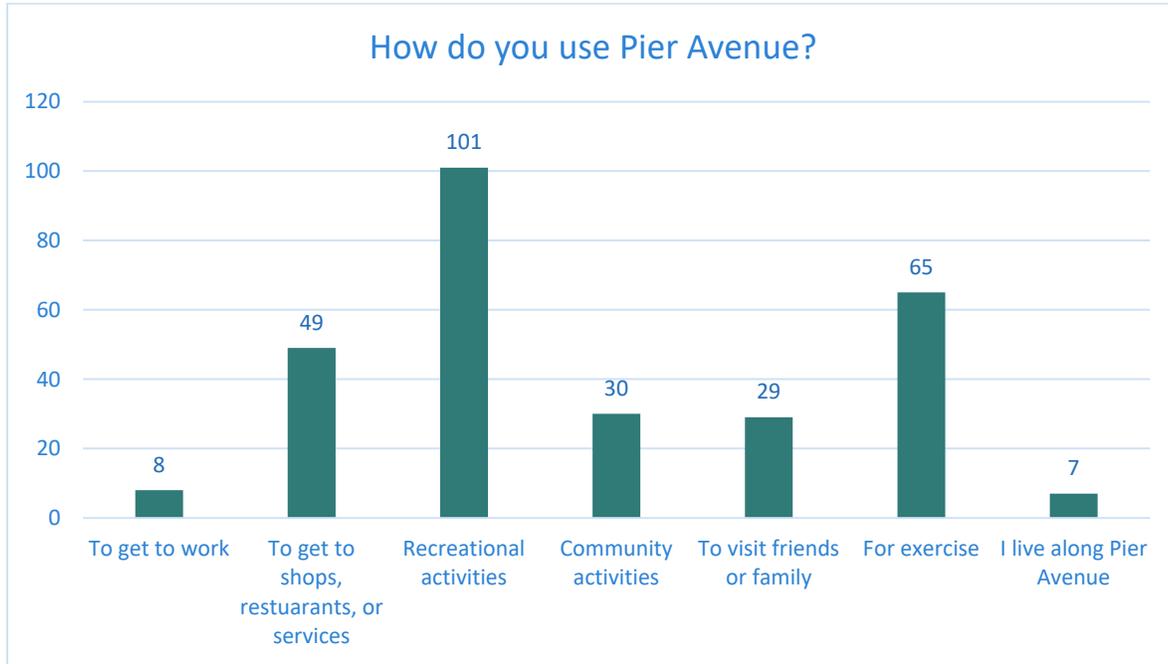
- **Pedestrian Improvements**
  - ADA Parking & Access (Segment 1)
  - Provide/Improve sidewalk (Segment 1 and Segment 2)
  - Safe crossings (Entire Corridor)
  - More lighting (Segment 2)
- **Vehicle Improvements**
  - Speed bumps/Reduce speed (Segment 2)
  - Improve intersection turn/access to neighborhood via Lakeside Ave. (Segment 2)
  - Reduce congestion (Segment 1)
  - Improve parking & enforce overnight parking (Entire Corridor)
- **Bicyclist Concerns**
  - Bike lane(s) along Pier & to beach (Entire Corridor)
  - Bike racks/parking (Segment 1)
- **Transit Concerns**
  - Add stops or improve existing routes (Entire Corridor)
- **General Comments**
  - Gateway signage (Segment 3)
  - Place trash bins, benches, public art (Segment 1 and Segment 3)



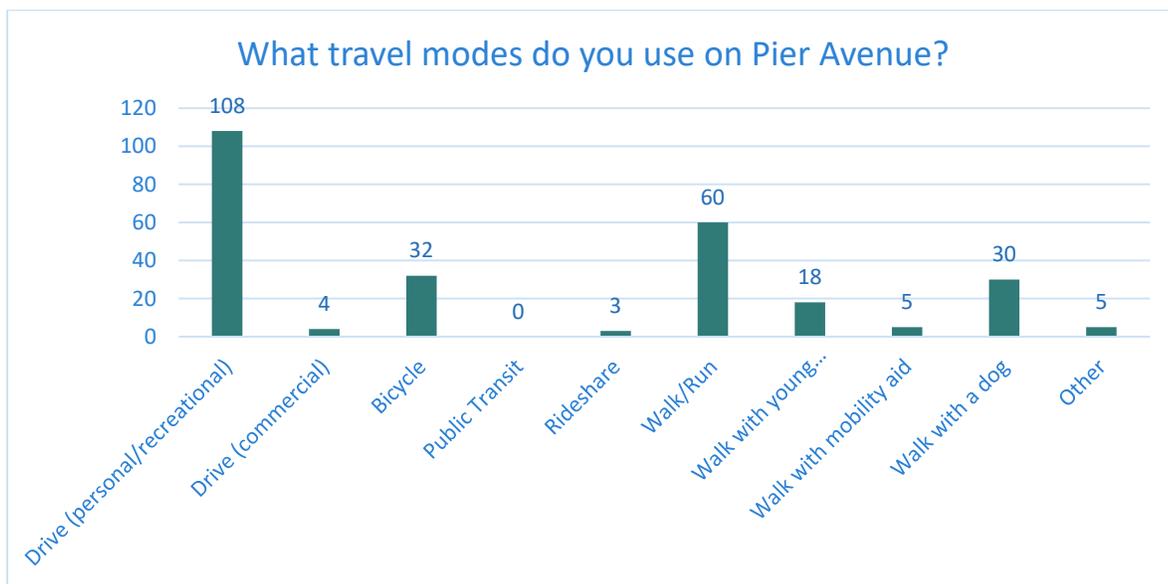
A full list of the comments received for this project is provided in **Appendix Section 6**.

### COMMUNITY SURVEY

In addition to the interactive comment map, a community survey was distributed on the project website and digitally at the community workshop. A total of 117 surveys were received. As shown in **Figure 23**, survey respondents primarily use Pier Avenue for recreational activities and exercise. The primary travel mode used by respondents is driving a personal vehicle, followed by walking or running which is consistent with recreational activities and exercise use of Pier Avenue (**Figure 24**).



**FIGURE 23. HOW DO YOU USE PIER AVENUE?**





**FIGURE 24. PRIMARY TRAVEL MODES ON PIER AVENUE**

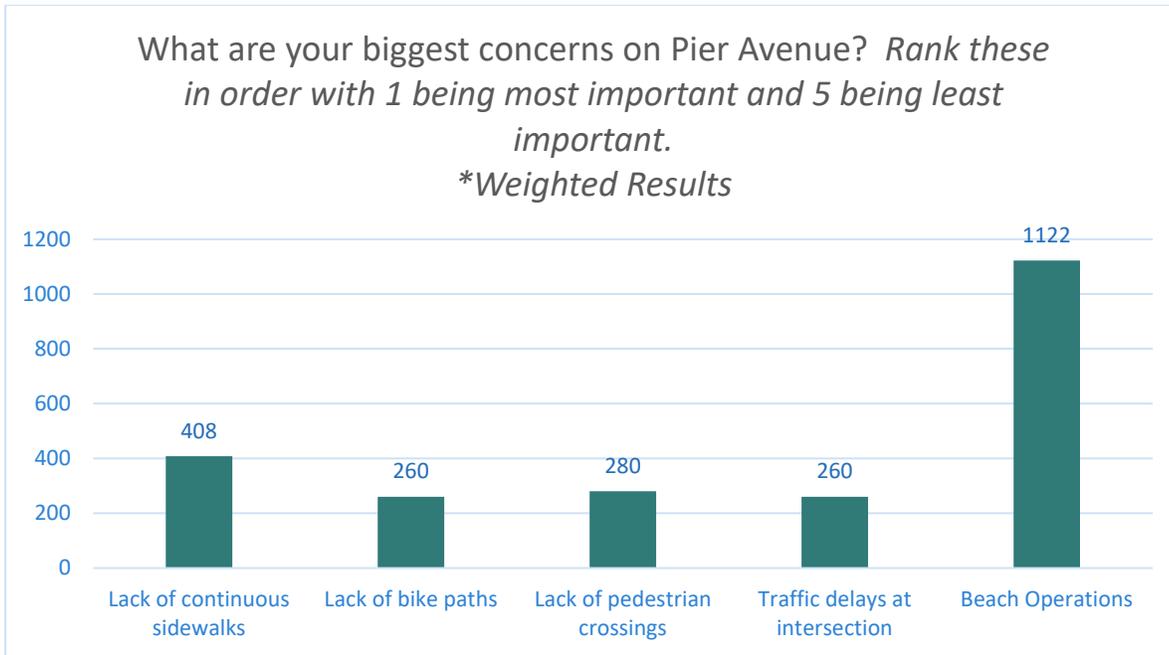
As shown in **Figure 25**, over half (52%) of survey respondents avoid Pier Avenue and use parallel local streets due to parking issues and lack of sidewalks.



**FIGURE 25. DO YOU EVER AVOID PIER AVENUE AND FOR WHAT REASON?**

Survey respondents were given the opportunity to rank the biggest concerns on the Pier Avenue corridor from least to most important. The ranking results are derived from a weighted score. As shown in **Figure 26**, the top five concerns on Pier Avenue are as follows:

1. Beach operations;
2. Lack of continuous sidewalks;
3. Lack of pedestrian crossings;
4. Lack of bike paths (Tie);
5. Traffic delays at intersection (Tie).



**FIGURE 26. LEAST TO MOST IMPORTANT CONCERNS**

Survey participants were asked to choose which improvements they would or would not support on Pier Avenue. As illustrated in **Figure 27**, survey respondents would not support roundabouts or reducing travel lanes. Survey respondents primarily selected street parking opportunities, protected crosswalks, and bike lanes as improvements they would support.

As shown in **Figure 28**, 85% of survey respondents would support increased parking opportunities. This aligns with the previous survey question results that respondents find lack of public parking an issue and would support additional parking.

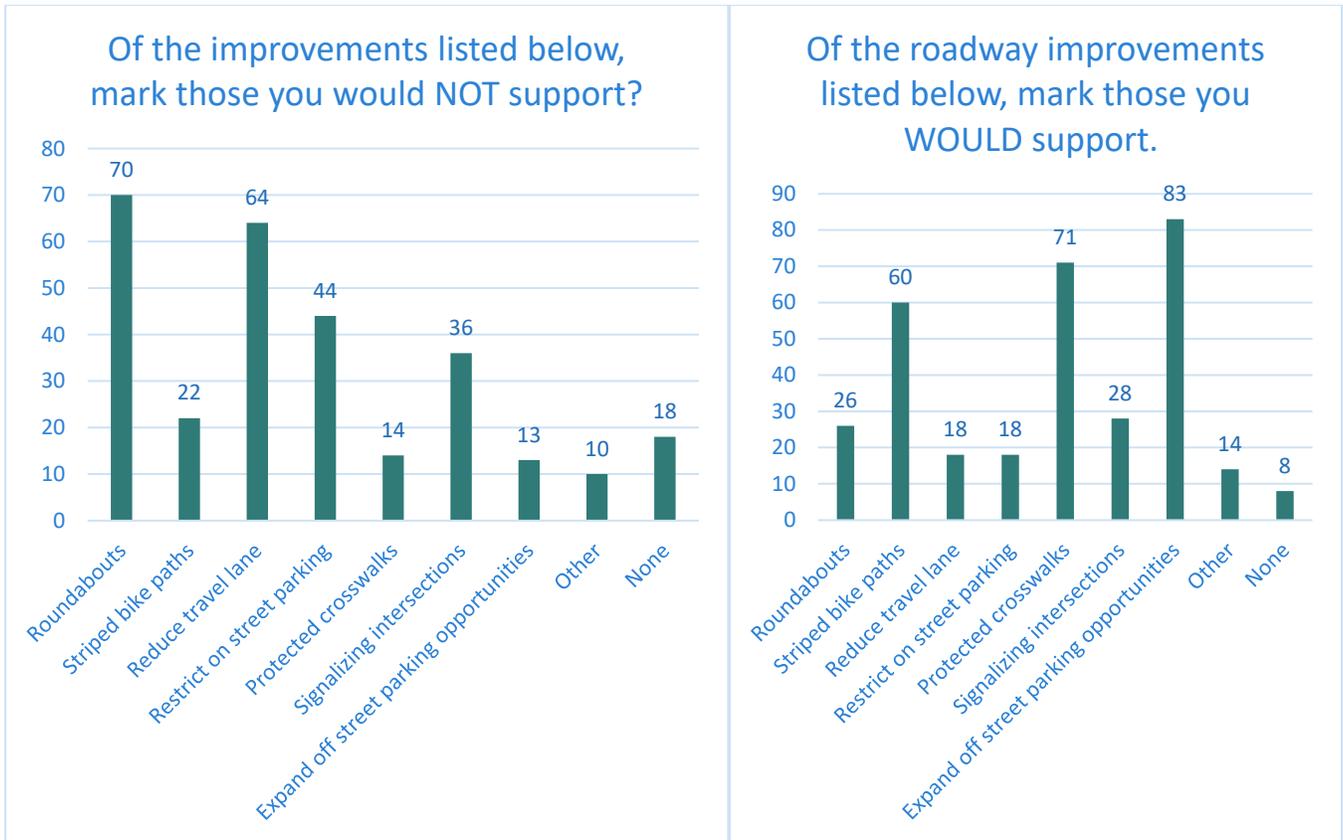


FIGURE 27. SUPPORTED AND UNSUPPORTED ROADWAY IMPROVEMENTS

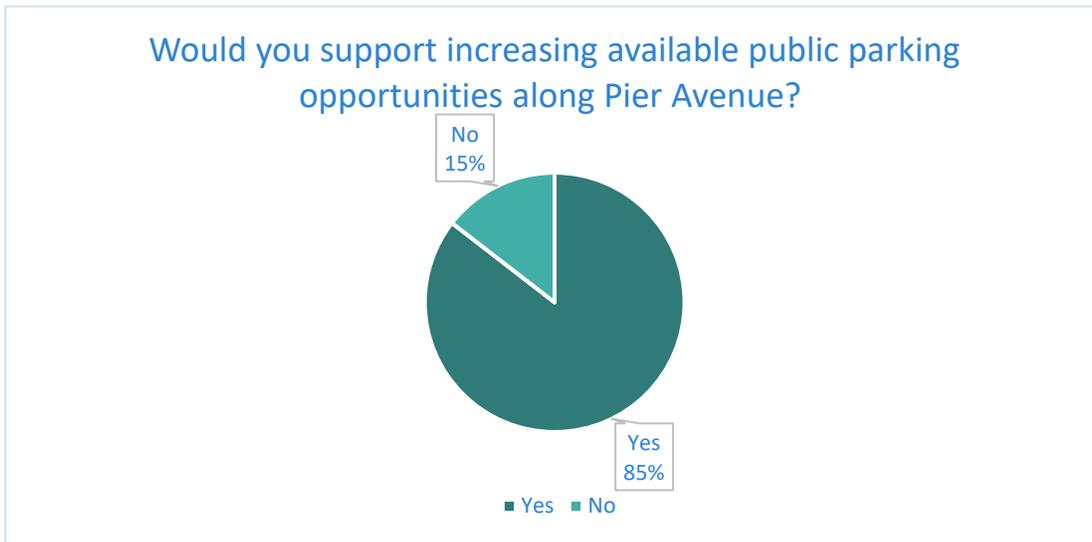


FIGURE 28. INCREASED PUBLIC PARKING OPPORTUNITIES



## PLAN DEVELOPMENT PROCESS

The Pier Avenue Multimodal Corridor Plan development was primarily driven by feedback from the local community and stakeholders and supported by the data and analysis documented in the previous sections. From this engagement process, the primary concerns the plan needs to consider and address are:

- Queueing from the Oceano Dunes SVRA: While it is outside of the scope of this project to change the operations of the State Park, improvements should not make this condition significantly worse
- Pedestrian and Bicyclist access: The corridor is primarily used for recreational activities and there is a strong desire for improvements which make the corridor less stressful for vulnerable road users. Multiple comments received want to see improvements made to sidewalk facilities and the addition of designated bicycle facilities.
- Parking: Both visitors to the area and local community members have identified issues with a lack of available parking near the beach during peak tourism season.
- Pedestrian crossing locations: While there are unmarked crossing locations across Pier Avenue, the lack of marked crossing locations across Pier Avenue is a concern for the local community. There is a desire for marked crossing locations to increase the comfort of crossing the roadway for vulnerable road users.

## CONCEPTS CONSIDERED AND REJECTED

Several alternative concepts were considered before the development of the final improvement recommendations. These concepts were vetted with County staff and ultimately did not move forward for various operational/safety concerns. These concepts are described below.

### Center Parking Median Option

This option would have removed a travel lane in each direction on Pier Avenue and installed a center angled parking median on Segments 1 and 2 like what exists on Price Street between Bay Street and Pomeroy Avenue in Pismo Beach. This modification would have allowed for curbside Class II bike lanes to be installed and would significantly increase the parking availability on Pier Avenue. This concept was rejected because of operational challenges that it would have created on Segment 1. First, parking access would be challenging during holiday weekends when queues extend to Lakeside Avenue. Second, this alternative would have eliminated left-turn driveway access along Segment 1 for residents, who would be required to drive down to the west end of Pier Avenue and make a U-turn, this would add to the existing queueing issues during peak seasons. Finally, this option did not have flexibility to reassign the right of way during peak operation times to provide queue storage. This would ultimately mean queues would likely extend further on Pier Avenue. The center parking median can still be considered on Segment 2 as there is only one driveway that needs to be accommodated, and queues generally do not extend to this section of Pier Avenue.



## **Parking Flex Lane with Parking Protected Bike Lanes**

This option would install curbside Class II bike lanes with an adjacent parking lane. This would be achieved by converting Pier Avenue from its current four-lane cross section to a three-lane cross section with one lane per direction and a center turn lane. The parking lane would be designed such that on Segment 1, it could be reassigned as a queue storage lane during peak tourism times. The advantage of this option is that it provides a protected bicycle facility while still providing the capacity during peak tourism times. Residents will have better access during peak tourism times as the center turn lane would give them better access to their driveways. This alternative was not moved forward because it reduces available parking on Segment 1 during peak parking demand times to accommodate traffic queues. Further, this would require strict enforcement of no parking during times where the parking lane is used as an additional travel lane which may not be feasible.

## **INTERSECTION CONTROL OPTIONS FOR PIER AVENUE/LAKESIDE AVENUE/AIR PARK DRIVE**

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The intersection of Pier Avenue/Lakeside Avenue/Air Park Drive poses a particular challenge for all road users. The wide intersection, skewed approaches, and close proximity of parking operations to the intersection can lead to confusion regarding who has the right of way when multiple people approach the intersection at the same time. Further, the intersection design creates a large number of uncontrolled points of conflict. Public feedback from several individuals pointed to issues crossing this intersection for pedestrians and people on bicycles. Several options were considered for modifying control and access at this intersection.

### **Modify for All Way Stop Control**

An All Way Stop Control (AWSC) option was considered for this intersection and rejected for design considerations. When reviewing the potential for an AWSC intersection, the option was found to potentially improve some conflicts, particularly for vulnerable road users, but would potentially create increased confusion regarding vehicle right of way. The wide intersection footprint makes an AWSC a questionable strategy for improvement.

### **Modify for Signal Control**

Signal control was considered for this intersection, but the volumes do not meet signal warrants in the California Manual on Uniform Traffic Control Devices. The low traffic volumes for most of the year means a traffic signal would introduce potentially longer vehicle delays at the intersection and with longer delays and low volumes, there is a strong potential for non-compliance with the traffic signal.

### **Modify for Roundabout (Yield Control)**

A roundabout provides the best long-term solution for this location without significant roadway alignment changes. If Pier Avenue is narrowed to one lane per direction, a one lane roundabout could be installed that accommodates larger vehicles with minimal impacts to adjacent properties. A roundabout reduces the number of potential conflict points in the intersection significantly and creates a clear understanding of right-of-way between various vehicle, pedestrian, and bicyclist movements. Test layouts for the roundabout revealed that depending on specific design, there would be some loss of parking in front of the Elks Lodge and potentially some loss of property (specific



parcels impacted depend on ultimate design). A roundabout design would also require the relocation of a pump station on the north side of the intersection.

## PHASED IMPROVEMENT APPROACH

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The County has a planned repaving project for Pier Avenue where signing and striping changes could be implemented in the near term. With this opportunity, the plan was developed such that a phased approach could be taken. Overall, the recommended plan will include elements which can be implemented short-term in conjunction with the repaving project, mid-term which could be implemented in a few years with additional funding, and a longer-term vision.

## IMPROVEMENT PLAN

Based on the results of the existing conditions analysis, the feedback received from the public, and the project constraints identified by the County and various stakeholders, a phased implementation plan was developed. This phasing plan can be generally defined into three phases. Draft concept plans for each phase are described below and provided at the end of this report.

### PHASE 1

This phase would be implementable with the County's pavement management program. This would include restriping to reduce the number of lanes on Pier Avenue from four travel lanes to two travel lanes between the State Park entrance and Norswing Drive. A two-way left turn lane would be striped from the State Park entrance to just east of the State Park campground entrance. From this point to Norswing Drive, this lane would be converted to a painted median. Curb ramp improvements will be made at the intersections of Pier Avenue with Lakeside Avenue, Air Park Drive, and Norswing Drive. With these improvements, crosswalks will be painted at these locations to demarcate legal pedestrian crossing locations. A buffered Class II bike lane would be added to both sides of Pier Avenue from the State Parks entrance to Norswing Drive. Parking spaces will be marked on both sides of Pier Avenue. **Figure 29** shows the general layout of the Phase 1 concept plan and **Figure 30** shows the proposed generalized cross section.

### PHASE 2

This phase would add curb extensions to shorten the pedestrian crossing distances at the intersections of Pier Avenue with Lakeside Avenue, Air Park Drive, and Norswing Drive. **Figure 29** shows the general layout of the Phase 2 concept plan and **Figure 30** shows the proposed generalized cross section.

### PHASE 3

This plan would add a Class I trail on the north side of Pier Avenue between the State Park entrance and SR 1. Similar to the prior phases, a two-way left turn lane will be provided from the State Park entrance to just east of the State Park campground and will include a painted median from this point to Norswing Drive. The Pier Avenue/Lakeside Avenue/Air Park Drive intersection will be evaluated for proper intersection control at buildout. A new mid-block pedestrian crossing will be provided just west of the lagoon bridge. Curb extensions will be provided on all corners at the intersection of Norswing Drive and Pier Avenue. Parking will be added/maintained on both sides of Pier Avenue



between the State Park entrance and Norswing Drive. The addition of the Class I trail between Norswing Drive and SR 1 may result in the loss of some parking spaces dependent on final design. **Figure 32** shows the general layout of the phase 3 concept plan and **Figure 33** shows the proposed generalized cross section.

## ALTERNATIVE 1 IMPROVEMENT PLAN

Based on the review of the original improvement plan concepts by California State Parks and the Community Advisory Council, an alternative phased improvement plan was also developed. This improvement plan replaces the center turn lane in the plan with a westbound travel lane. The purpose of this alternative is to address State Parks' concerns that a single westbound lane will not be able to sufficiently store queues from the state park entry gate on during high volume events due to staffing constraints at the park entry. They expressed further concerns regarding the consistency of managing the flex lane. This plan would be necessary if it is not feasible to implement traffic control plans which would allow the center turn lane in the plan to be used as a storage lane during the highest demand periods. **Figures 31** and **34** detail the alternative improvement plan through its implementation stages. The draft concept plans can be found in at the end of this report. Alternative 1 is the County staff recommendation until improvements can be made to the Oceano Dunes SVRA gate operations.



FIGURE 29: PHASE 1 & 2 IMPROVEMENT CONCEPT

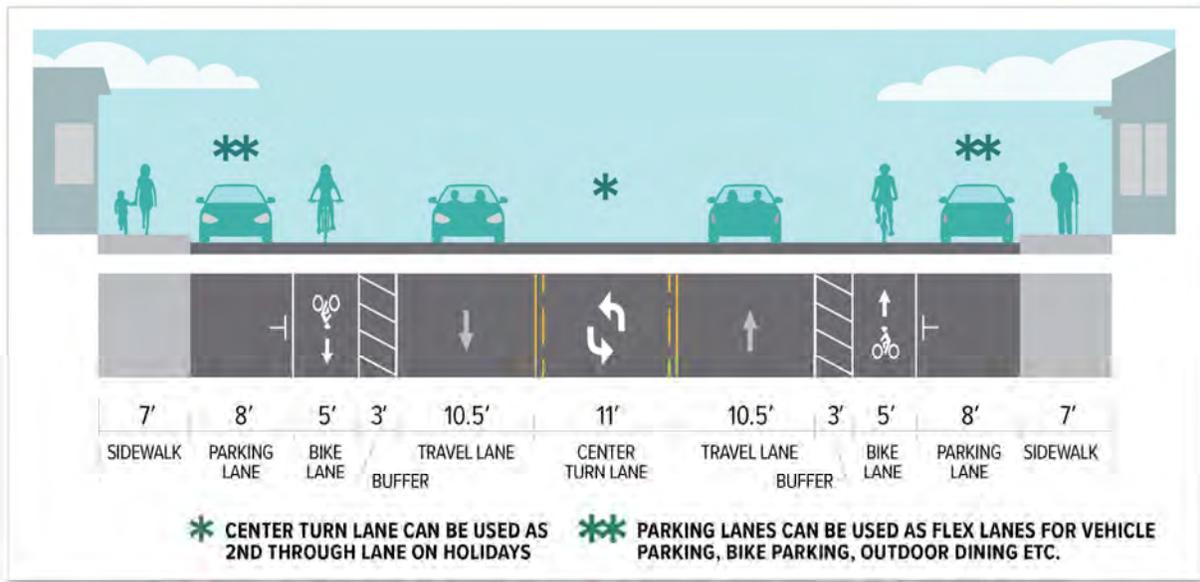


FIGURE 30: PHASE 1 & 2 IMPROVEMENT CONCEPT CROSS SECTION

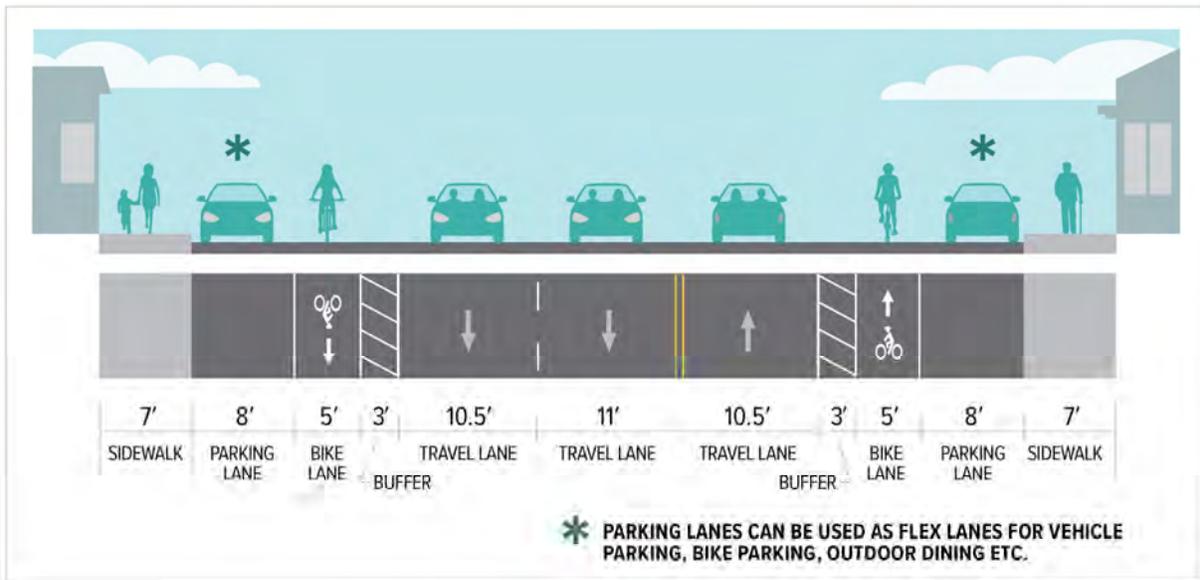


FIGURE 31: PHASE 1 & 2 IMPROVEMENT CONCEPT CROSS SECTION- ALTERNATIVE 1



FIGURE 32: PHASE 3 IMPROVEMENT CONCEPT

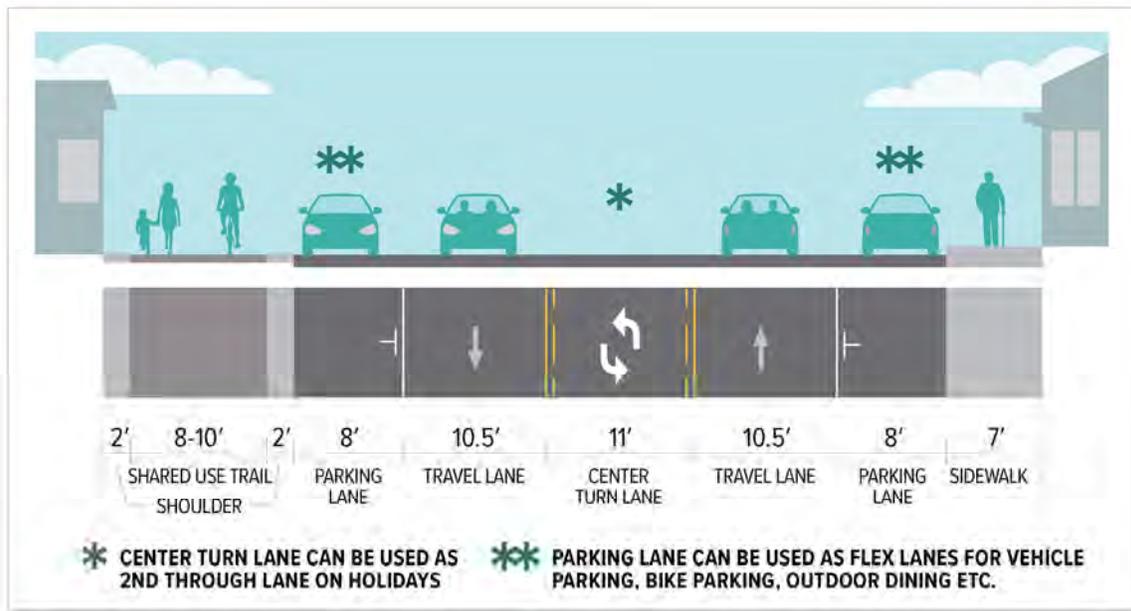


FIGURE 33: PHASE 3 IMPROVEMENT CONCEPT CROSS SECTION

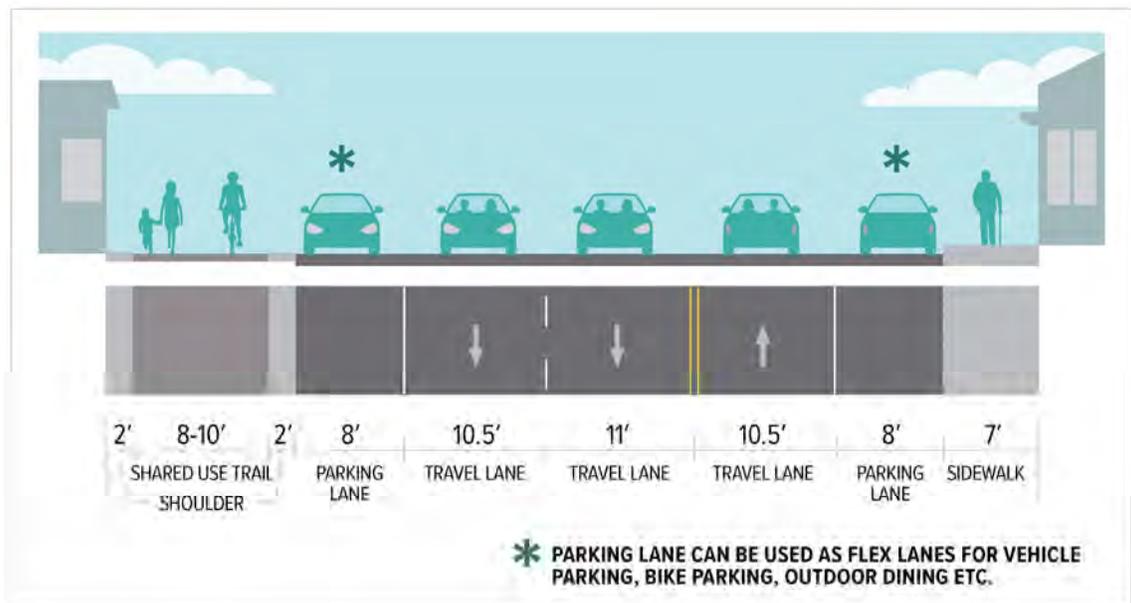


FIGURE 34: PHASE 3 IMPROVEMENT CONCEPT CROSS SECTION- ALTERNATIVE 1



## RECOMMENDED POLICIES/IMPROVEMENTS NOT DETAILED IN HIGH LEVEL PHASED CONCEPT PLANS

The following section details policies which should be implemented as part of the multi-phased improvement plan either through the design process or in the long-term operations of the corridor.

- The County and California State Parks should coordinate in developing a temporary traffic control plan which can be implemented on Pier Avenue during peak tourist seasons to manage queues and expedite the entrance operations to the Oceano Dunes SVRA. This plan should be easy to deploy and may consist of both temporary and permanent traffic control elements. It should also consider manning the park entrance with two park rangers to expedite vehicle entry into the park to reduce queue lengths.
- The County should seek opportunities to close or consolidate driveways along Pier Avenue between the road's western terminus and Lakeside Avenue.
- Parking on the south side of Pier Avenue between the lagoon bridge and Norswing Avenue should be converted to short term parking for use by drivers looking to air up their tires after having driven on the dunes. This will move these activities to an area where parking is currently underutilized and leave parking closer to the beach and local businesses more readily accessible
- Conflict zone striping should be used on added bike lanes at all driveways and intersections where vehicle pathing crosses the bike lane.
- The County in coordination with California State Parks should seek opportunities to increase off-street parking opportunities on or near Pier Avenue.
- The County in coordination with California State Parks should add bicycle parking and or bicycle lockers at the western terminus of Pier Avenue. This can be achieved either in the Oceano Dunes SVRA parking lot or by replacing some on street vehicle parking with bicycle parking.
- The County in coordination with San Luis Obispo Regional Transit Authority should look at opportunities to adjust local bus routes to stop on Pier Avenue or add wayfinding and accessible pedestrian pathing from Pier Avenue to the existing transit stop on Air Park Drive near Mendel Drive.
- As part of the mid-term or long-term plan phases for Pier Avenue, the County should seek to add pedestrian scale sidewalk lighting to Pier Avenue.
- The County should coordinate with Caltrans to connect bicycle facilities on Pier Avenue with the bicycle facilities on SR 1.
- As part of the short-term phase, the County should replace and update signage along the corridor, in particular, parking restriction signage is faded in many locations and needs replacement.
- With the implementation of the road diet, the County should consider conducting a near speed survey on Pier Avenue and lowering the speed limit to 25 mph or less based on the 85<sup>th</sup> percentile speed. Recent changes in the California Vehicle Code (i.e., AB 43) allow for a new 5 mph speed limit reduction not previously available.



- If vehicle speed issues persist after the implementation of the short-term phase, traffic calming measures should be considered as part of the mid-term or long-term phases. This can include speed humps, raised crosswalks, and/or speed feedback signs.
- Pedestrian crossings should be installed with high visibility treatments including striping, signage, and lighting treatments. Active treatments including rectangular rapid flashing beacons or in-pavement flashers should be considered.

## **NEXT STEPS FOR IMPLEMENTATION OF INITIAL PROJECT PHASES**

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Upon acceptance of the Pier Avenue Multimodal Corridor Study by the County Board of Supervisors and before the pavement rehabilitation project for Pier Avenue, County staff should prepare signing and striping plans to implement Phase 1 of the plan in coordination with the County's planned repaving project of Pier Avenue. Funding for the design and implementation of Phase 1 is anticipated to be handled within the County's planning budget. County Staff will seek funding for the project development and implementation of Phase 2 and Phase 3 improvements. This funding will likely draw from other sources including but not limited to: conditions of development, programming state/federal discretionary funding through SLOCOG's regional transportation planning process, and/or state competitive grant funding sources.

## **PROJECT FUNDING MECHANISMS**

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There are multiple local, state, and federal programs which can be used to partially or fully fund roadway improvement projects. If eligible, these can help significantly offset project costs. The following list is not comprehensive and programs the County can apply for are subject to change.

### **LOCAL:**

#### **Road Improvement Fees:**

The County of San Luis Obispo enacted Ordinance 2379 in 1988 allowing for the collection of fees for public road facilities and improvements meant to accommodate traffic generated by new developments. The County does not currently collect development fees for roadway improvements in Oceano. The County should explore the option to develop a nexus study and supporting circulation plan for the community of Oceano which could be used to leverage development fees for future improvements.

### **STATE PROGRAMS:**

#### **Senate Bill 1 (SB 1):**

SB 1 (the Road Repair and Accountability Act of 2017) was signed into law in 2017 and serves to reinvest state funds into repair and construction projects on roadways across the state. Over \$5 billion is invested annually into roadway projects, including \$100 million for bike and pedestrian projects, \$25 million in local planning grants, and \$1.5 billion in repairs to local streets. Programs funded under the bill relevant for Pier Avenue include the Active Transportation Program (ATP) and



the Local Streets and Roads Program (LSRP). The project may also be eligible for Local Partnership Program (LPP) funds in the future should the County pass a local transportation sales tax measure.<sup>3</sup>

### **Active Transportation Program (ATP):**

California's Active Transportation Program (ATP) funds projects that encourage the increased use of active transportation modes and further ATP goals. These goals include increasing active transportation mode share and safety and enhancing public health. The ATP allows for the funding of infrastructure projects as well as plans and non-infrastructure projects. Eligible projects include capital improvements, education, enforcement, and plans (including active transportation plans, safe routes to school, etc.). Applications are scored on several criteria, including an emphasis on safety. 10% of funding is marked specifically for projects in rural areas. Funding cycles occur approximately every two years.<sup>4</sup>

### **SB 1 Local Streets and Roads Program (LSRP):**

The Local Streets and Roads Program (LSRP) is a California-run program that provides funding to cities and counties for maintenance, rehabilitation, and safety projects on local roads. The program receives \$1.5 billion in formula funding from SB 1. Projects that have been proposed and awarded funding include lane restriping, crosswalk and/or sidewalk installation and repair, and bicycle lane installation and repair. The funding cycle occurs annually in May.

### **SB 1 Local Partnership Program:**

The Local Partnership Program was established by SB 1 and provides \$200 million annually to local and regional transportation agencies who have passed tax measures or other fees specifically for transportation improvements. Funds from the program can be used for projects such as infrastructure improvements, active transportation improvements, and projects which show health and safety benefits. The program distributes funds with 40% going to formulaic programs and 60% going to competitive programs.<sup>5</sup>

### **Office of Traffic Safety Grants:**

The California Office of Traffic Safety offers grants to public entities seeking to establish safety programs in a variety of areas. These include pedestrian and bicycle safety programs that seek to reduce the number of fatalities and injuries caused by traffic crashes. The funding cycle begins each year in December, with grant applications generally due by January 31.<sup>6</sup>

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<sup>3</sup> *Senate Bill 1*, webpage, Caltrans Accessed 8/5/2025 <https://dot.ca.gov/programs/sb1>

<sup>4</sup> *Active Transportation Program (ATP)*, webpage, Caltrans Accessed 8/5/2025 <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

<sup>5</sup> *Local Partnership Program*, webpage, Caltrans Accessed 8/5/2025 <https://catc.ca.gov/programs/sb1/local-partnership-program>

<sup>6</sup> *Grants*, webpage, California Office of Traffic Safety Accessed 8/5/2025 <https://www.ots.ca.gov/grants/>



### **Sustainable Transportation Planning Grants:**

The California Department of Transportation (Caltrans) provides funding to eligible applicants that pursue projects that further the goals of the State. The program provides funding annually to transportation planning projects around the state. The program consists of three types of grants: (1) Sustainable Communities Grants, for projects supporting state goals and contributing to greenhouse gas reduction goals; (2) Climate Adaptation Planning Grants, which funds transportation projects seeking to address sustainability and adaptation; and (3) Strategic Partnerships Grants, which seeks projects that identify and address deficiencies on the State Highway System, with a portion of funds going to projects that address multimodal transportation deficiencies.<sup>7</sup>

### **FEDERAL PROGRAMS**

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ):**

The Bipartisan Infrastructure Law (BIL) (Also known as the Infrastructure Investment and Jobs Act (IIJA)) extended the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide funding to local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. In some cases, projects that improve safety may also meet the criteria for CMAQ funding.<sup>8</sup>

#### **Safe Streets and Roads for All (SS4A)**

The Safe Streets and Roads for All (SS4A) program was established under the IIJA. It allocated \$1 billion annually through 2026 for local cities, counties, and other roadway owners. Projects it funds include safety and roadway improvements. This program is not benefit/cost based. The program has two types of grants: (1) Planning and Demonstration Grants, which range from \$100,000 to \$1 million and are available for any eligible agency who wishes to complete a qualifying safety plan such as a Local Road Safety Plan; and (2) Implementation Grants, which range from \$1 million to \$20 million and are available to agencies who have completed an eligible safety plan. Should the County wish to complete a Safe Streets and Roads for All Action Plan, they would be eligible for a Planning grant. Doing so would then qualify them for an Implementation grant. For expanded potential funding opportunities, the SS4A Action Plan can be combined with a Local Road Safety Plan, LRSP) and Vision Zero Plan. The currently planned final cycle for this program is anticipated in early 2026.<sup>9</sup>

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<sup>7</sup> *Grant management Branch: Sustainable Transportation Planning Grants*, webpage, Caltrans Accessed 8/5/2025 <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

<sup>8</sup> *Infrastructure Investment and Jobs Act Fact Sheets: Congestion Mitigation and Air Quality (CMAQ) Improvement Program*, webpage, USDOT FHWA Accessed 8/5/2025 <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm>

<sup>9</sup> *Safe Streets and Roads for All (SS4A) Grant Program*, USDOT Accessed 8/5/2025 <https://www.transportation.gov/grants/SS4A>



### **Better Utilizing Investments to Leverage Development (BUILD)**

The Better Utilizing Investments to Leverage Development (BUILD) program (formerly RAISE/TIGER) was originally established under the American Recovery and Reinvestment Act in 2009 and the authorized under the IIJA. It provides funding to roadway or multimodal transportation projects that have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors to pursue multimodal or multijurisdictional projects that are more difficult to fund through other grant programs.<sup>10</sup>

### **Surface Transportation Block Grant (STBG):**

The Surface Transportation Block Grant (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.<sup>11</sup>

### **State Highway Account (SHA):**

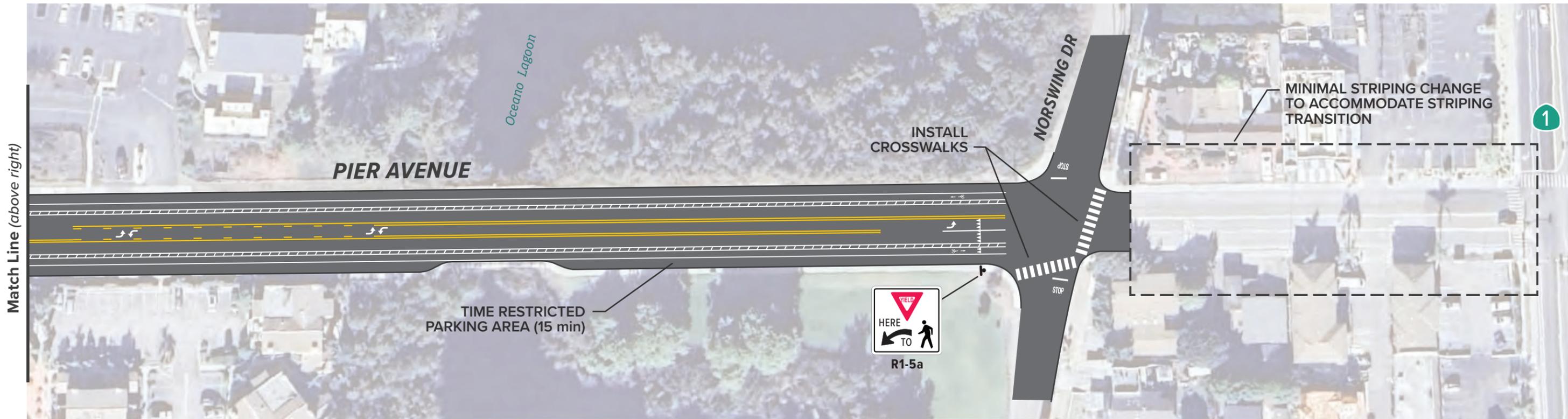
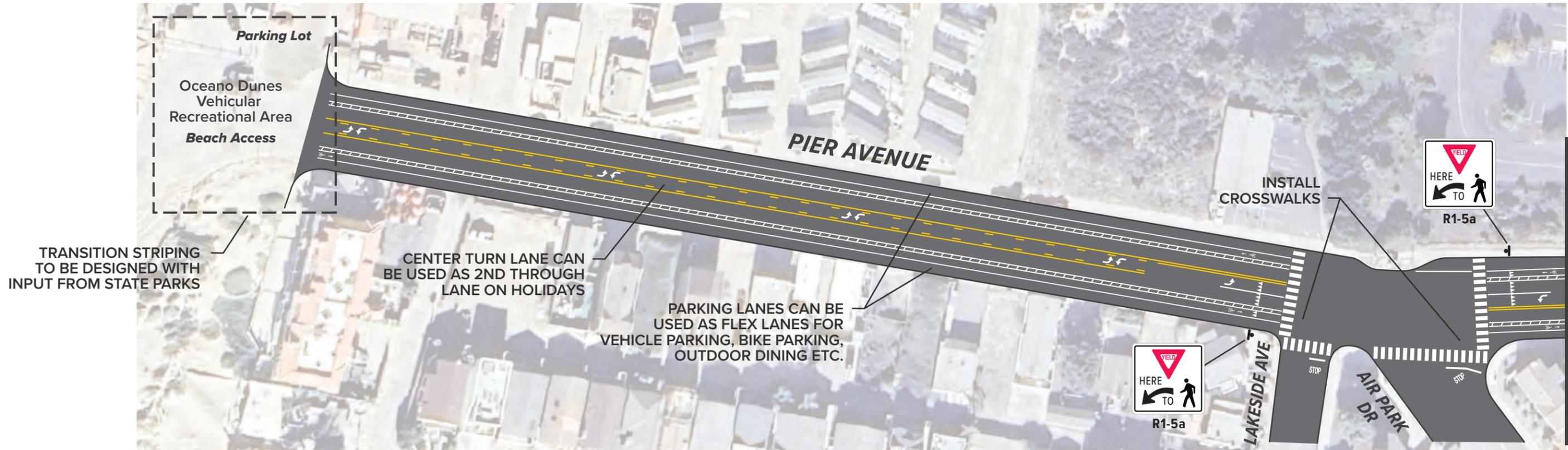
The State Highway Account (SHA) is used for the deposit of all money from any source for expenditure for highway purposes including major and minor construction, maintenance, right-of-way acquisition, improvements and equipment, services, investigations, surveys, experiments and reports. Funds from the SHA support several of the other grant programs listed in this section.<sup>12</sup>

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<sup>10</sup> *Better Utilizing Investments to Leverage Development (BUILD) Grant Program*, webpage, USDOT Accessed 8/5/2025  
<https://www.transportation.gov/BUILDgrants>

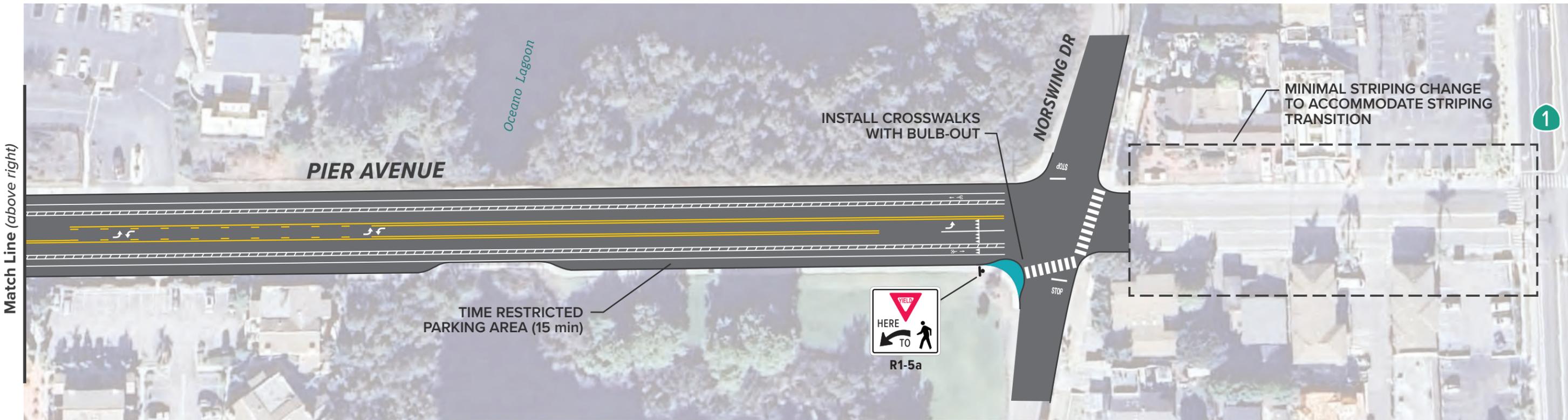
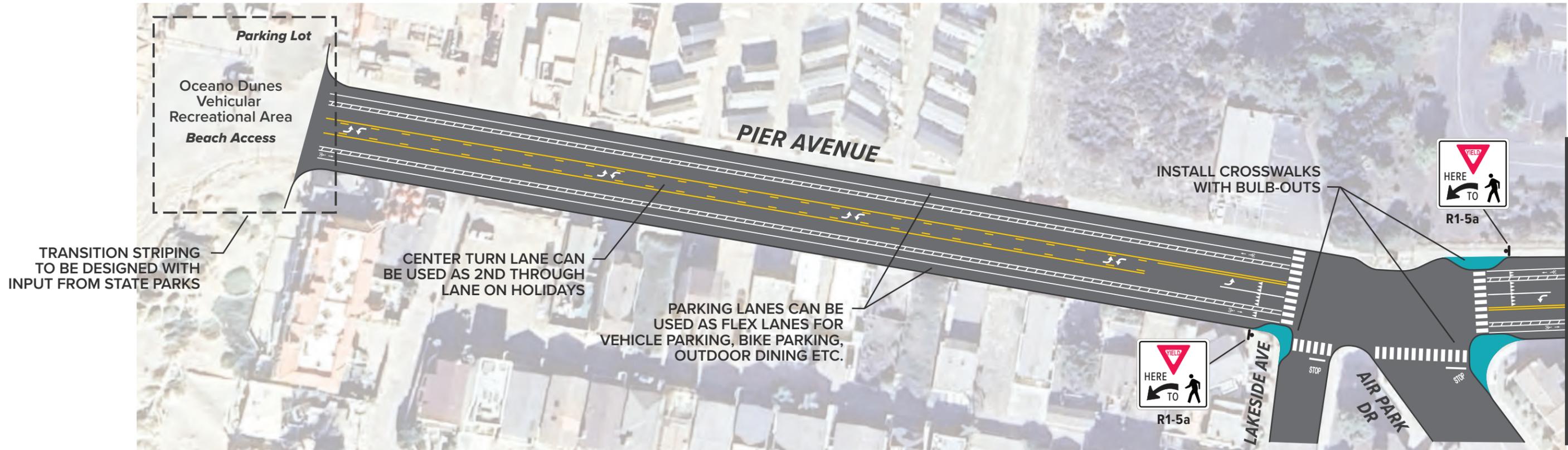
<sup>11</sup> *Infrastructure Investment and Jobs Act Fact Sheets: Surface Transportation Block Grant (STBG)*, webpage, USDOT FHWA Accessed 8/5/2025 <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm>

<sup>12</sup> *State of California Manual of State Funds*, webpage, California Department of Finance, Accessed 8/5/2025  
<https://funds.dof.ca.gov/app/download/0042>



## PIER AVENUE – PHASE 1

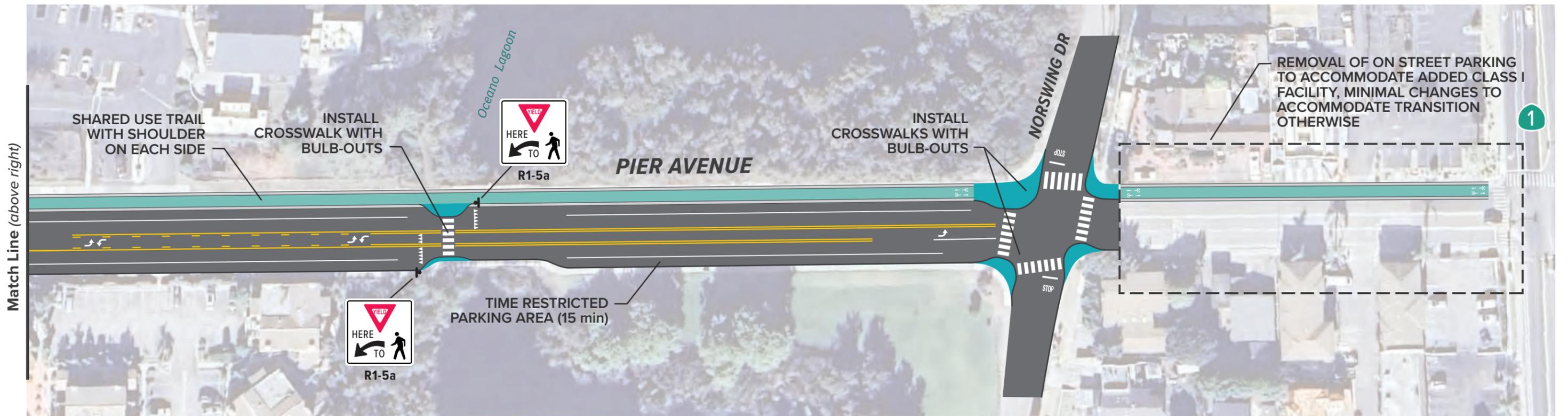
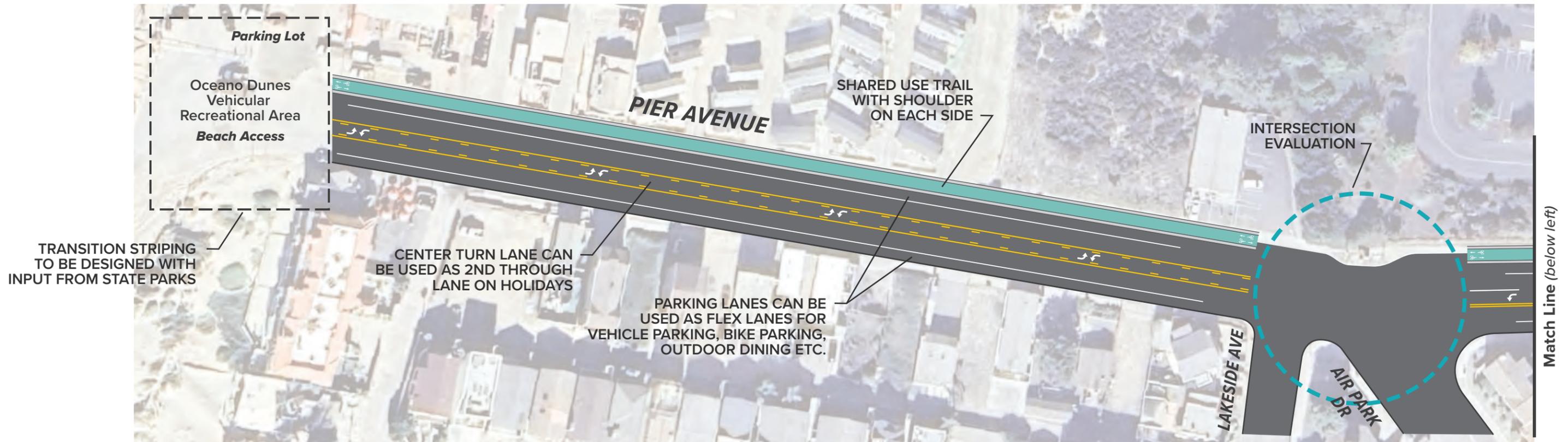
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**CONCEPT PLAN – NOT FOR DESIGN**



Concept:  
Not To Scale

## PIER AVENUE – PHASE 2

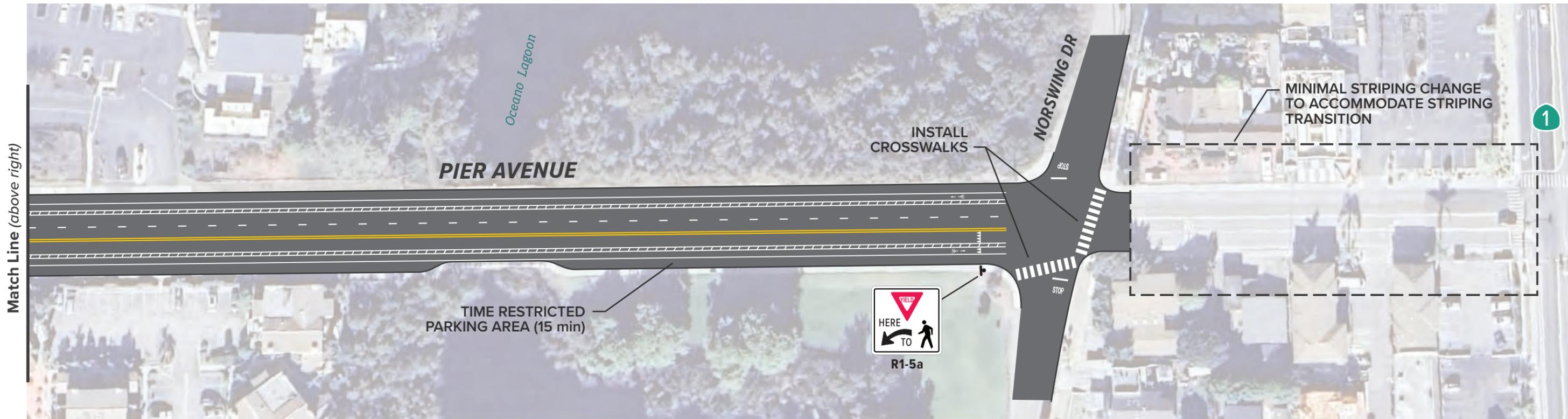
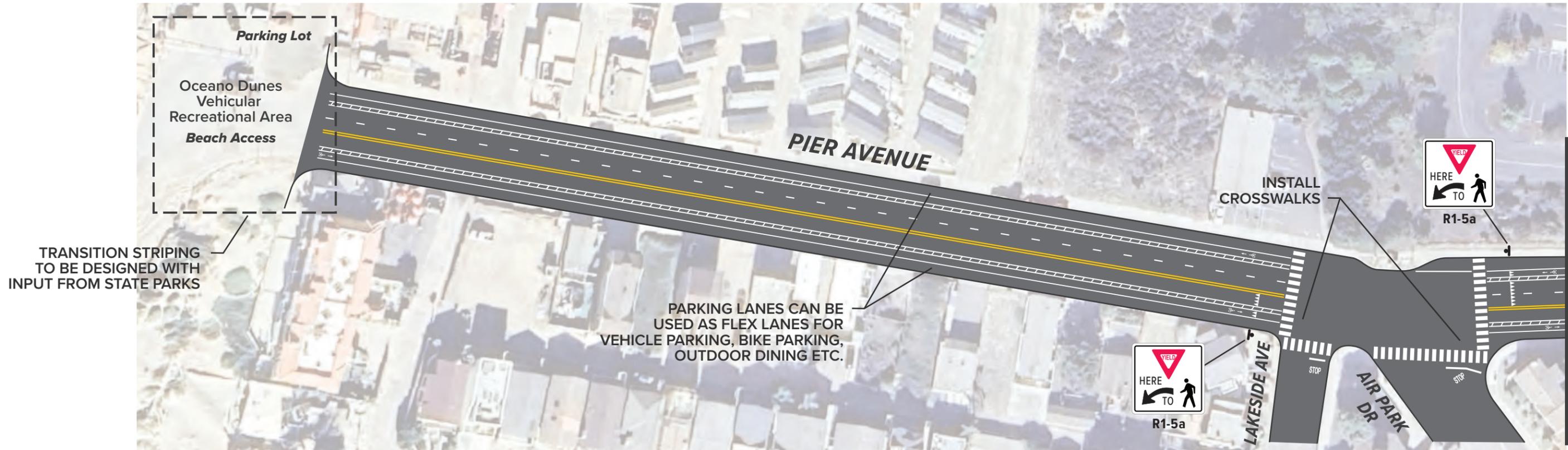
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**CONCEPT PLAN – NOT FOR DESIGN**



Concept:  
Not To Scale

## PIER AVENUE – PHASE 3

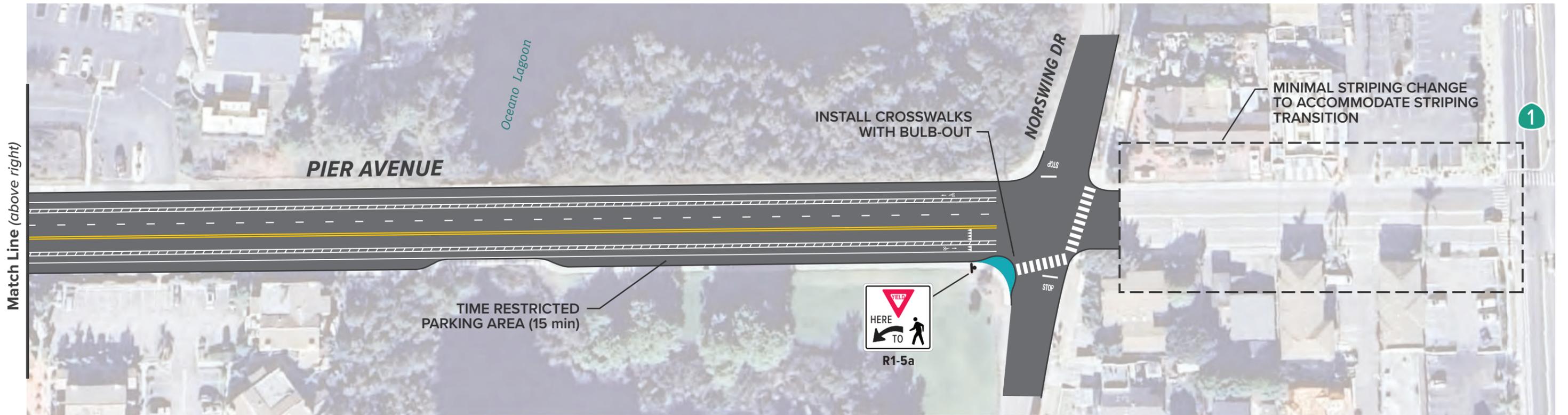
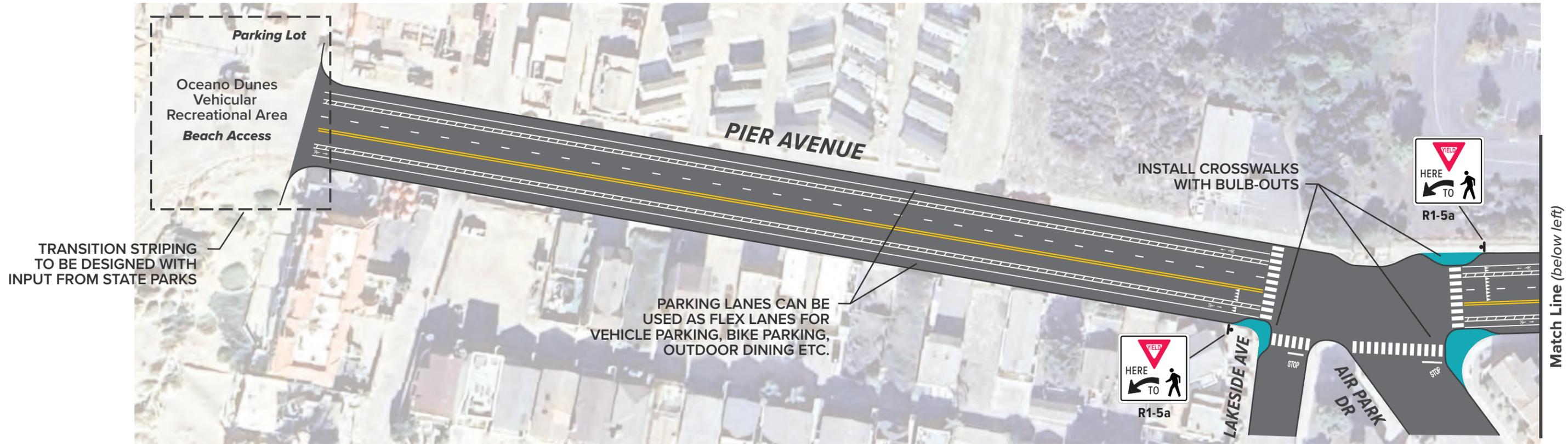
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**CONCEPT PLAN – NOT FOR DESIGN**



  
 Concept:  
 Not To Scale

## PIER AVENUE – ALT 1 - PHASE 1

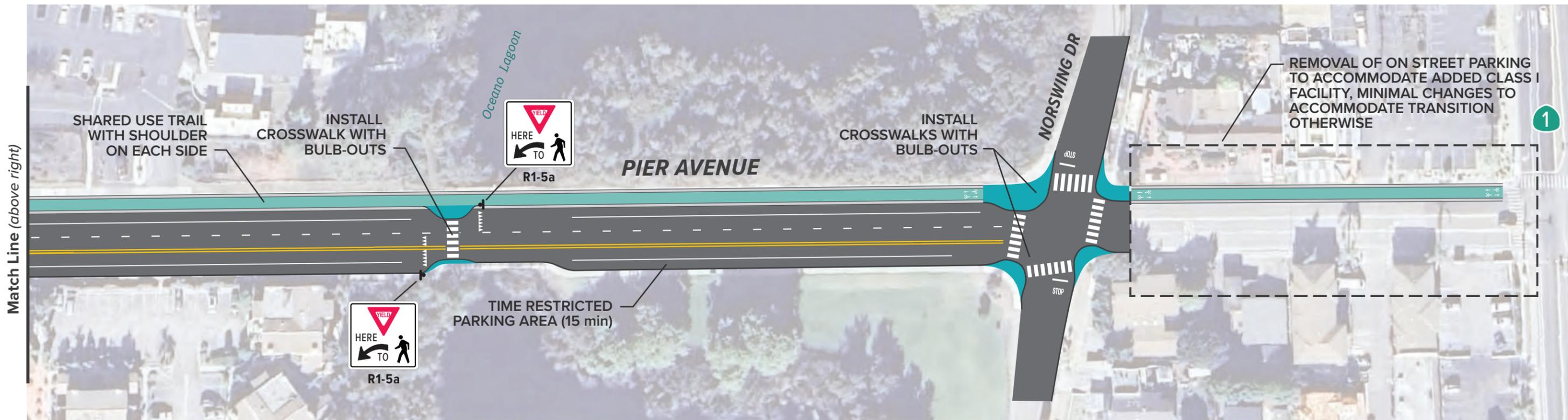
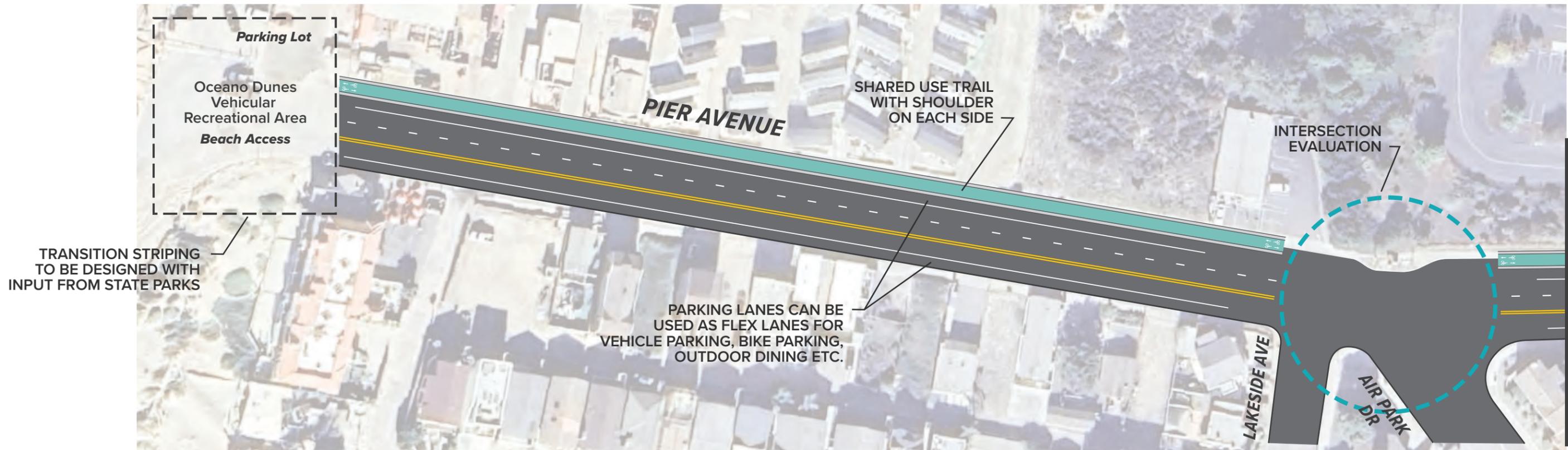
from OCEANO DUNES BEACH ACCESS / PARKING LOT TO CA SR-1  
**CONCEPT PLAN – NOT FOR DESIGN**



Concept:  
Not To Scale

## PIER AVENUE – ALT 1 - PHASE 2

from OCEANO DUNES BEACH ACCESS / PARKING LOT TO CA SR-1  
**CONCEPT PLAN – NOT FOR DESIGN**



Concept:  
Not To Scale

## PIER AVENUE – ALT 1 - PHASE 3

from OCEANO DUNES BEACH ACCESS / PARKING LOT TO CA SR-1  
CONCEPT PLAN – NOT FOR DESIGN

# APPENDIX



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SECTION 3: SYNCHRO OUTPUTS

SECTION 4: BICYCLE LTS METHODOLOGY

SECTION 5: PEDESTRIAN LTS METHODOLOGY

SECTION 6: PUBLIC COMMENTS

## **SECTION 1. TRAFFIC COUNTS**

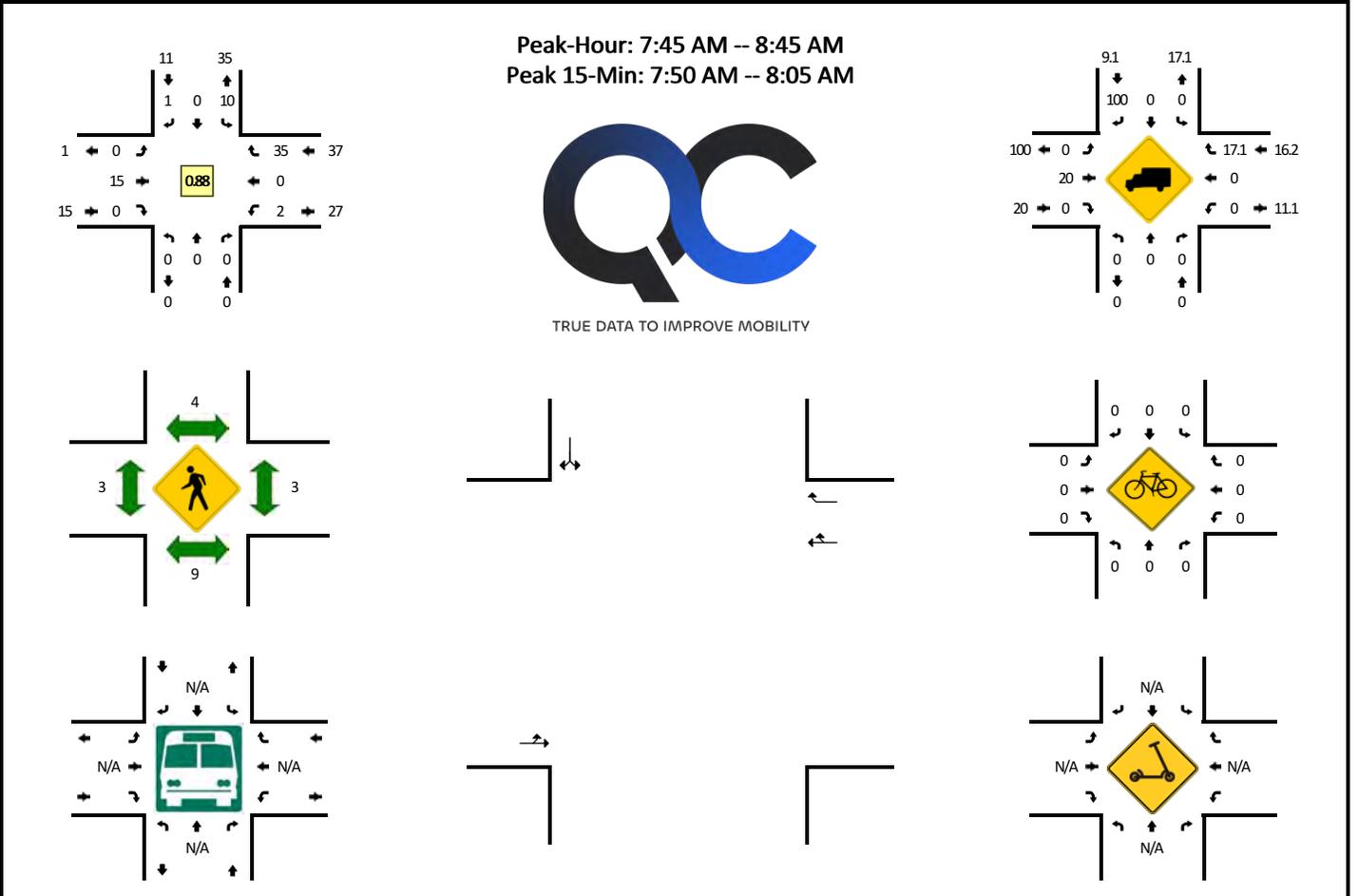
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**MAY-AM, PM, WEEKEND**

**JUNE-AM, PM, WEEKEND**

**LOCATION:** Parking Lot/State Park Access -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210163  
**DATE:** Tue, May 23 2023

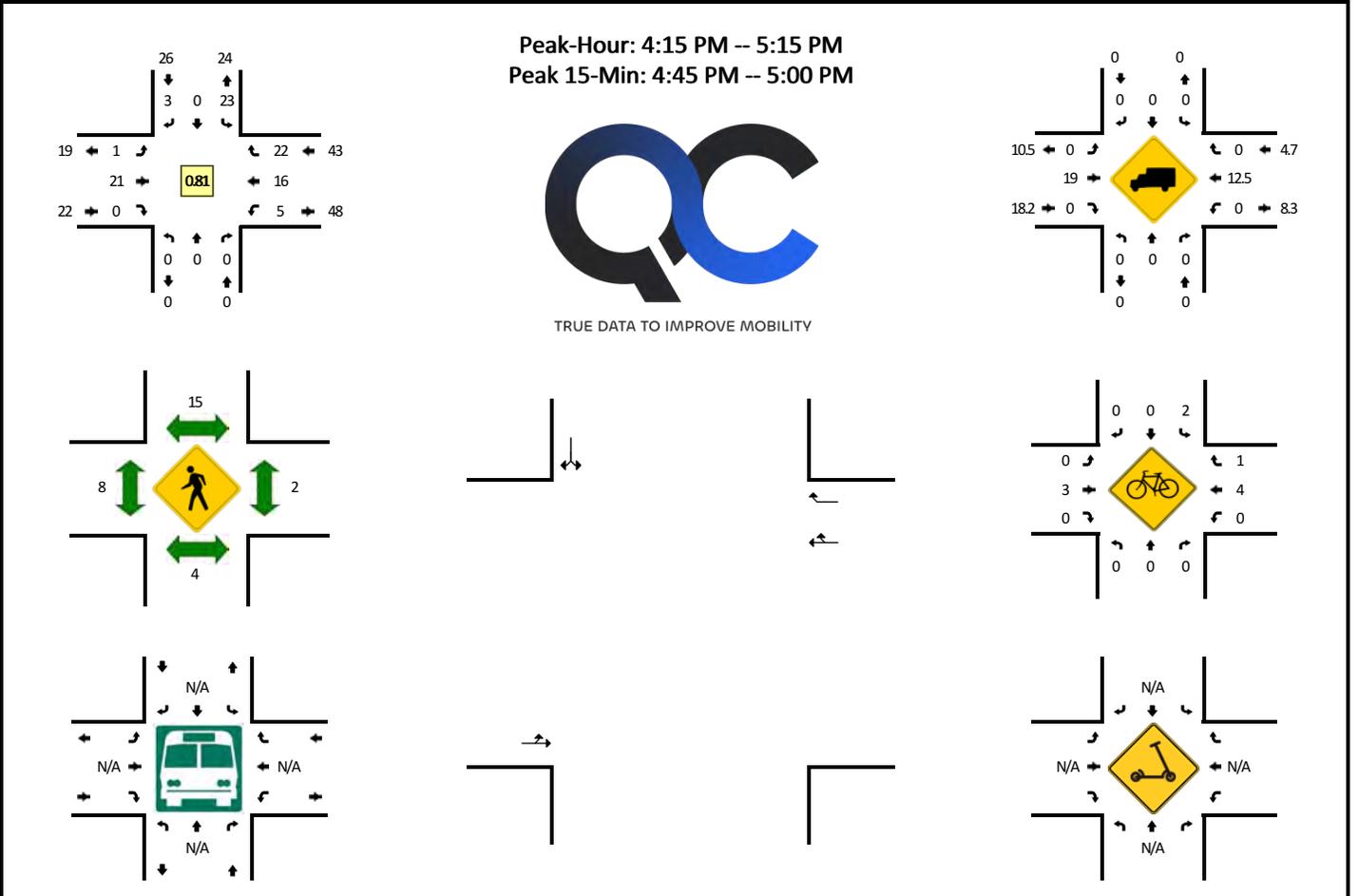


5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	6	
7:05 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:25 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
7:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
7:40 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	
7:50 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	5	
7:55 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	4	0	8	38
8:00 AM	0	0	0	0	1	0	0	0	0	1	3	0	0	0	3	0	5	37
8:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	5	41
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8:15 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	4	0	7	50
8:20 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	5	54
8:25 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	54
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8:35 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	5	62
8:40 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4	63
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	60
8:50 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	0	6	61
8:55 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	1	6	59
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	16	0	0	0	0	12	0	0	0	0	44	0	72	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	8	
Buses																		
Pedestrians		16				8				8				8			40	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

**LOCATION:** Parking Lot/State Park Access -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210164  
**DATE:** Tue, May 23 2023

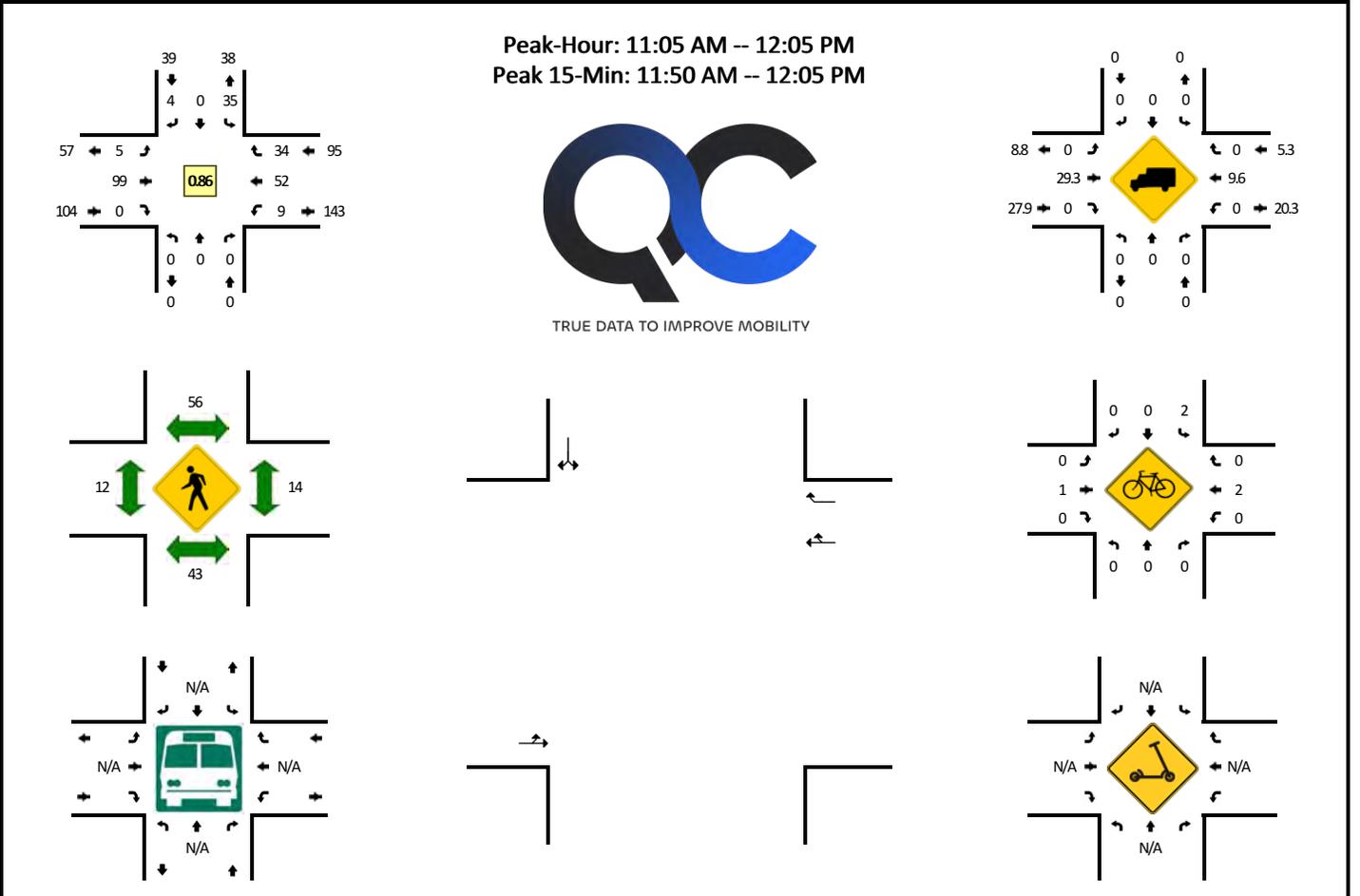


5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	3	0	0	6	
4:05 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	1	3	0	9	
4:10 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	2	0	6	
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	5	
4:20 PM	0	0	0	0	0	0	0	1	0	2	0	0	0	2	0	1	6	
4:25 PM	0	0	0	0	3	0	0	0	0	3	0	0	0	0	2	1	9	
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	3	0	6	
4:35 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	1	1	5	
4:40 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	2	1	0	5	
4:45 PM	0	0	0	0	3	0	0	0	0	7	0	0	0	1	1	0	12	
4:50 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	3	0	6	
4:55 PM	0	0	0	0	2	0	1	0	1	0	0	0	0	2	3	1	10	85
5:00 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	3	1	8	87
5:05 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	0	5	83
5:10 PM	0	0	0	0	6	0	0	0	0	3	0	0	0	1	4	0	14	91
5:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4	90
5:20 PM	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	5	89
5:25 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	1	1	1	7	87
5:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3	84
5:35 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	6	85
5:40 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	0	5	85
5:45 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	2	1	0	6	79
5:50 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	2	0	0	5	78
5:55 PM	0	0	0	0	2	0	1	0	0	4	0	0	0	0	1	0	8	76
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	24	0	4	0	4	32	0	0	0	16	28	4	112	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	4	0	0	0	12	0	0	0	16	0	0	0	4	0	0	36	
Bicycles	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** Parking Lot/State Park Access -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210165  
**DATE:** Sun, May 21 2023



5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
8:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	1	0	7	
8:05 AM	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	4	2	0	12	
8:10 AM	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	2	1	12	
8:15 AM	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	5	4	0	13	
8:20 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	1	0	6	
8:25 AM	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	1	2	1	9	
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	1	0	8	
8:35 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	0	0	8	
8:40 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	3	
8:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	3	2	0	9	
8:50 AM	0	0	0	0	2	0	1	0	0	0	3	0	1	0	0	8	0	1	16	
8:55 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	7	0	0	11	114
9:00 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	10	0	0	14	121
9:05 AM	0	0	0	0	3	0	1	0	0	1	4	0	0	0	0	4	3	0	16	125
9:10 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	7	0	0	12	125
9:15 AM	0	0	0	0	1	0	0	0	0	1	8	0	0	0	0	8	1	0	19	131
9:20 AM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	7	1	0	15	140
9:25 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	2	0	16	147
9:30 AM	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0	5	1	0	12	151
9:35 AM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	2	1	0	10	153
9:40 AM	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	6	2	0	13	163
9:45 AM	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0	6	2	0	17	171
9:50 AM	0	0	0	0	5	0	0	0	0	3	8	0	0	0	0	2	4	0	22	177
9:55 AM	0	0	0	0	2	0	0	0	0	0	12	0	0	0	0	2	3	0	19	185
10:00 AM	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	8	3	0	19	190
10:05 AM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	6	2	0	15	189
10:10 AM	0	0	0	0	4	0	0	0	0	0	9	0	0	0	0	8	1	0	22	199
10:15 AM	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	4	0	1	10	190
10:20 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	1	0	9	184
10:25 AM	0	0	0	0	3	0	1	0	0	0	3	0	0	0	0	9	3	0	19	187
10:30 AM	0	0	0	0	4	0	1	0	0	1	2	0	0	0	0	2	2	0	12	187
10:35 AM	0	0	0	0	2	0	1	0	0	0	6	0	0	0	0	2	3	0	14	191
10:40 AM	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	2	4	0	12	190
10:45 AM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	3	3	0	16	189
10:50 AM	0	0	0	0	6	0	1	0	0	0	11	0	0	0	0	9	3	1	31	198
10:55 AM	0	0	0	0	2	0	0	0	0	2	5	0	0	0	0	4	3	0	16	195
11:00 AM	0	0	0	0	1	0	2	0	0	0	5	0	0	0	0	3	1	1	13	189
11:05 AM	0	0	0	0	3	0	0	0	0	0	12	0	0	0	0	4	2	2	23	197

5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	2	7	0	20	195
11:15 AM	0	0	0	0	5	0	1	0	1	5	0	0	0	4	2	1	19	204
11:20 AM	0	0	0	0	3	0	0	0	0	6	0	1	0	2	0	0	12	207
11:25 AM	0	0	0	0	2	0	0	0	0	7	0	0	0	11	2	0	22	210
11:30 AM	0	0	0	0	3	0	0	0	0	4	0	0	0	1	3	0	11	209
11:35 AM	0	0	0	0	4	0	0	0	0	8	0	0	0	6	5	0	23	218
11:40 AM	0	0	0	0	3	0	0	0	1	8	0	0	0	4	3	1	20	226
11:45 AM	0	0	0	0	2	0	2	0	0	9	0	0	0	4	2	0	19	229
11:50 AM	0	0	0	0	4	0	0	0	1	10	0	0	0	6	4	0	25	223
11:55 AM	0	0	0	0	1	0	1	0	1	10	0	0	0	4	2	1	20	227
12:00 PM	0	0	0	0	4	0	0	0	0	10	0	0	0	4	2	4	24	238
12:05 PM	0	0	0	0	3	0	0	0	0	9	0	0	0	2	4	1	19	234
12:10 PM	0	0	0	0	3	0	0	0	1	4	0	0	0	2	2	1	13	227
12:15 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	6	1	0	10	218
12:20 PM	0	0	0	0	3	0	0	0	0	6	0	0	0	7	1	0	17	223
12:25 PM	0	0	0	0	2	0	0	0	0	3	0	0	0	7	3	1	16	217
12:30 PM	0	0	0	0	1	0	0	0	1	6	0	0	0	1	2	1	12	218
12:35 PM	0	0	0	0	5	0	1	0	0	7	0	0	0	2	1	1	17	212
12:40 PM	0	0	0	0	6	0	0	0	1	9	0	0	0	3	4	2	25	217
12:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	1	1	0	10	208
12:50 PM	0	0	0	0	2	0	0	0	1	8	0	0	0	4	1	0	16	199
12:55 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	3	0	16	195
1:00 PM	0	0	0	0	3	0	0	0	2	11	0	0	0	7	0	0	23	194
1:05 PM	0	0	0	0	1	0	1	0	0	9	0	0	0	4	5	0	20	195
1:10 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	11	1	1	18	200
1:15 PM	0	0	0	0	1	0	1	0	1	10	0	0	0	3	1	1	18	208
1:20 PM	0	0	0	0	2	0	0	0	1	4	0	0	0	5	2	0	14	205
1:25 PM	0	0	0	0	2	0	0	0	0	3	0	0	0	4	3	0	12	201
1:30 PM	0	0	0	0	3	0	0	0	0	6	0	0	0	3	3	0	15	204
1:35 PM	0	0	0	0	3	0	2	0	1	5	0	0	0	4	2	0	17	204
1:40 PM	0	0	0	0	0	0	1	0	0	8	0	0	0	4	2	0	15	194
1:45 PM	0	0	0	0	8	0	0	0	0	12	0	0	0	3	7	0	30	214
1:50 PM	0	0	0	0	1	0	0	0	1	5	0	0	0	1	1	0	9	207
1:55 PM	0	0	0	0	3	0	0	0	1	5	0	0	0	4	3	0	16	207
2:00 PM	0	0	0	0	1	0	0	0	2	9	0	0	0	3	1	1	17	201
2:05 PM	0	0	0	0	2	0	2	0	2	3	0	0	0	3	0	1	13	194
2:10 PM	0	0	0	0	4	0	1	0	1	7	0	0	0	1	1	2	17	193
2:15 PM	0	0	0	0	5	0	2	0	0	7	0	0	0	3	3	0	20	195
2:20 PM	0	0	0	0	3	0	0	0	0	7	0	0	0	6	4	0	20	201
2:25 PM	0	0	0	0	4	0	1	0	0	3	0	0	0	5	4	1	18	207
2:30 PM	0	0	0	0	0	0	1	0	2	3	0	0	0	6	0	0	12	204
2:35 PM	0	0	0	0	3	0	1	0	2	3	0	0	0	4	2	0	15	202
2:40 PM	0	0	0	0	1	0	2	0	0	11	0	0	0	6	2	1	23	210
2:45 PM	0	0	0	0	2	0	0	0	0	11	0	0	0	7	2	0	22	202
2:50 PM	0	0	0	0	1	0	0	0	1	8	0	1	0	6	1	0	18	211
2:55 PM	0	0	0	0	3	0	1	0	2	4	0	0	0	2	1	1	14	209
3:00 PM	0	0	0	0	3	0	0	0	0	15	0	0	0	7	6	0	31	223
3:05 PM	0	0	0	0	5	0	0	0	0	7	0	0	0	5	2	0	19	229
3:10 PM	0	0	0	0	4	0	0	0	0	8	0	0	0	4	2	0	18	230
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	5	1	13	223
3:20 PM	0	0	0	0	5	0	0	0	0	6	0	0	0	4	2	0	17	220
3:25 PM	0	0	0	0	4	0	0	0	1	7	0	0	0	4	3	0	19	221
3:30 PM	0	0	0	0	3	0	0	0	0	12	0	0	0	2	1	0	18	227
3:35 PM	0	0	0	0	1	0	1	0	0	4	0	0	0	2	4	0	12	224
3:40 PM	0	0	0	0	2	0	1	0	1	5	0	0	0	3	1	1	14	215
3:45 PM	0	0	0	0	1	0	0	0	1	6	0	1	0	4	4	0	17	210
3:50 PM	0	0	0	0	7	0	0	0	0	10	0	0	0	2	5	2	26	218
3:55 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	4	2	0	10	214
4:00 PM	0	0	0	0	3	0	0	0	1	7	0	0	0	3	2	0	16	199
4:05 PM	0	0	0	0	2	0	2	0	2	10	0	0	0	6	1	0	23	203
4:10 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	5	1	0	17	202
4:15 PM	0	0	0	0	3	0	1	0	2	5	0	0	0	3	4	0	18	207
4:20 PM	0	0	0	0	4	0	0	0	0	5	0	0	0	7	0	1	17	207
4:25 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	2	8	196
4:30 PM	0	0	0	0	2	0	0	0	0	7	0	0	0	4	1	0	14	192
4:35 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	0	7	187
4:40 PM	0	0	0	0	2	0	0	0	1	13	0	0	0	2	0	0	18	191
4:45 PM	0	0	0	0	3	0	1	0	2	8	0	0	0	7	1	1	23	197
4:50 PM	0	0	0	0	2	0	0	0	0	4	0	0	0	1	0	0	7	178
4:55 PM	0	0	0	0	3	0	0	0	0	13	0	0	0	1	1	0	18	186
5:00 PM	0	0	0	0	2	0	0	0	1	3	0	0	0	4	2	0	12	182
5:05 PM	0	0	0	0	2	0	0	0	2	3	0	0	0	2	1	2	12	171
5:10 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	4	2	1	17	171
5:15 PM	0	0	0	0	2	0	0	0	0	8	0	0	0	1	2	1	14	167
5:20 PM	0	0	0	0	4	0	0	0	1	16	0	0	0	4	3	2	30	180
5:25 PM	0	0	0	0	2	0	0	0	0	6	0	0	0	4	1	0	13	185
5:30 PM	0	0	0	0	5	0	0	0	0	6	0	0	0	0	2	1	14	185
5:35 PM	0	0	0	0	3	0	0	0	1	2	0	0	0	0	3	2	11	189
5:40 PM	0	0	0	0	3	0	0	0	2	6	0	0	0	0	4	0	15	186
5:45 PM	0	0	0	0	2	0	0	0	0	3	0	0	0	0	3	0	8	171
5:50 PM	0	0	0	0	6	0	0	0	3	6	0	0	0	0	2	0	17	181
5:55 PM	0	0	0	0	3	0	0	0	2	7	0	0	0	0	6	0	18	181
6:00 PM	0	0	0	0	4	0	0	0	0	6	0	0	0	0	9	0	19	188
6:05 PM	0	0	0	0	3	0	0	0	0	9	0	0	0	0	2	2	16	192
6:10 PM	0	0	0	0	2	0	0	0	0	5	0	0	0	0	2	1	10	185
6:15 PM	0	0	0	0	2	0	0	0	1	4	0	0	0	0	5	0	12	183
6:20 PM	0	0	0	0	5	0	0	0	0	5	0	0	0	0	4	0	14	167
6:25 PM	0	0	0	0	1	0	0	0	1	7	0	0	0	0	7	0	16	170

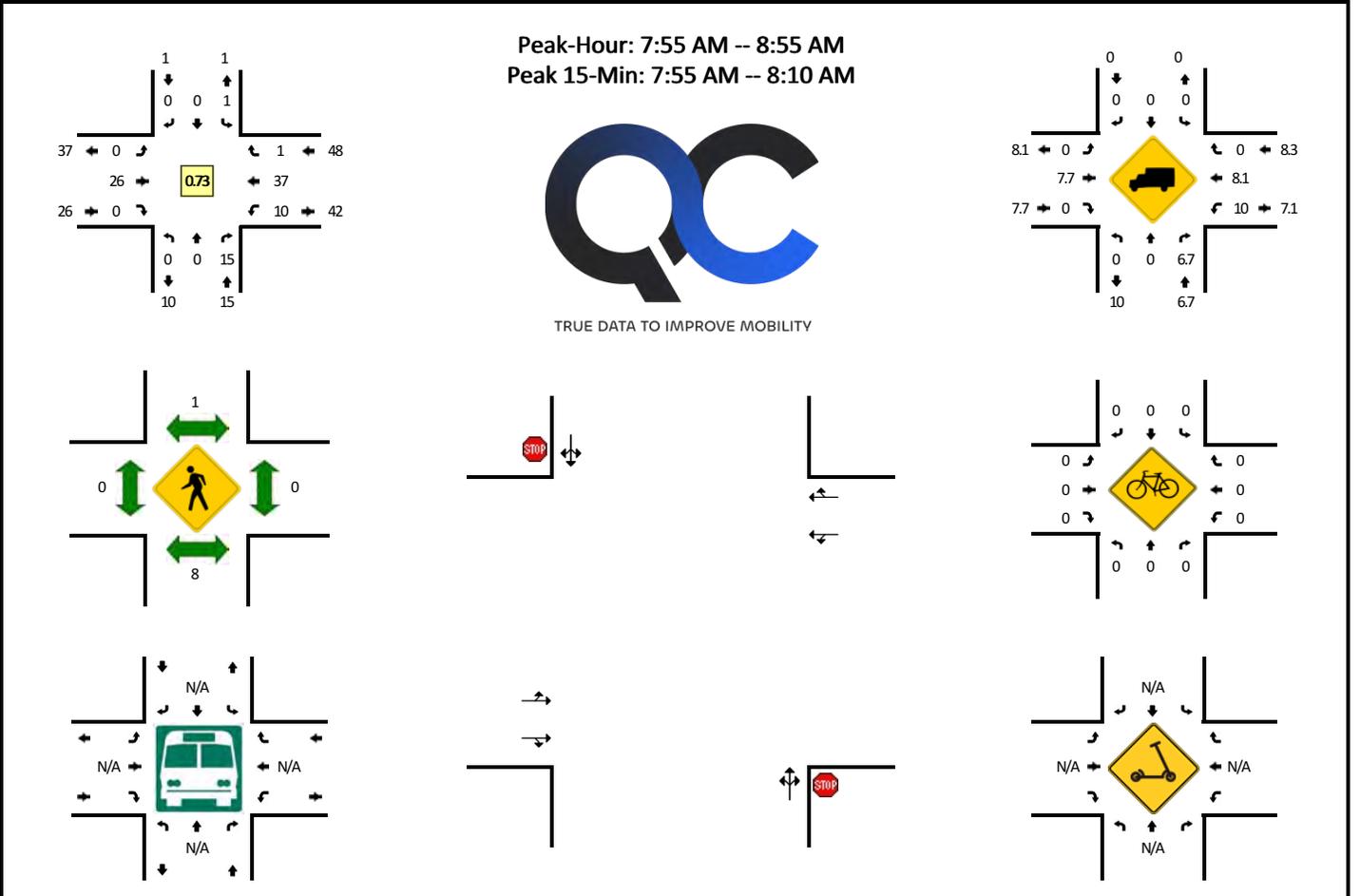
5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:30 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	3	1	8	164
6:35 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3	1	7	160
6:40 PM	0	0	0	0	2	0	0	0	0	9	0	0	0	0	0	9	1	21	166
6:45 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	0	0	4	1	14	172
6:50 PM	0	0	0	0	3	0	0	0	0	5	0	0	0	0	0	2	0	10	165
6:55 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	2	1	7	154
7:00 PM	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	1	1	8	143
7:05 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	0	0	1	0	9	136
7:10 PM	0	0	0	0	1	0	0	0	1	9	0	0	0	0	0	8	0	19	145
7:15 PM	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0	4	0	13	146
7:20 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	7	0	11	143
7:25 PM	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	4	0	12	139
7:30 PM	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	10	0	16	147
7:35 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	9	1	14	154
7:40 PM	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4	0	8	141
7:45 PM	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0	3	0	10	137
7:50 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	7	0	9	136
7:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	7	136
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	36	0	4	0	8	120	0	0	0	56	32	20		276	
Heavy Trucks	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0		36	
Buses																			
Pedestrians		60				64				32				20				176	
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0			4	
Scoters																			
<i>Comments:</i>																			

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Strand Wy -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210166  
**DATE:** Tue, May 23 2023

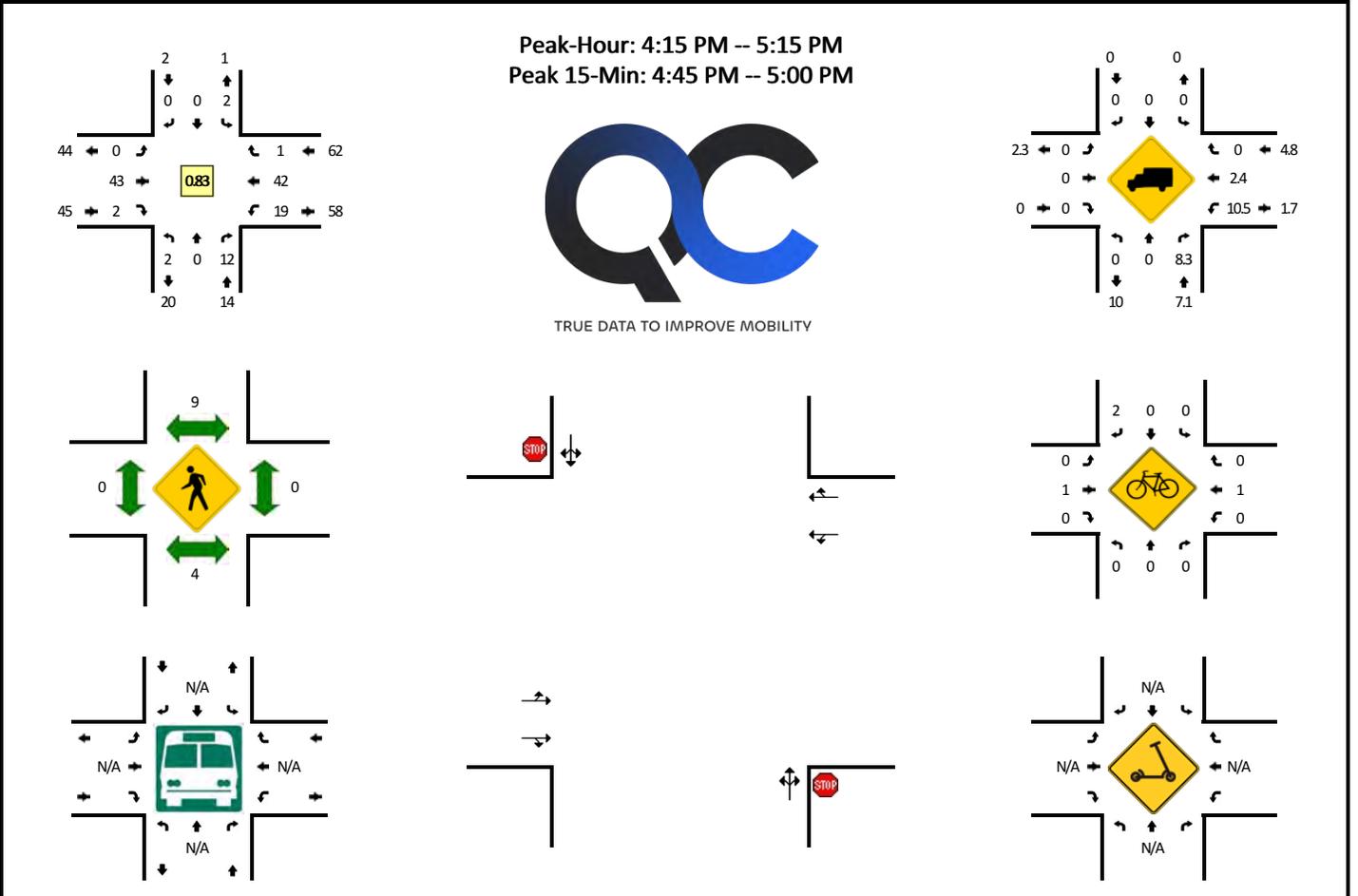


5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5	
7:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:10 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	
7:35 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	4	
7:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	
7:50 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	5	0	0	8	
7:55 AM	0	0	1	0	0	0	0	0	0	4	0	0	1	6	0	0	12	50
8:00 AM	0	0	2	0	0	0	0	0	0	2	0	0	1	3	0	0	8	53
8:05 AM	0	0	3	0	0	0	0	0	0	3	0	0	1	4	0	0	11	63
8:10 AM	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	7	68
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	1	0	9	73
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	76
8:25 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	2	0	0	5	79
8:30 AM	0	0	2	0	0	0	0	0	0	2	0	0	1	1	0	0	6	81
8:35 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	4	0	0	7	84
8:40 AM	0	0	0	0	1	0	0	0	0	3	0	0	1	1	0	0	6	86
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	3	1	0	0	6	88
8:50 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	5	0	0	10	90
8:55 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	7	85
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	24	0	0	0	0	0	0	36	0	0	12	52	0	0	124	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	4	4	0	0	16	
Buses																		
Pedestrians		12				0				0				0			12	
Bicycles	0	0	0		0	0	0			0	0		0	0	0		0	
Scoters																		

Comments:

**LOCATION:** Strand Wy -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210167  
**DATE:** Tue, May 23 2023

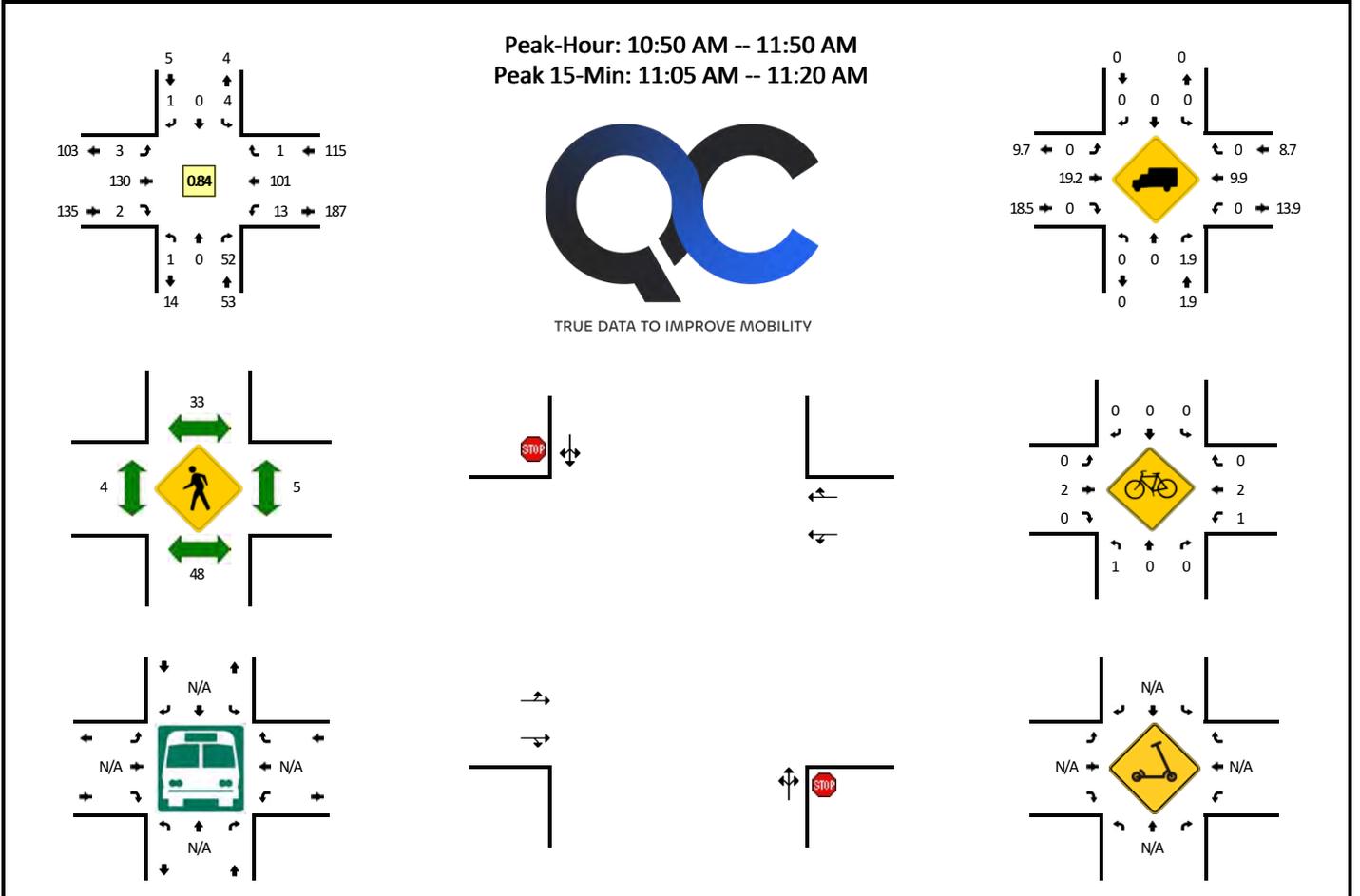


5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	3	0	0	0	0	0	0	3	0	0	0	4	0	0	11	
4:05 PM	0	0	2	0	0	0	0	0	0	5	0	0	0	4	0	0	13	
4:10 PM	0	0	2	0	1	0	0	0	0	2	0	0	1	2	0	0	8	
4:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	5	1	0	10	
4:20 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	
4:25 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	1	11	
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	1	4	0	0	7	
4:35 PM	0	0	2	0	1	0	0	0	0	3	0	0	2	3	0	0	11	
4:40 PM	0	0	3	0	0	0	0	0	0	2	0	0	0	4	0	0	9	
4:45 PM	0	0	1	0	0	0	0	0	0	9	0	0	2	1	0	0	13	
4:50 PM	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0	0	11	
4:55 PM	0	0	2	0	0	0	0	0	0	2	0	0	4	5	0	0	13	121
5:00 PM	1	0	0	0	0	0	0	0	0	3	2	0	0	3	0	0	9	119
5:05 PM	0	0	1	0	0	0	0	0	0	2	0	0	1	3	0	0	7	113
5:10 PM	1	0	1	0	0	0	0	0	0	8	0	0	3	5	0	0	18	123
5:15 PM	0	0	3	0	0	0	0	0	0	2	0	0	0	1	0	1	7	120
5:20 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	123
5:25 PM	0	0	2	0	0	0	0	0	0	4	0	0	0	1	0	1	8	120
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	5	118
5:35 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	3	0	0	8	115
5:40 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	3	0	0	7	113
5:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	3	0	0	7	107
5:50 PM	0	0	2	0	0	0	0	0	0	3	0	0	2	2	0	0	9	105
5:55 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	1	0	0	8	100
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	16	0	0	0	0	0	0	56	0	0	36	40	0	0	148	
Heavy Trucks	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	8	
Buses																		
Pedestrians		4				12				0				0			16	
Bicycles	0	0	0		0	0	0		0	4	0		0	4	0		8	
Scoters																		

Comments:

**LOCATION:** Strand Wy -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210168  
**DATE:** Sun, May 21 2023



5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	1	0	0	0	1	2	0	0	1	9	1	0	15	
8:05 AM	0	0	2	0	0	0	0	0	1	5	0	0	0	8	0	0	16	
8:10 AM	0	0	1	0	0	0	1	0	0	5	1	0	0	4	0	0	12	
8:15 AM	1	0	0	0	0	0	0	0	0	2	0	0	1	10	1	0	15	
8:20 AM	1	0	0	0	1	0	1	0	0	4	1	0	0	3	0	0	11	
8:25 AM	1	0	1	0	0	0	0	0	0	3	1	0	2	2	0	0	10	
8:30 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	3	0	0	9	
8:35 AM	1	0	1	0	0	0	0	0	0	5	0	0	0	3	0	0	10	
8:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
8:45 AM	0	0	2	0	0	0	0	0	0	4	0	0	1	11	0	0	18	
8:50 AM	0	0	1	0	0	0	0	0	0	6	0	0	2	8	0	0	17	
8:55 AM	0	0	3	0	0	0	0	0	0	5	0	0	2	6	1	0	17	155
9:00 AM	0	0	2	0	0	0	0	0	0	3	1	0	1	9	0	0	16	156
9:05 AM	1	0	4	0	0	0	0	0	0	7	0	0	1	9	0	0	22	162
9:10 AM	0	0	3	0	0	0	0	0	1	4	0	0	1	5	1	0	15	165
9:15 AM	0	0	1	0	0	0	1	0	0	8	0	0	0	7	1	0	18	168
9:20 AM	0	0	3	0	0	0	0	0	0	10	0	0	2	9	0	1	25	182
9:25 AM	0	0	2	0	0	0	1	0	0	7	0	0	2	9	2	0	23	195
9:30 AM	0	0	0	0	0	0	1	0	0	5	0	0	1	8	0	1	16	202
9:35 AM	0	0	5	0	0	0	0	0	0	6	0	0	2	3	0	0	16	208
9:40 AM	1	0	3	0	0	0	0	0	0	7	0	0	2	7	0	0	20	223
9:45 AM	0	0	5	0	0	0	0	0	1	7	1	0	0	10	1	0	25	230
9:50 AM	0	0	2	0	0	0	1	0	0	11	0	0	0	5	0	0	19	232
9:55 AM	0	0	2	0	0	0	0	0	0	18	0	0	1	4	1	0	26	241
10:00 AM	0	0	5	0	1	1	0	0	0	9	0	0	1	17	1	1	36	261
10:05 AM	0	0	1	0	0	0	0	0	0	8	0	0	1	11	0	0	21	260
10:10 AM	0	0	2	0	0	0	0	0	0	14	0	0	0	8	0	0	24	269
10:15 AM	0	0	3	0	0	0	0	0	0	4	0	0	1	5	0	0	13	264
10:20 AM	0	0	3	0	0	0	0	0	0	2	0	0	1	10	0	1	17	256
10:25 AM	1	0	1	0	0	0	0	0	0	6	0	0	2	11	1	1	23	256
10:30 AM	0	0	1	0	2	0	1	0	0	6	0	0	4	3	0	0	17	257
10:35 AM	0	0	1	0	2	0	0	0	0	9	0	0	5	5	0	0	22	263
10:40 AM	0	0	1	0	0	0	1	0	0	6	0	0	3	6	0	0	17	260
10:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	1	7	0	1	18	253
10:50 AM	0	0	1	0	0	0	0	0	0	16	1	0	1	13	0	0	32	266
10:55 AM	0	0	13	0	0	0	0	0	0	8	0	0	0	7	0	0	28	268
11:00 AM	1	0	4	0	0	0	0	0	1	6	0	0	2	6	0	0	20	252
11:05 AM	0	0	7	0	0	0	0	0	0	17	1	0	0	12	0	0	37	268

5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	0	6	0	1	0	0	0	0	12	0	0	3	9	1	0	32	276
11:15 AM	0	0	2	0	0	0	0	0	0	11	0	0	2	8	0	0	23	286
11:20 AM	0	0	6	0	0	0	0	0	0	9	0	0	0	5	0	0	20	289
11:25 AM	0	0	2	0	0	0	1	0	0	8	0	0	2	9	0	0	22	288
11:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	1	5	0	1	16	287
11:35 AM	0	0	3	0	0	0	0	0	0	12	0	0	1	11	0	0	27	292
11:40 AM	0	0	4	0	3	0	0	0	2	10	0	0	0	10	0	0	29	304
11:45 AM	0	0	4	0	0	0	0	0	0	12	0	0	0	6	0	0	22	308
11:50 AM	0	0	1	0	0	0	0	0	0	15	0	0	0	9	0	0	25	301
11:55 AM	0	0	0	0	0	0	1	0	0	14	0	1	1	7	0	0	24	297
12:00 PM	0	0	0	0	0	0	0	0	0	15	1	0	2	10	0	0	28	305
12:05 PM	0	0	2	0	1	0	0	0	1	12	2	0	2	7	0	0	27	295
12:10 PM	0	0	1	0	0	0	0	0	0	9	0	0	1	4	0	0	15	278
12:15 PM	0	0	3	0	0	0	0	0	0	3	0	0	5	10	1	0	22	277
12:20 PM	1	0	3	0	1	0	0	0	0	7	1	0	0	6	0	0	19	276
12:25 PM	0	0	4	0	0	0	0	0	0	5	0	1	2	10	0	0	22	276
12:30 PM	0	0	2	0	0	0	0	0	0	7	0	0	5	4	0	1	19	279
12:35 PM	0	0	3	0	0	0	0	0	0	14	0	0	3	4	2	0	26	278
12:40 PM	1	0	3	0	0	0	2	0	0	16	0	0	4	7	0	0	33	282
12:45 PM	0	0	1	0	0	0	0	0	0	8	0	0	1	2	0	1	13	273
12:50 PM	0	0	0	0	0	0	0	0	1	9	0	0	1	6	0	1	18	266
12:55 PM	0	0	2	0	0	0	0	0	0	8	2	0	4	7	1	0	24	266
1:00 PM	0	0	4	0	0	0	0	0	0	15	2	0	2	7	0	0	30	268
1:05 PM	0	0	2	0	0	0	1	0	0	9	1	0	2	9	0	0	24	265
1:10 PM	0	0	2	0	0	0	0	0	0	6	0	0	2	12	0	0	22	272
1:15 PM	1	0	4	0	0	0	0	0	0	10	1	0	0	4	0	0	20	270
1:20 PM	0	0	2	0	0	0	0	0	0	5	0	0	2	8	0	0	17	268
1:25 PM	1	0	3	0	0	0	0	0	0	2	2	0	0	6	0	1	15	261
1:30 PM	1	0	1	0	0	0	0	0	0	10	0	0	6	6	0	0	24	266
1:35 PM	0	0	3	0	0	0	1	0	0	7	0	0	2	4	0	1	18	258
1:40 PM	0	0	3	0	0	0	0	0	0	7	0	0	3	6	0	0	19	244
1:45 PM	0	0	1	0	0	0	0	0	0	20	2	0	0	9	0	1	33	264
1:50 PM	0	0	0	0	0	0	0	0	0	7	0	0	2	3	0	0	12	258
1:55 PM	1	0	3	0	0	0	0	0	0	8	0	0	1	6	0	0	19	253
2:00 PM	0	1	5	0	0	0	0	0	0	10	0	0	3	5	0	0	24	247
2:05 PM	0	0	0	0	0	0	0	0	0	6	1	0	2	5	0	3	17	240
2:10 PM	0	0	1	0	0	0	0	0	1	14	0	0	1	3	0	1	21	239
2:15 PM	0	0	2	0	2	0	0	0	0	13	0	0	1	6	0	0	24	243
2:20 PM	0	0	3	0	0	0	0	0	0	10	0	0	0	10	0	0	23	249
2:25 PM	1	0	3	0	0	0	0	0	0	10	0	0	0	9	0	0	23	257
2:30 PM	0	0	1	0	1	0	0	0	0	3	0	0	0	6	0	0	11	244
2:35 PM	1	2	2	0	2	0	0	0	0	6	0	0	0	6	0	0	19	245
2:40 PM	0	0	0	0	0	0	0	0	0	13	0	0	3	7	1	0	24	250
2:45 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	18	235
2:50 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	7	0	0	19	242
2:55 PM	0	0	2	0	1	0	0	0	0	7	0	0	0	4	0	0	14	237
3:00 PM	0	0	1	0	0	0	0	0	0	14	0	0	2	13	0	0	30	243
3:05 PM	0	0	1	0	1	0	0	0	0	14	0	0	0	8	1	0	25	251
3:10 PM	0	0	0	0	0	0	0	0	0	12	0	1	2	4	0	0	19	249
3:15 PM	1	0	2	0	0	0	0	0	0	3	1	0	2	10	0	0	19	244
3:20 PM	0	0	4	0	0	0	0	0	0	11	0	0	1	6	0	0	22	243
3:25 PM	0	0	1	0	0	0	0	0	0	13	0	0	1	7	0	0	22	242
3:30 PM	1	0	4	0	0	0	0	0	0	14	1	0	1	3	0	0	24	255
3:35 PM	0	0	2	0	0	0	0	0	0	5	1	0	1	5	0	0	14	250
3:40 PM	0	0	2	0	0	0	0	0	0	7	0	0	1	5	0	0	15	241
3:45 PM	0	0	2	0	0	0	0	0	0	9	0	0	0	9	0	0	20	243
3:50 PM	0	0	2	0	0	0	0	0	0	15	0	0	1	8	0	1	27	251
3:55 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	4	0	0	11	248
4:00 PM	0	0	4	0	0	0	0	0	0	10	0	0	0	5	1	0	20	238
4:05 PM	0	0	0	0	3	0	0	0	0	10	0	0	1	7	0	0	21	234
4:10 PM	1	0	0	0	2	0	0	0	0	13	1	0	0	6	1	0	24	239
4:15 PM	1	0	0	0	0	0	2	0	0	11	0	1	2	5	0	2	24	244
4:20 PM	0	0	1	0	0	0	0	0	1	7	1	0	0	7	0	0	17	239
4:25 PM	0	0	0	0	0	0	0	0	0	5	0	0	7	3	0	1	16	233
4:30 PM	0	1	1	0	1	0	1	0	0	8	0	0	2	5	0	0	19	228
4:35 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	3	0	0	9	223
4:40 PM	0	0	1	0	0	0	0	0	0	14	2	0	0	4	0	0	21	229
4:45 PM	0	0	0	0	0	0	0	0	0	13	1	0	0	6	0	0	20	229
4:50 PM	0	0	1	0	1	0	0	0	0	7	0	0	0	1	1	0	11	213
4:55 PM	0	0	0	0	0	0	0	0	0	16	0	0	2	4	0	0	22	224
5:00 PM	0	0	1	0	0	0	0	0	0	7	0	0	0	8	1	0	17	221
5:05 PM	0	0	3	0	0	0	0	0	0	4	0	0	3	7	0	0	17	217
5:10 PM	0	0	1	0	0	0	1	0	1	10	1	0	1	2	0	0	17	210
5:15 PM	0	0	2	0	0	0	0	0	0	12	0	0	0	4	0	0	18	204
5:20 PM	0	0	2	0	0	0	0	0	0	22	0	0	1	7	1	0	33	220
5:25 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	5	1	0	13	217
5:30 PM	0	0	1	0	0	0	0	0	0	14	0	0	0	3	0	0	18	216
5:35 PM	0	0	1	0	0	0	0	0	0	8	1	0	0	7	0	0	17	224
5:40 PM	0	0	2	0	0	0	0	0	0	10	1	0	4	4	0	0	21	224
5:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	212
5:50 PM	0	0	0	0	0	0	0	0	0	13	0	0	2	2	0	0	17	218
5:55 PM	0	0	0	0	0	1	1	0	0	7	0	0	1	5	0	0	15	211
6:00 PM	0	1	2	0	0	0	0	0	0	10	0	0	2	9	0	0	24	218
6:05 PM	0	0	0	0	0	0	0	0	0	13	2	0	2	3	0	0	20	221
6:10 PM	0	0	2	0	0	0	0	0	0	8	0	0	2	3	0	0	15	219
6:15 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	9	210
6:20 PM	0	0	0	0	0	0	0	0	0	9	2	0	1	4	0	0	16	193
6:25 PM	0	0	1	0	0	0	0	0	0	7	0	0	1	7	0	0	16	196

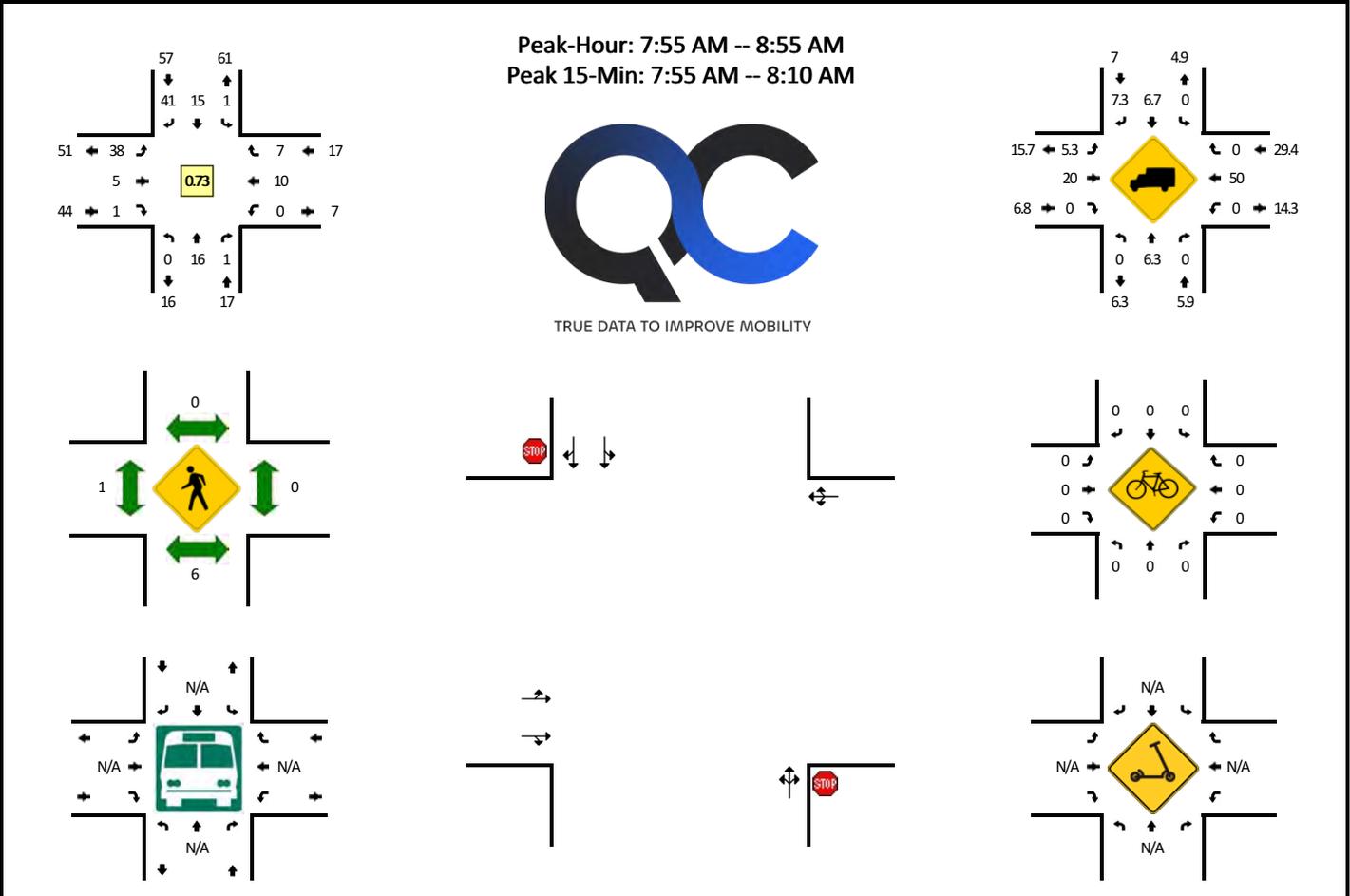
5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	5	0	1	13	191
6:35 PM	0	0	1	0	0	0	0	0	0	4	0	0	2	3	0	0	10	184
6:40 PM	0	0	0	0	0	0	0	0	0	9	1	0	1	9	0	0	20	183
6:45 PM	0	0	1	0	0	0	0	0	0	9	1	0	3	7	0	0	21	196
6:50 PM	0	0	2	0	0	0	0	0	0	9	0	0	1	1	0	0	13	192
6:55 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	6	183
7:00 PM	0	0	1	0	0	0	0	0	0	6	1	0	1	1	0	0	10	169
7:05 PM	0	0	1	0	0	0	0	0	0	6	0	0	1	1	0	0	9	158
7:10 PM	0	0	0	0	0	0	0	0	0	8	1	0	1	8	0	0	18	161
7:15 PM	0	0	1	0	0	0	0	0	0	11	0	0	0	4	0	0	16	168
7:20 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	7	0	0	10	162
7:25 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	4	0	0	12	158
7:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	11	0	0	19	164
7:35 PM	1	0	0	0	0	0	0	0	2	2	0	0	1	8	0	0	14	168
7:40 PM	0	0	1	0	0	0	1	0	0	3	0	0	0	3	0	0	8	156
7:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10	145
7:50 PM	0	0	2	0	0	0	0	0	0	2	0	0	1	7	0	0	12	144
7:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	0	8	146
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	60	0	4	0	0	0	0	160	4	0	20	116	4	0	368	
Heavy Trucks	0	0	0		0	0	0		0	32	0		0	12	0		44	
Buses																		
Pedestrians		48				20				8				0			76	
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4	
Scoters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Pier Ave/Lakeside Ave -- Air Park Dr/Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210169  
**DATE:** Tue, May 23 2023

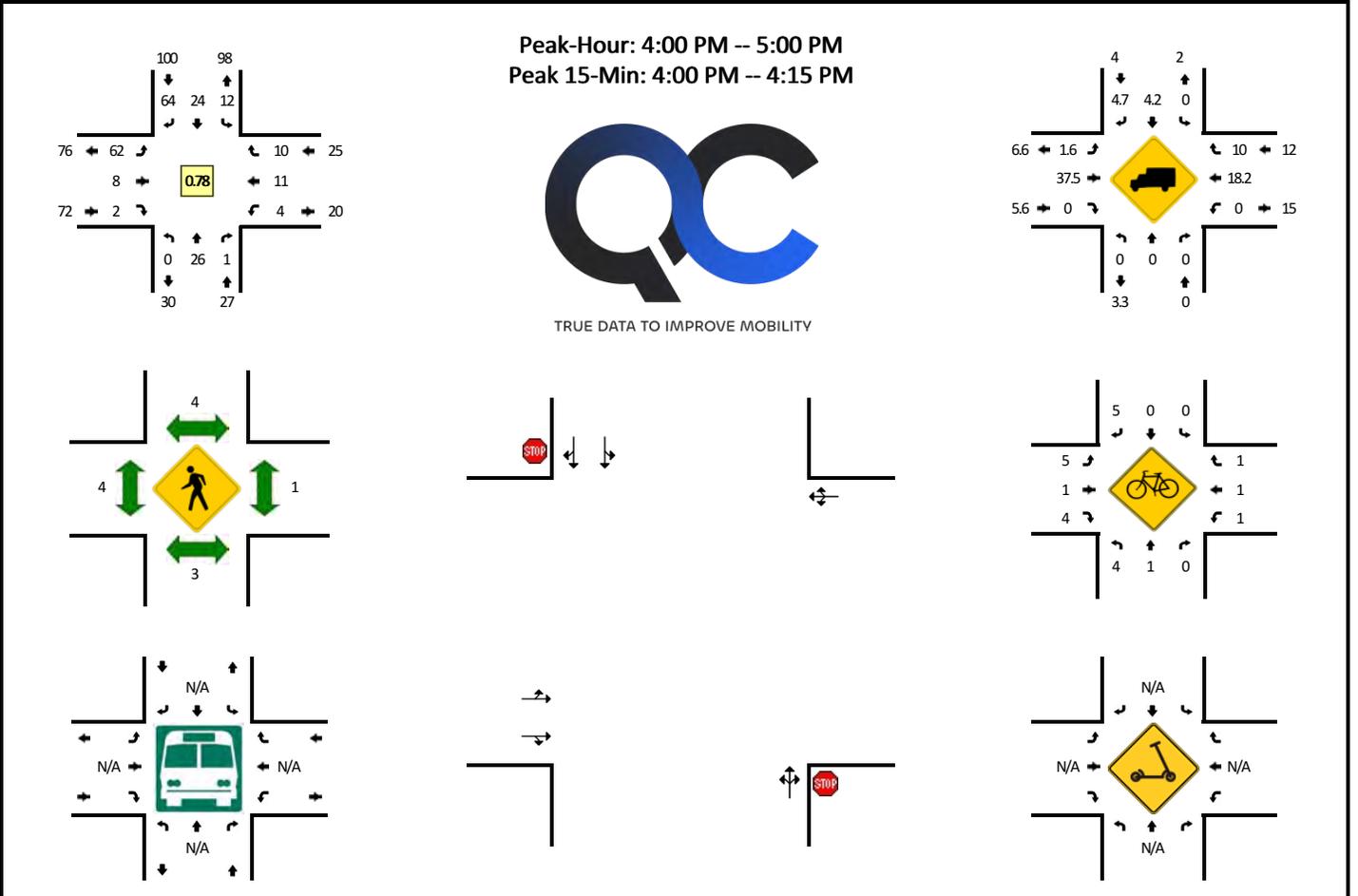


5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (May) (Eastbound)				Air Park Dr/Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	3	0	0	0	1	0	0	1	0	0	5	
7:05 AM	0	2	1	0	0	0	0	0	0	0	0	0	3	0	0	0	6	
7:10 AM	0	5	0	0	0	2	0	0	0	2	0	1	0	0	1	0	11	
7:15 AM	0	1	0	0	0	0	3	0	0	1	0	0	0	0	0	0	5	
7:20 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
7:25 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	1	6	
7:30 AM	0	2	0	0	1	0	3	0	0	1	0	0	0	0	1	1	9	
7:35 AM	0	0	0	0	0	1	1	0	0	3	0	0	0	0	1	1	7	
7:40 AM	0	4	1	0	0	1	2	0	0	2	0	0	0	0	0	1	11	
7:45 AM	0	1	1	0	0	0	3	0	0	1	0	0	0	0	0	0	6	
7:50 AM	0	3	0	0	0	2	3	0	0	3	0	0	0	0	2	0	13	
7:55 AM	0	3	0	0	0	1	3	0	0	5	0	0	0	0	3	2	17	100
8:00 AM	0	0	0	0	0	1	6	0	0	4	0	0	0	0	1	1	13	108
8:05 AM	0	2	0	0	0	2	5	0	0	4	1	0	0	0	1	1	16	118
8:10 AM	0	1	0	0	0	1	1	0	0	6	0	0	0	0	1	0	10	117
8:15 AM	0	1	1	0	0	0	7	0	0	3	0	1	0	0	0	3	16	128
8:20 AM	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	6	130
8:25 AM	0	0	0	0	0	1	0	0	0	3	0	0	0	0	1	0	5	129
8:30 AM	0	0	0	0	0	0	2	0	0	3	1	0	0	0	0	0	6	126
8:35 AM	0	1	0	0	1	2	1	0	0	1	1	0	0	0	0	0	7	126
8:40 AM	0	4	0	0	0	2	2	0	0	4	0	0	0	0	0	0	12	127
8:45 AM	0	3	0	0	0	2	4	0	0	3	0	0	0	0	1	0	13	134
8:50 AM	0	0	0	0	0	0	8	0	0	2	2	0	0	0	2	0	14	135
8:55 AM	0	0	0	0	0	2	3	0	0	3	0	2	0	1	1	1	13	131
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	20	0	0	0	16	56	0	52	4	0	0	0	20	16	0	184	
Heavy Trucks	0	4	0	0	0	0	0	0	4	0	0	0	0	12	0	0	20	
Buses																		
Pedestrians	0	12	0	0	0	0	0	0	0	4	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

Comments: Lakeside Ave and Air Park Dr have Stop signs, Pier Ave does not.

**LOCATION:** Pier Ave/Lakeside Ave -- Air Park Dr/Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210170  
**DATE:** Tue, May 23 2023

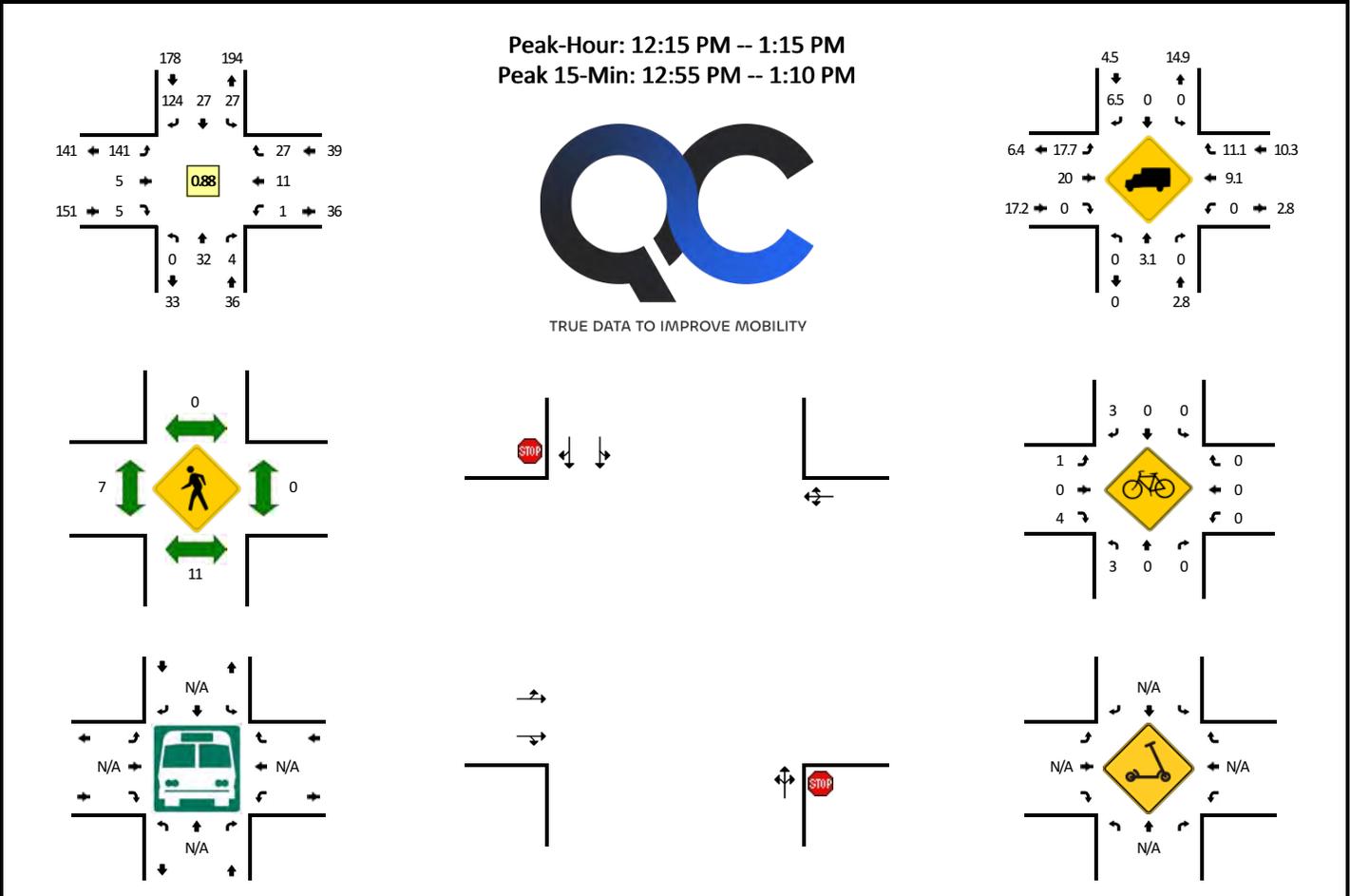


5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (May) (Eastbound)				Air Park Dr/Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	0	0	1	7	6	0	6	0	0	0	1	2	1	0	25	
4:05 PM	0	4	0	0	1	2	6	0	8	2	0	0	0	0	5	0	28	
4:10 PM	0	4	0	0	1	3	5	0	3	0	1	0	0	1	1	0	19	
4:15 PM	0	4	0	0	1	1	8	0	2	3	0	1	1	1	0	0	22	
4:20 PM	0	0	0	0	1	1	3	0	4	0	0	0	0	2	1	0	12	
4:25 PM	0	4	0	0	2	1	5	0	8	0	0	0	0	0	0	0	20	
4:30 PM	0	1	0	0	0	1	2	0	3	0	0	0	0	2	0	0	9	
4:35 PM	0	0	1	0	0	2	6	1	6	0	0	0	1	0	1	0	18	
4:40 PM	0	2	0	0	2	2	4	0	4	0	1	0	0	0	0	0	15	
4:45 PM	0	0	0	0	2	0	3	0	8	3	0	0	0	0	0	0	16	
4:50 PM	0	2	0	0	0	1	7	0	5	0	0	0	1	2	1	0	19	
4:55 PM	0	4	0	0	0	3	9	0	4	0	0	0	0	1	0	0	21	224
5:00 PM	0	0	2	0	2	4	4	0	4	3	0	0	0	1	1	0	21	220
5:05 PM	0	0	1	0	1	1	6	0	4	0	1	0	1	1	1	0	17	209
5:10 PM	0	2	0	0	0	3	5	0	8	1	1	0	0	1	0	0	21	211
5:15 PM	0	5	0	0	0	3	2	0	5	1	0	0	1	0	0	0	17	206
5:20 PM	0	2	0	0	2	3	3	0	3	2	0	0	0	0	1	0	16	210
5:25 PM	1	2	0	0	0	2	2	0	4	1	2	0	0	0	0	0	14	204
5:30 PM	0	1	0	0	1	3	3	0	4	1	0	0	1	0	1	0	15	210
5:35 PM	0	1	0	0	1	1	4	0	4	0	1	0	0	0	2	0	14	206
5:40 PM	0	1	0	0	0	0	3	0	3	0	0	0	0	0	1	0	8	199
5:45 PM	0	1	0	0	5	4	5	0	1	0	0	0	0	0	1	0	17	200
5:50 PM	0	0	0	0	3	0	2	1	5	0	0	0	1	0	0	0	12	193
5:55 PM	0	2	0	0	0	2	2	0	8	0	0	1	1	0	1	0	17	189
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	36	0	0	12	48	68	0	68	8	4	0	4	12	28	0	288	
Heavy Trucks	0	0	0	0	0	4	4	0	4	0	0	0	0	8	4	0	24	
Buses																		
Pedestrians		8				0				12				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments: Lakeside Ave and Air Park Dr have Stop signs, Pier Ave does not.

**LOCATION:** Pier Ave/Lakeside Ave -- Air Park Dr/Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210171  
**DATE:** Sun, May 21 2023



5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (May) (Eastbound)				Air Park Dr/Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	5	0	2	1	0	0	1	2	1	0	12	
8:05 AM	0	0	1	0	0	0	7	0	9	0	0	0	1	1	2	0	21	
8:10 AM	0	1	0	0	1	0	6	0	5	0	0	0	0	0	1	0	14	
8:15 AM	0	1	0	0	2	0	6	0	0	1	0	0	0	1	4	0	15	
8:20 AM	0	1	0	0	0	0	3	0	3	0	0	0	0	1	1	0	9	
8:25 AM	0	2	0	0	1	0	5	0	5	0	0	0	0	0	0	0	13	
8:30 AM	0	1	0	0	1	0	1	0	6	2	0	0	0	1	1	0	13	
8:35 AM	0	2	0	0	0	0	2	0	6	1	0	0	0	0	3	0	14	
8:40 AM	0	1	0	0	0	0	2	0	3	0	0	0	1	0	4	0	11	
8:45 AM	0	1	0	0	0	0	13	0	4	0	0	1	0	3	1	0	23	
8:50 AM	0	3	1	0	0	2	7	0	8	1	0	0	0	0	0	0	22	
8:55 AM	0	3	0	0	1	1	14	0	7	0	0	0	0	0	0	0	26	193
9:00 AM	0	1	1	0	0	1	8	0	6	1	0	0	0	2	4	0	24	205
9:05 AM	0	3	1	0	0	1	11	0	9	0	1	0	0	1	1	0	28	212
9:10 AM	0	2	0	0	1	1	8	0	6	0	0	1	0	1	1	0	21	219
9:15 AM	0	0	0	0	0	1	3	0	7	2	0	1	0	3	0	0	17	221
9:20 AM	0	0	0	0	0	0	13	0	11	1	0	0	0	0	0	0	25	237
9:25 AM	1	1	0	0	0	0	12	0	9	0	1	1	0	2	2	0	29	253
9:30 AM	0	3	0	0	0	1	8	0	7	0	1	0	0	2	2	0	24	264
9:35 AM	0	3	0	0	1	0	3	0	11	0	0	0	0	2	2	0	22	272
9:40 AM	0	2	0	0	0	1	8	0	8	1	0	0	0	0	0	0	20	281
9:45 AM	0	3	0	0	1	1	10	0	10	1	0	0	0	1	1	0	28	286
9:50 AM	0	3	0	0	0	1	5	0	12	1	1	1	0	0	0	0	24	288
9:55 AM	0	0	0	0	1	0	9	0	15	1	0	1	0	2	1	0	30	292
10:00 AM	0	3	0	0	0	2	14	0	17	1	2	0	0	0	3	0	42	310
10:05 AM	1	2	1	0	2	2	9	0	10	0	0	0	1	2	2	0	32	314
10:10 AM	0	1	0	0	1	1	7	1	18	0	0	1	0	1	1	0	32	325
10:15 AM	0	4	0	0	0	0	6	0	5	0	0	1	0	0	6	0	22	330
10:20 AM	0	0	0	0	0	0	13	0	5	2	0	1	0	1	1	0	23	328
10:25 AM	0	1	1	0	0	1	14	0	7	0	2	0	1	1	5	0	33	332
10:30 AM	1	3	0	0	1	1	5	0	11	1	0	0	0	1	2	0	26	334
10:35 AM	0	1	0	0	0	1	8	0	7	4	0	1	1	1	1	0	25	337
10:40 AM	0	0	0	0	3	1	11	0	4	0	0	0	1	3	1	0	24	341
10:45 AM	0	2	0	0	0	2	10	0	8	0	1	0	1	1	1	0	26	339
10:50 AM	1	1	0	0	0	2	12	0	19	1	0	1	0	1	5	0	43	358
10:55 AM	0	2	0	0	4	0	6	0	22	0	0	0	1	1	3	0	39	367
11:00 AM	0	1	0	0	3	0	7	0	11	1	0	1	0	2	1	0	27	352
11:05 AM	0	3	0	0	3	0	8	0	19	2	0	2	1	0	4	0	42	362

5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (May) (Eastbound)				Air Park Dr/Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	2	0	0	1	1	8	0	11	0	1	1	0	1	5	0	31	361
11:15 AM	0	0	0	0	1	0	8	0	7	1	0	2	0	1	4	0	24	363
11:20 AM	0	1	0	0	5	0	6	0	18	1	1	0	0	0	1	0	33	373
11:25 AM	0	2	0	0	4	1	11	0	11	0	1	1	0	2	2	0	35	375
11:30 AM	0	2	1	0	3	0	7	0	9	0	0	0	0	0	2	0	24	373
11:35 AM	0	3	0	0	5	0	16	0	13	1	0	0	0	0	4	0	42	390
11:40 AM	0	1	1	0	0	0	8	0	13	0	2	2	1	0	1	0	29	395
11:45 AM	0	2	1	0	1	3	6	0	17	0	0	0	0	1	0	0	31	400
11:50 AM	0	1	0	0	1	0	10	0	18	1	0	0	0	1	2	0	34	391
11:55 AM	0	4	1	0	1	0	7	0	11	0	0	0	0	1	1	0	26	378
12:00 PM	0	3	1	0	1	2	11	0	22	2	0	0	1	1	1	0	45	396
12:05 PM	0	1	1	0	2	2	8	2	10	2	0	0	0	0	0	0	28	382
12:10 PM	0	2	0	0	0	0	4	0	12	1	0	1	0	1	0	0	21	372
12:15 PM	0	2	0	0	1	5	17	0	7	0	0	0	0	0	5	0	37	385
12:20 PM	0	4	0	0	1	4	9	0	9	0	0	1	0	1	1	0	30	382
12:25 PM	0	2	0	0	0	1	9	0	11	0	3	1	0	2	4	0	33	380
12:30 PM	0	2	1	0	6	1	10	0	12	0	0	0	0	3	1	0	36	392
12:35 PM	0	1	0	0	2	2	10	0	17	2	1	0	0	0	1	0	36	386
12:40 PM	0	2	0	0	1	1	8	0	13	1	0	0	0	1	2	0	29	386
12:45 PM	0	4	0	0	2	1	7	0	8	1	0	0	0	0	0	0	23	378
12:50 PM	0	4	0	0	4	3	10	0	7	1	1	2	0	0	0	0	32	376
12:55 PM	0	6	2	0	4	3	8	0	16	0	0	0	1	0	1	0	41	391
1:00 PM	0	0	0	0	4	2	12	0	17	0	0	1	0	0	3	0	39	385
1:05 PM	0	2	0	0	1	2	8	0	12	0	0	1	0	1	8	0	35	392
1:10 PM	0	3	1	0	1	2	16	0	6	0	0	0	0	3	1	0	33	404
1:15 PM	1	2	0	0	2	4	4	0	10	3	0	0	0	0	1	0	27	394
1:20 PM	0	2	1	0	0	3	8	1	14	2	1	1	0	0	1	0	34	398
1:25 PM	0	0	0	0	3	1	12	0	6	0	0	0	0	0	2	0	24	389
1:30 PM	0	1	0	0	3	2	8	0	8	1	1	1	1	0	3	0	29	382
1:35 PM	0	2	2	0	5	2	7	0	12	0	1	0	0	0	1	0	32	378
1:40 PM	0	0	0	0	3	3	6	0	11	0	1	0	1	1	1	0	27	376
1:45 PM	0	0	0	0	0	2	8	0	14	1	0	1	0	0	3	0	29	382
1:50 PM	0	0	0	0	5	0	4	0	7	1	0	0	2	1	1	0	21	371
1:55 PM	0	1	0	0	1	1	10	0	13	1	0	0	0	0	1	0	28	358
2:00 PM	0	5	0	0	1	4	6	0	18	1	0	0	0	1	3	0	39	358
2:05 PM	0	1	0	0	2	2	7	0	4	0	0	1	1	3	1	0	22	345
2:10 PM	0	1	0	0	3	2	4	1	13	2	0	1	0	0	3	0	30	342
2:15 PM	0	3	0	0	3	1	7	0	18	1	0	0	1	0	1	0	35	350
2:20 PM	0	1	0	0	0	2	15	0	8	3	0	0	1	0	1	0	31	347
2:25 PM	0	2	1	0	3	2	6	0	15	1	0	0	0	3	2	0	35	358
2:30 PM	0	2	0	0	0	0	5	0	5	0	0	0	0	0	1	0	13	342
2:35 PM	0	0	0	0	1	2	6	0	8	0	0	3	0	1	0	0	21	331
2:40 PM	0	1	0	0	5	4	15	0	15	0	0	1	0	0	0	0	41	345
2:45 PM	0	1	3	0	1	1	5	0	6	0	0	1	1	2	4	0	25	341
2:50 PM	0	2	0	0	2	1	9	0	16	1	0	0	0	0	2	0	33	353
2:55 PM	0	0	0	0	2	0	7	0	10	0	0	0	0	0	3	1	23	348
3:00 PM	1	0	0	0	2	2	13	1	14	2	0	0	0	1	3	0	39	348
3:05 PM	0	0	1	0	2	2	9	1	12	5	1	0	0	0	6	0	39	365
3:10 PM	1	1	0	0	3	4	7	0	11	1	0	1	1	2	4	0	36	371
3:15 PM	0	2	0	0	3	0	10	2	8	1	1	1	1	2	2	0	33	369
3:20 PM	0	0	1	0	3	0	7	0	13	0	1	0	0	1	2	0	28	366
3:25 PM	0	0	1	0	0	1	7	0	15	0	0	0	0	1	2	0	27	358
3:30 PM	0	0	0	0	1	1	5	0	14	1	0	0	2	0	1	0	25	370
3:35 PM	1	3	0	0	2	3	4	0	11	0	0	1	1	2	2	0	30	379
3:40 PM	0	0	0	0	1	1	5	0	11	2	0	1	0	1	1	0	23	361
3:45 PM	0	3	0	0	0	1	9	0	12	2	1	2	0	0	0	0	30	366
3:50 PM	1	1	0	0	3	4	11	0	15	1	0	0	0	1	5	0	42	375
3:55 PM	0	2	0	0	1	2	3	0	10	1	1	0	0	0	1	0	21	373
4:00 PM	0	1	0	0	0	1	4	0	15	2	0	0	0	0	2	0	25	359
4:05 PM	0	2	0	0	0	1	12	0	12	2	0	0	0	1	2	0	32	352
4:10 PM	0	2	1	0	3	2	8	0	10	4	0	1	0	1	2	0	34	350
4:15 PM	0	2	0	0	2	0	7	0	3	0	3	0	0	0	5	0	22	339
4:20 PM	0	0	0	0	1	1	10	1	10	1	0	0	0	0	2	0	26	337
4:25 PM	1	0	1	0	2	0	13	0	3	0	0	0	0	0	0	0	20	330
4:30 PM	0	2	1	0	1	0	5	0	15	0	0	0	0	0	5	0	29	334
4:35 PM	0	5	0	0	1	1	3	0	8	2	0	2	0	2	2	0	26	330
4:40 PM	0	0	0	0	0	0	7	0	7	1	0	0	1	2	2	0	20	327
4:45 PM	0	2	0	0	0	0	3	0	14	2	0	0	0	1	4	0	26	323
4:50 PM	0	1	0	0	0	2	4	0	7	0	0	0	0	0	4	0	18	299
4:55 PM	0	3	0	0	0	2	2	0	11	2	1	0	0	0	0	0	21	299
5:00 PM	0	1	0	0	0	2	9	1	5	1	1	2	0	1	1	0	24	298
5:05 PM	0	3	1	0	0	1	3	0	4	1	0	1	0	2	1	0	17	283
5:10 PM	0	0	0	0	0	2	3	0	14	1	2	0	0	1	2	0	25	274
5:15 PM	0	0	0	0	0	0	5	0	13	3	0	0	0	0	0	0	21	273
5:20 PM	0	1	0	0	1	3	8	0	23	0	1	0	3	1	4	0	45	292
5:25 PM	0	1	1	0	0	1	4	0	6	1	0	0	0	1	3	0	18	290
5:30 PM	1	4	0	0	4	0	6	0	11	2	0	0	0	1	2	0	31	292
5:35 PM	0	1	0	0	2	2	6	1	6	2	0	0	0	1	1	0	22	288
5:40 PM	0	0	1	0	0	0	5	0	9	3	0	0	1	2	3	0	24	292
5:45 PM	0	1	1	0	0	2	3	0	5	1	0	0	0	0	2	0	15	281
5:50 PM	0	0	0	0	1	3	5	0	8	0	0	0	0	0	1	0	18	281
5:55 PM	0	1	0	0	2	2	5	0	9	0	0	0	0	1	1	0	21	281
6:00 PM	0	3	0	0	0	1	9	0	10	1	0	2	0	0	0	0	26	283
6:05 PM	0	0	0	0	0	1	4	0	10	3	1	2	0	1	2	0	24	290
6:10 PM	0	1	0	0	0	2	5	0	11	1	0	0	0	1	0	1	22	287
6:15 PM	0	3	1	0	0	0	3	0	5	0	0	1	0	0	1	0	14	280
6:20 PM	1	1	0	0	0	2	5	0	10	1	1	2	0	0	2	0	25	260
6:25 PM	0	1	0	0	0	2	5	0	4	2	0	0	1	1	1	0	17	259

5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (May) (Eastbound)				Air Park Dr/Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	0	0	0	0	4	3	4	0	3	2	0	1	0	2	0	0	19	247
6:35 PM	0	0	0	0	1	0	3	0	5	0	0	0	0	1	1	0	11	236
6:40 PM	1	0	0	0	0	3	10	0	5	5	2	0	0	0	0	0	26	238
6:45 PM	1	1	0	0	1	1	8	0	14	0	0	0	0	0	1	0	27	250
6:50 PM	0	1	0	0	0	0	2	1	10	0	0	2	1	0	1	0	18	250
6:55 PM	0	2	0	0	0	1	3	0	3	2	0	1	0	0	1	0	13	242
7:00 PM	0	1	0	0	0	0	3	1	7	4	0	1	0	0	0	0	17	233
7:05 PM	0	1	1	0	1	0	1	0	7	1	0	0	0	0	0	0	12	221
7:10 PM	0	0	0	0	1	0	7	0	7	0	0	0	0	2	1	0	18	217
7:15 PM	0	1	0	0	0	0	6	0	12	0	0	1	0	0	1	0	21	224
7:20 PM	0	3	0	0	0	2	4	0	1	1	0	0	0	1	2	0	14	213
7:25 PM	0	1	0	0	0	1	7	0	7	1	0	0	0	1	0	0	18	214
7:30 PM	0	0	0	0	0	0	12	0	4	2	1	1	1	1	0	0	22	217
7:35 PM	0	1	0	0	1	1	5	0	0	1	0	1	0	0	1	0	11	217
7:40 PM	0	0	1	0	0	0	5	0	4	1	0	0	0	2	1	0	14	205
7:45 PM	0	0	0	0	1	0	3	0	6	3	0	0	0	0	1	0	14	192
7:50 PM	0	1	0	0	0	1	8	0	5	0	0	0	0	0	2	0	17	191
7:55 PM	0	0	0	0	0	5	3	0	3	1	0	0	0	1	1	0	14	192
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	32	8	0	36	28	112	0	180	0	0	8	4	4	48	0	460	
Heavy Trucks	0	4	0	0	0	0	4	0	36	0	0	0	0	0	8	0	52	
Buses																		
Pedestrians		8				0				16				0			24	
Bicycles	0	0	0		0	0	4		0	0	12		0	0	0		16	
Scoters																		

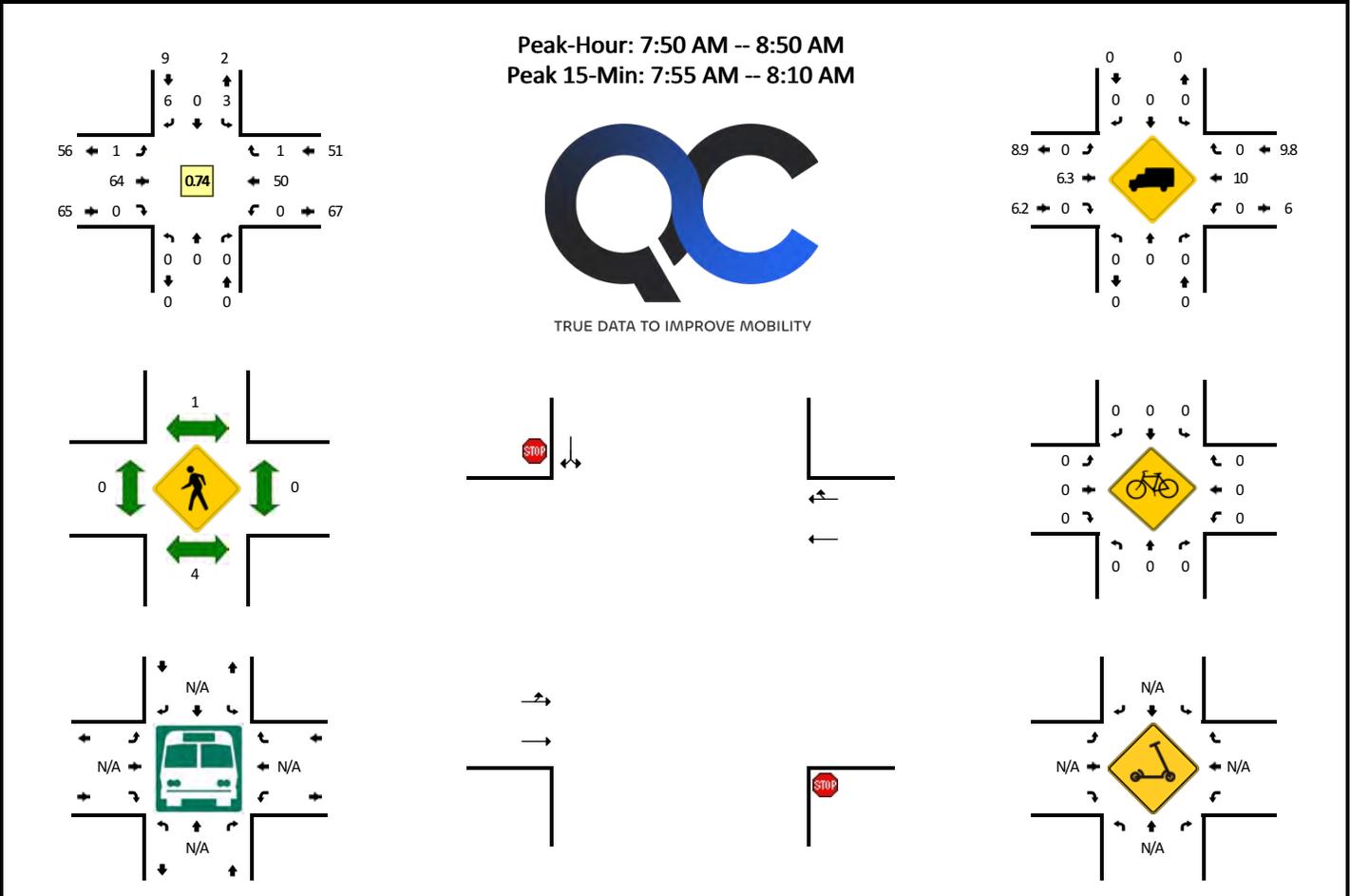
Comments: Lakeside Ave and Air Park Dr have Stop signs, Pier Ave does not.

Report generated on 2/10/2025 3:11 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Campground Dwy (Pismo State Beach Campground) -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210172  
**DATE:** Tue, May 23 2023



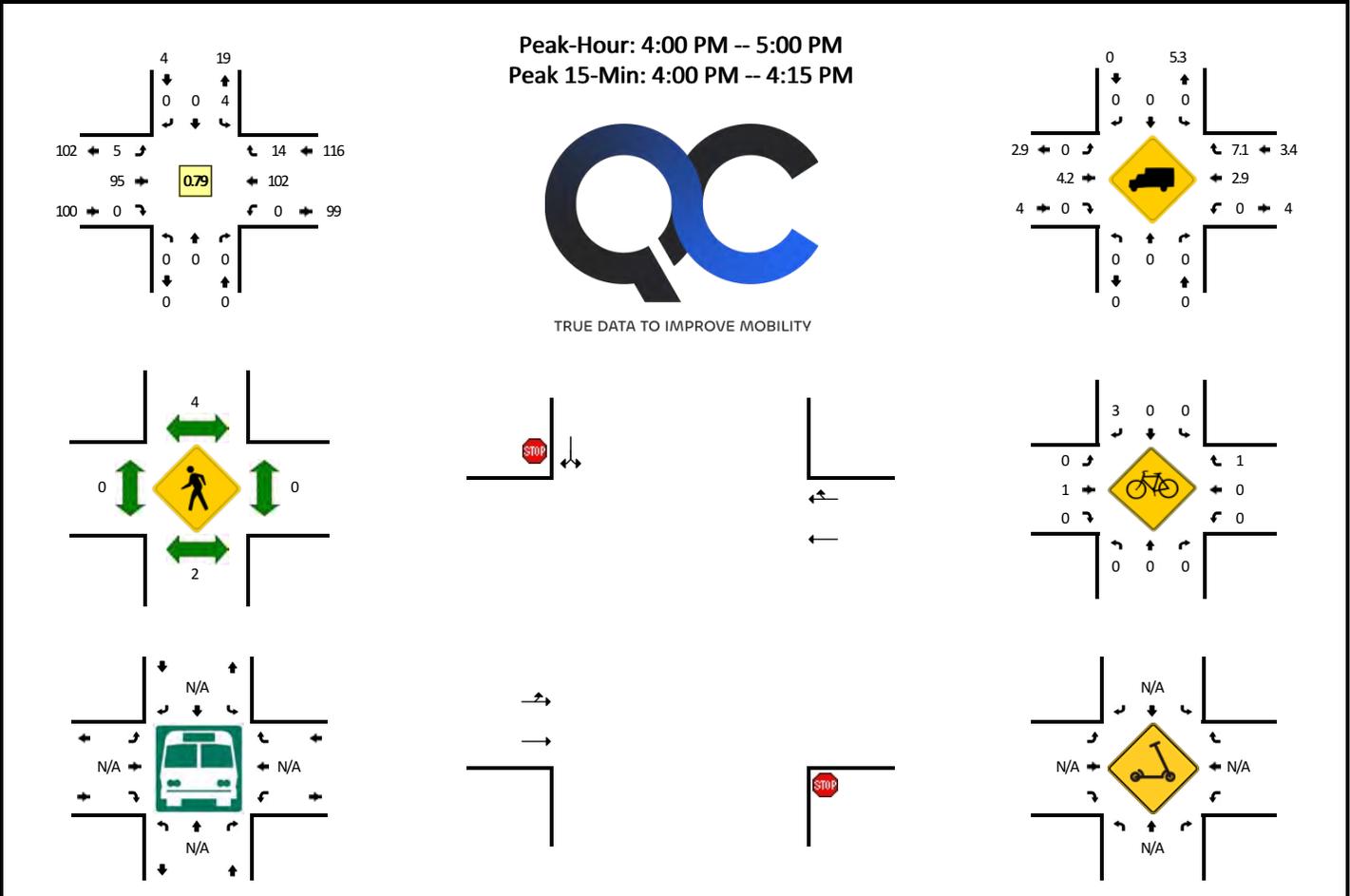
5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:10 AM	0	0	0	0	1	0	0	0	0	0	9	0	0	0	2	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:20 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	5
7:25 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	0	6
7:30 AM	0	0	0	0	1	0	1	0	0	0	4	0	0	0	2	0	0	8
7:35 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	0	7
7:40 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	5
7:50 AM	0	0	0	0	1	0	0	0	0	0	6	0	0	0	5	0	0	12
7:55 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12
8:05 AM	0	0	0	0	1	0	2	0	0	0	7	0	0	0	5	0	0	15
8:10 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	1	0	11
8:15 AM	0	0	0	0	0	0	3	0	0	0	7	0	0	0	3	0	0	13
8:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:25 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	0	0	5
8:30 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	6
8:35 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:40 AM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	4	0	0	12
8:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
8:50 AM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	7	0	0	12
8:55 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	10
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	8	0	0	88	0	0	0	68	0	0	168	
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	0	20	
Buses																		
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0			0	0	0		0	0		0	
Scoters																		

*Comments:*



**LOCATION:** Campground Dwy (Pismo State Beach Campground) -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210173  
**DATE:** Tue, May 23 2023

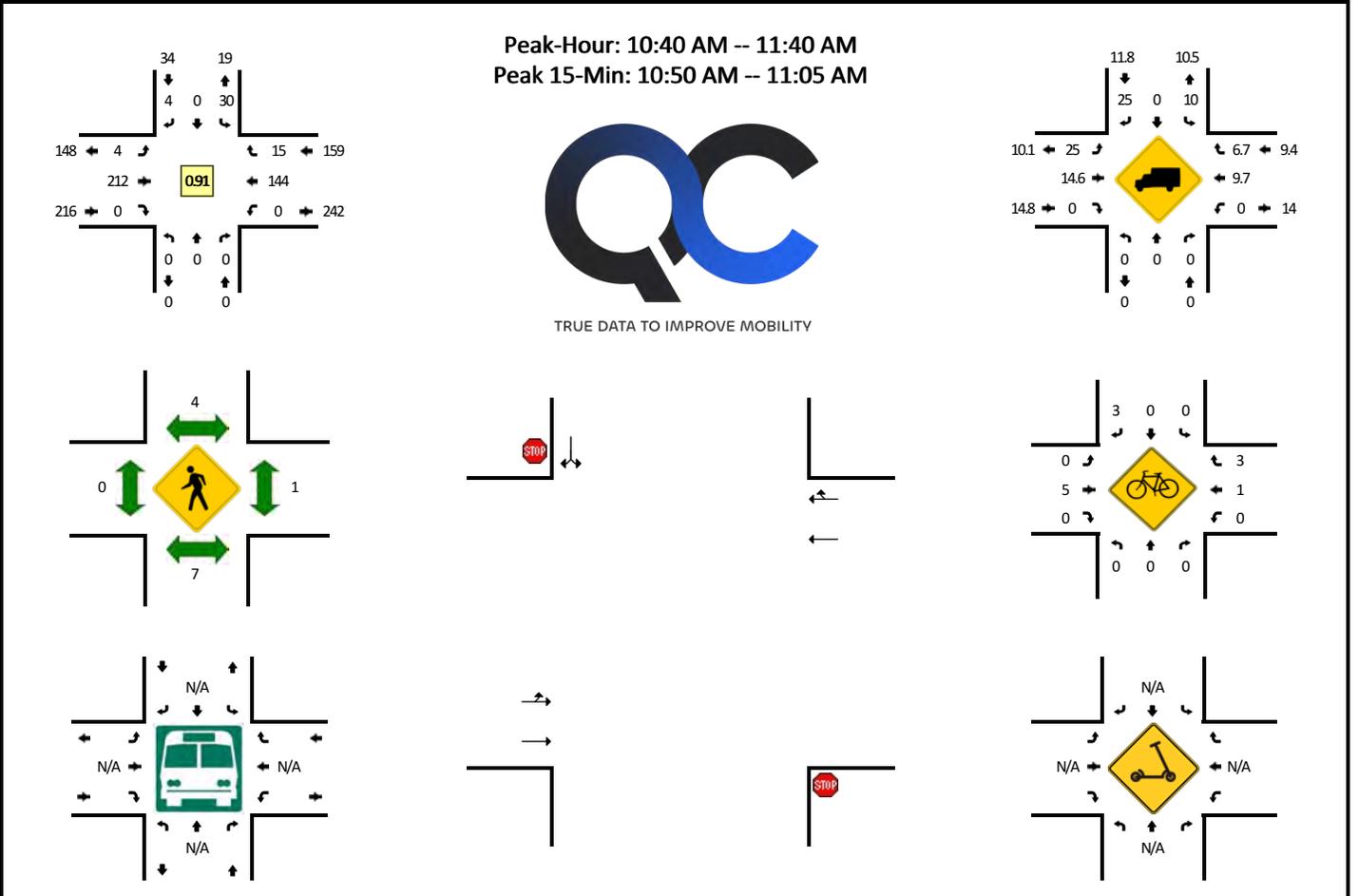


5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	14	1	0	23	
4:05 PM	0	0	0	0	1	0	0	0	0	16	0	0	0	8	1	0	26	
4:10 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	10	2	0	21	
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	11	1	0	18	
4:20 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	5	1	0	13	
4:25 PM	0	0	0	0	1	0	0	0	1	11	0	0	0	8	1	0	22	
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	
4:35 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	9	2	0	19	
4:40 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	8	0	0	15	
4:45 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	5	2	0	16	
4:50 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	1	0	17	
4:55 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	13	2	0	23	220
5:00 PM	0	0	0	0	2	0	0	0	0	4	0	0	0	9	0	0	15	212
5:05 PM	0	0	0	0	1	0	0	0	1	5	0	0	0	8	3	0	18	204
5:10 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	8	3	0	20	203
5:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	5	0	0	16	201
5:20 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	8	0	0	15	203
5:25 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	4	1	0	12	193
5:30 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	7	2	0	16	202
5:35 PM	0	0	0	0	1	0	1	0	0	7	0	0	0	5	0	0	14	197
5:40 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	4	0	0	10	192
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	12	0	0	14	190
5:50 PM	0	0	0	0	1	0	0	0	1	5	0	0	0	6	0	0	13	186
5:55 PM	0	0	0	0	0	0	0	0	2	9	0	0	0	4	1	0	16	179
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	0	0	4	124	0	0	0	128	16	0	280	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	4	0	20	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

*Comments:*

**LOCATION:** Campground Dwy (Pismo State Beach Campground) -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210174  
**DATE:** Sun, May 21 2023



5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	
8:05 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	9	0	0	21	
8:10 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	7	0	0	14	
8:15 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	8	0	0	14	
8:20 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	3	0	0	10	
8:25 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14	
8:30 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	2	0	0	8	
8:35 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	2	2	0	16	
8:40 AM	0	0	0	0	3	0	0	0	0	8	0	0	0	2	0	0	13	
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	18	0	0	24	
8:50 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	9	0	0	21	
8:55 AM	0	0	0	0	1	0	1	0	0	12	0	0	0	10	1	0	25	
9:00 AM	0	0	0	0	1	0	1	0	0	11	0	0	0	10	2	0	25	
9:05 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	0	26	
9:10 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	20	
9:15 AM	0	0	0	0	5	0	0	0	1	7	0	0	0	6	0	0	19	
9:20 AM	0	0	0	0	0	0	1	0	0	12	0	0	0	19	0	0	32	
9:25 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	6	0	0	17	
9:30 AM	0	0	0	0	1	0	1	0	0	12	0	0	0	10	1	0	25	
9:35 AM	0	0	0	0	3	0	0	0	0	16	0	0	0	2	1	0	22	
9:40 AM	0	0	0	0	10	0	0	0	0	10	0	0	0	12	0	0	32	
9:45 AM	0	0	0	0	2	0	1	0	0	14	0	0	0	8	0	0	25	
9:50 AM	0	0	0	0	4	0	0	0	0	13	0	0	0	5	0	0	22	
9:55 AM	0	0	0	0	0	0	1	0	0	18	0	0	0	11	2	0	32	
10:00 AM	0	0	0	0	0	0	0	0	1	20	0	0	0	15	0	0	36	
10:05 AM	0	0	0	0	0	0	1	0	0	15	0	0	0	14	1	0	31	
10:10 AM	0	0	0	0	1	0	0	0	2	20	0	0	0	10	2	0	35	
10:15 AM	0	0	0	0	1	0	1	0	0	13	0	0	0	5	1	0	21	
10:20 AM	0	0	0	0	3	0	1	0	0	8	0	0	0	15	1	0	28	
10:25 AM	0	0	0	0	0	0	1	0	1	12	0	0	0	12	0	0	26	
10:30 AM	0	0	0	0	5	0	0	0	0	15	0	0	0	6	1	0	27	
10:35 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	9	0	0	17	
10:40 AM	0	0	0	0	3	0	0	0	0	9	0	0	0	16	2	0	30	
10:45 AM	0	0	0	0	2	0	0	0	0	13	0	0	0	12	2	0	29	
10:50 AM	0	0	0	0	3	0	1	0	0	24	0	0	0	12	2	0	42	
10:55 AM	0	0	0	0	2	0	0	0	1	25	0	0	0	11	1	0	40	
11:00 AM	0	0	0	0	1	0	1	0	0	18	0	0	0	9	1	0	30	

5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
	11:05 AM	0	0	0	0	4	0	0	0	0	27	0	0	0	8	1		
11:10 AM	0	0	0	0	3	0	0	0	1	17	0	0	0	10	1	0	32	362
11:15 AM	0	0	0	0	5	0	1	0	1	12	0	0	0	8	0	0	27	368
11:20 AM	0	0	0	0	2	0	0	0	0	20	0	0	0	14	1	0	37	377
11:25 AM	0	0	0	0	1	0	0	0	1	14	0	0	0	13	2	0	31	382
11:30 AM	0	0	0	0	3	0	0	0	0	12	0	0	0	10	1	0	26	381
11:35 AM	0	0	0	0	1	0	1	0	0	21	0	0	0	21	1	0	45	409
11:40 AM	0	0	0	0	2	0	0	0	1	14	0	0	0	7	1	0	25	404
11:45 AM	0	0	0	0	2	0	0	0	1	18	0	0	0	9	1	0	31	406
11:50 AM	0	0	0	0	2	0	0	0	0	22	0	0	0	11	4	0	39	403
11:55 AM	0	0	0	0	2	0	0	0	0	16	0	0	0	9	1	0	28	391
12:00 PM	0	0	0	0	4	0	0	0	2	24	0	0	0	14	2	0	46	407
12:05 PM	0	0	0	0	1	0	4	0	0	15	0	0	0	10	2	0	32	399
12:10 PM	0	0	0	0	2	0	0	0	1	13	0	0	0	8	1	0	25	392
12:15 PM	0	0	0	0	3	0	0	0	1	12	0	0	0	24	0	0	40	405
12:20 PM	0	0	0	0	0	0	0	0	1	14	0	0	0	9	0	0	24	392
12:25 PM	0	0	0	0	0	0	0	0	1	15	0	0	0	14	1	0	31	392
12:30 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	14	0	0	29	395
12:35 PM	0	0	0	0	3	0	0	0	1	20	0	0	0	13	2	0	39	389
12:40 PM	0	0	0	0	0	0	1	0	1	18	0	0	0	11	0	0	31	395
12:45 PM	0	0	0	0	0	0	0	0	1	11	0	0	0	12	0	0	24	388
12:50 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27	376
12:55 PM	0	0	0	0	0	0	1	0	0	24	0	0	0	15	2	0	42	390
1:00 PM	0	0	0	0	3	0	2	0	0	20	0	0	0	14	0	0	39	383
1:05 PM	0	0	0	0	0	0	1	0	0	23	0	0	0	12	0	0	36	387
1:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	17	1	0	27	389
1:15 PM	0	0	0	0	4	0	0	0	0	14	0	0	0	9	1	0	28	377
1:20 PM	0	0	0	0	2	0	1	0	1	17	0	0	0	16	0	0	37	390
1:25 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	15	0	0	24	383
1:30 PM	0	0	0	0	1	0	0	0	0	14	0	0	0	11	2	0	28	382
1:35 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	13	1	0	28	371
1:40 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	13	2	0	26	366
1:45 PM	0	0	0	0	1	0	2	0	0	17	0	0	0	7	1	0	28	370
1:50 PM	0	0	0	0	1	0	0	0	0	9	0	0	0	11	1	0	22	365
1:55 PM	0	0	0	0	1	0	0	0	1	13	0	0	0	13	0	0	28	351
2:00 PM	0	0	0	0	1	0	0	0	0	27	0	0	0	10	3	0	41	353
2:05 PM	0	0	0	0	2	0	1	0	0	7	0	0	0	9	0	0	19	336
2:10 PM	0	0	0	0	1	0	0	0	0	18	0	0	0	12	0	0	31	340
2:15 PM	0	0	0	0	1	0	0	0	1	22	0	0	0	10	2	0	36	348
2:20 PM	0	0	0	0	0	0	0	0	1	14	0	0	0	16	1	0	32	343
2:25 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	12	1	0	29	348
2:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	2	0	13	333
2:35 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	12	4	0	26	331
2:40 PM	0	0	0	0	2	0	3	0	0	16	0	0	0	20	3	0	44	349
2:45 PM	0	0	0	0	1	0	0	0	1	13	0	0	0	6	0	0	21	342
2:50 PM	0	0	0	0	0	0	1	0	0	17	0	0	0	11	0	0	29	349
2:55 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	9	1	0	24	345
3:00 PM	0	0	0	0	1	0	0	0	0	17	0	0	0	16	0	0	34	338
3:05 PM	0	0	0	0	0	0	0	0	1	18	0	0	0	17	1	0	37	356
3:10 PM	0	0	0	0	1	0	0	0	0	16	0	0	0	12	1	0	30	355
3:15 PM	0	0	0	0	2	0	0	0	1	13	0	0	0	13	1	0	30	349
3:20 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	10	3	0	30	347
3:25 PM	0	0	0	0	1	0	0	0	0	20	0	0	0	9	0	0	30	348
3:30 PM	0	0	0	0	0	0	2	0	1	18	0	0	0	4	0	0	25	360
3:35 PM	0	0	0	0	0	0	0	0	1	11	0	0	0	10	2	0	24	358
3:40 PM	0	0	0	0	1	0	0	0	1	10	0	0	0	5	0	0	17	331
3:45 PM	0	0	0	0	1	0	0	0	1	16	0	0	0	11	3	0	32	342
3:50 PM	0	0	0	0	0	0	0	0	2	19	0	0	0	18	1	0	40	353
3:55 PM	0	0	0	0	1	0	1	0	1	11	0	0	0	5	1	0	20	349
4:00 PM	0	0	0	0	0	0	0	0	1	19	0	0	0	5	1	0	26	341
4:05 PM	0	0	0	0	0	0	2	0	0	15	0	0	0	12	1	0	30	334
4:10 PM	0	0	0	0	0	0	0	0	2	13	0	0	0	12	0	0	27	331
4:15 PM	0	0	0	0	2	0	0	0	0	10	0	0	0	9	0	0	21	322
4:20 PM	0	0	0	0	0	0	1	0	1	12	0	0	0	20	1	0	35	327
4:25 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	8	2	0	14	311
4:30 PM	0	0	0	0	1	0	0	0	2	20	0	0	0	5	1	0	29	315
4:35 PM	0	0	0	0	1	0	0	0	0	15	0	0	0	5	1	0	22	313
4:40 PM	0	0	0	0	1	0	0	0	0	10	0	0	0	8	2	0	21	317
4:45 PM	0	0	0	0	0	0	0	0	1	18	0	0	0	2	0	0	21	306
4:50 PM	0	0	0	0	1	0	0	0	1	11	0	0	0	6	3	0	22	288
4:55 PM	0	0	0	0	1	0	0	0	0	15	0	0	0	6	2	0	24	292
5:00 PM	0	0	0	0	1	0	1	0	1	7	0	0	0	11	0	0	21	287
5:05 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	3	2	0	13	270
5:10 PM	0	0	0	0	0	0	0	0	1	16	0	0	0	5	0	0	22	265
5:15 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	0	18	262
5:20 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	12	1	0	42	269
5:25 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	4	2	0	16	271
5:30 PM	0	0	0	0	0	0	1	0	0	17	0	0	0	13	1	0	32	274
5:35 PM	0	0	0	0	0	0	0	0	3	7	0	0	0	9	1	0	20	272
5:40 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	0	18	269
5:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	1	0	15	263
5:50 PM	0	0	0	0	2	0	0	0	4	11	0	0	0	8	0	0	25	266
5:55 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	11	0	0	20	262
6:00 PM	0	0	0	0	1	0	0	0	0	11	0	0	0	10	0	0	22	263
6:05 PM	0	0	0	0	3	0	1	0	1	12	0	0	0	3	2	0	22	272
6:10 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	8	3	0	22	272
6:15 PM	0	0	0	0	1	0	0	0	1	10	0	0	0	2	1	0	15	269

5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:20 PM	0	0	0	0	1	0	0	0	0	14	0	0	0	7	0	0	22	249
6:25 PM	0	0	0	0	0	0	0	0	2	5	0	0	0	7	0	0	14	247
6:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15	230
6:35 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	8	1	0	15	225
6:40 PM	0	0	0	0	2	0	1	0	1	7	0	0	0	12	0	0	23	230
6:45 PM	0	0	0	0	0	0	1	0	0	17	0	0	0	8	0	0	26	241
6:50 PM	0	0	0	0	0	0	0	0	2	11	0	0	0	2	0	0	15	231
6:55 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	2	0	12	223
7:00 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	1	0	14	215
7:05 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	3	0	0	12	205
7:10 PM	0	0	0	0	2	0	0	0	0	9	0	0	0	9	1	0	21	204
7:15 PM	0	0	0	0	1	0	0	0	0	12	0	0	0	4	0	0	17	206
7:20 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	6	0	0	13	197
7:25 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	7	1	0	17	200
7:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	12	2	0	18	203
7:35 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	13	0	0	17	205
7:40 PM	0	0	0	0	1	0	0	0	1	3	0	0	0	1	2	0	8	190
7:45 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	4	0	0	11	175
7:50 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	8	0	0	17	177
7:55 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	7	0	0	12	177
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	24	0	8	0	4	268	0	0	0	128	16	0	448	
Heavy Trucks	0	0	0	0	4	0	0	0	0	28	0	0	0	16	0	0	48	
Buses																		
Pedestrians		8				4				0				0			12	
Bicycles	0	0	0		0	0	12		0	4	0		0	4	0		20	
Scoters																		

Comments:

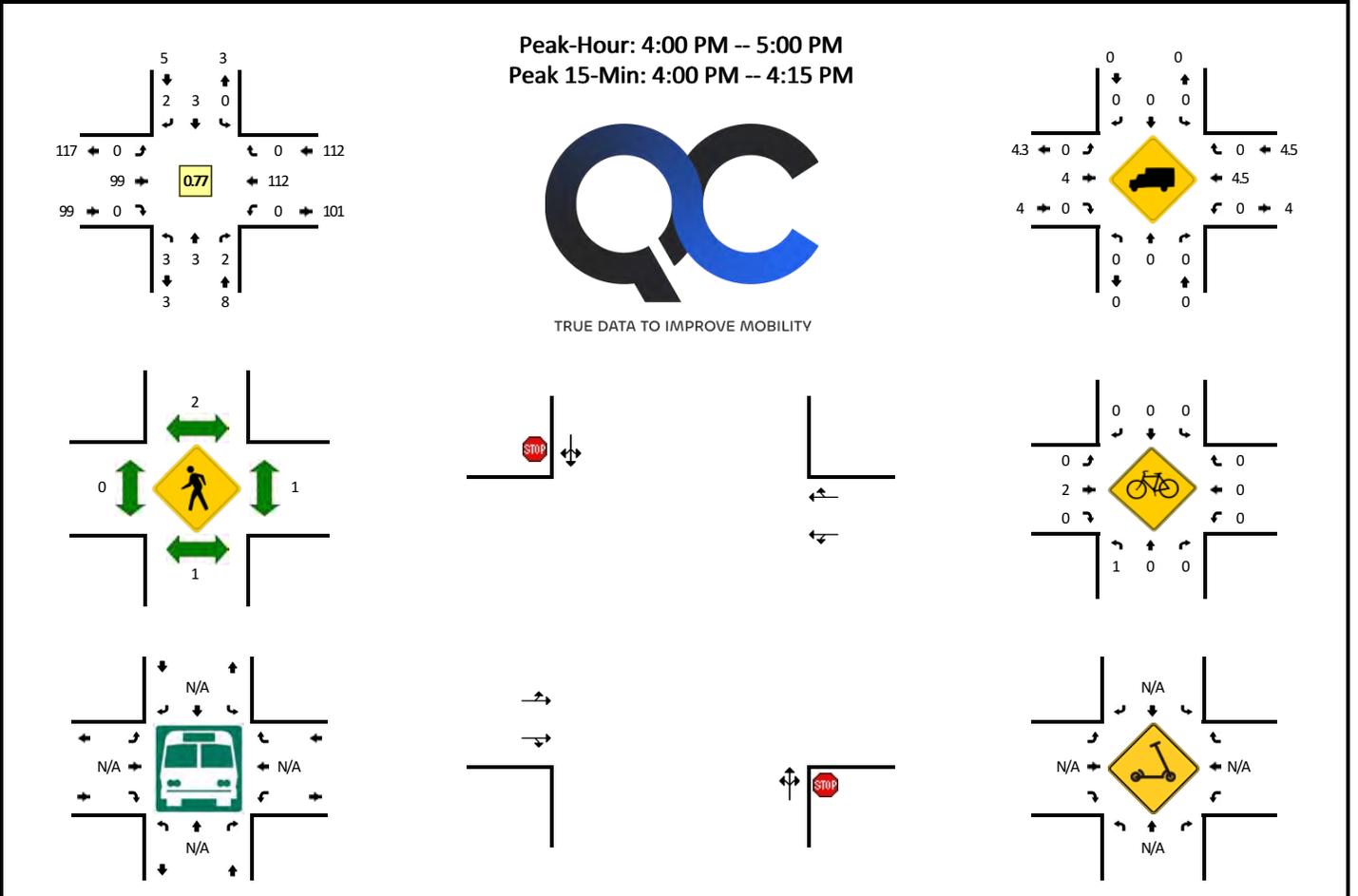
Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212



**LOCATION:** Norswing Dr -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210176  
**DATE:** Tue, May 23 2023

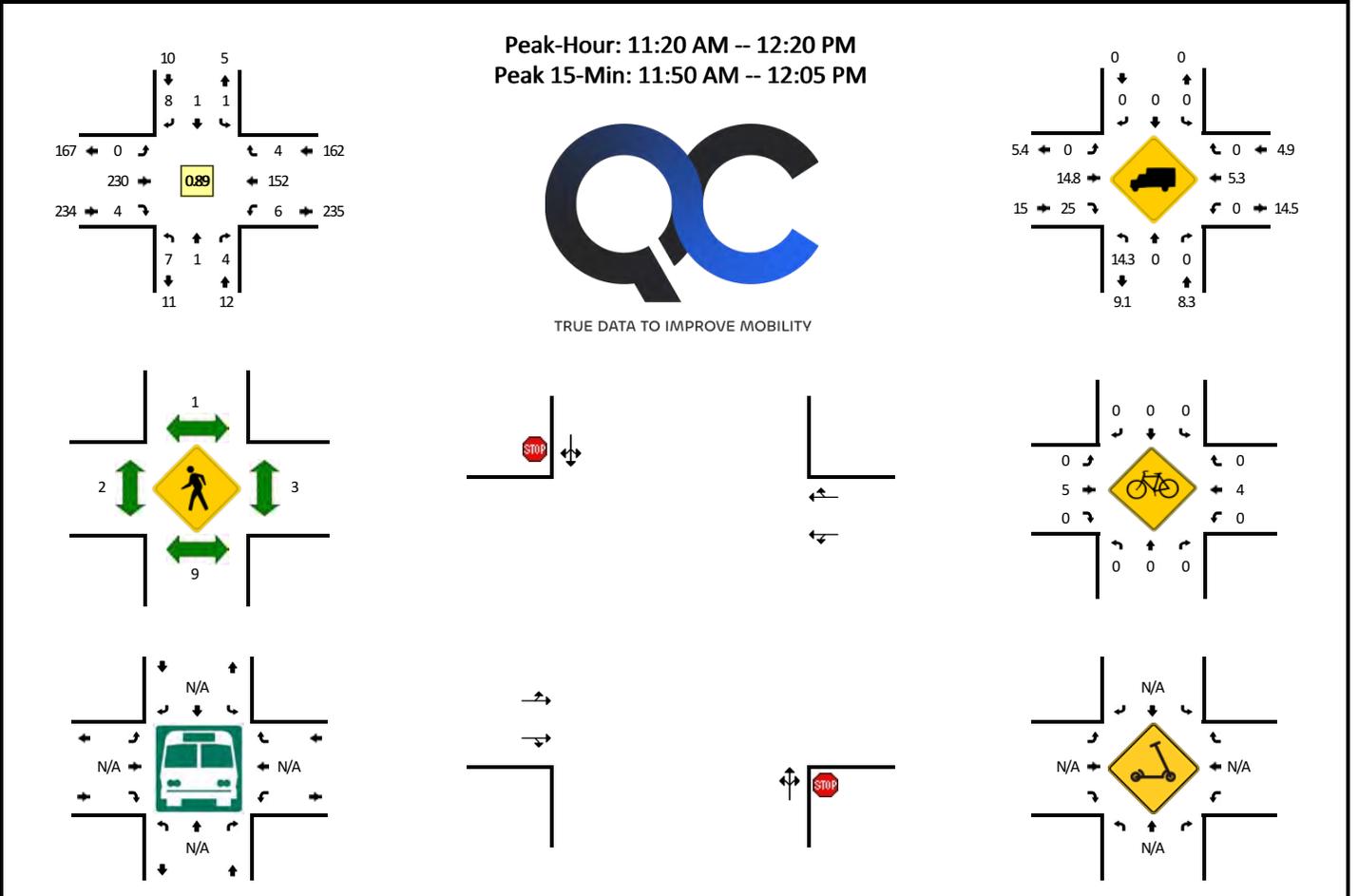


5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	0	0	1	0	0	8	0	0	0	14	0	0	24	
4:05 PM	1	1	0	0	0	0	0	0	0	16	0	0	0	8	0	0	26	
4:10 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23	
4:15 PM	0	1	1	0	0	0	0	0	0	6	0	0	0	12	0	0	20	
4:20 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13	
4:25 PM	0	1	0	0	0	1	0	0	0	11	0	0	0	8	0	0	21	
4:30 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	9	
4:35 PM	0	0	0	0	0	1	0	0	0	6	0	0	0	11	0	0	18	
4:40 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14	
4:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
4:50 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	0	17	
4:55 PM	1	0	0	0	0	1	1	0	0	8	0	0	0	12	0	0	23	224
5:00 PM	0	0	0	0	0	1	0	0	0	6	0	0	0	9	0	0	16	216
5:05 PM	1	0	0	0	0	0	0	0	0	6	0	0	1	10	0	0	18	208
5:10 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	10	0	0	20	205
5:15 PM	0	0	0	0	0	1	0	0	0	11	0	0	0	4	0	0	16	201
5:20 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13	201
5:25 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	7	0	0	16	196
5:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	8	0	0	15	202
5:35 PM	1	0	0	0	0	0	0	0	0	9	0	0	2	4	0	0	16	200
5:40 PM	0	0	1	0	0	0	0	0	0	5	1	0	1	5	1	0	14	200
5:45 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	9	0	0	12	196
5:50 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	13	192
5:55 PM	0	0	0	0	0	0	0	0	0	9	0	0	1	5	0	0	15	184
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	4	4	0	0	0	4	0	0	136	0	0	0	140	0	0	292	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	0	20	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

**LOCATION:** Norswing Dr -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210177  
**DATE:** Sun, May 21 2023



5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	7	
8:05 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22	
8:10 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	15	
8:15 AM	0	0	1	0	1	0	0	0	0	5	0	1	0	6	0	0	14	
8:20 AM	1	0	1	0	0	1	0	0	0	6	0	0	0	3	0	0	12	
8:25 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	3	0	0	11	
8:30 AM	0	0	0	0	0	0	0	0	0	5	1	0	0	2	0	0	8	
8:35 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	6	0	0	18	
8:40 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	3	0	0	15	
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	18	0	0	23	
8:50 AM	1	0	0	0	0	0	0	0	0	10	2	0	1	11	0	0	25	
8:55 AM	0	0	1	0	0	0	1	0	1	12	0	0	0	10	0	0	25	195
9:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	11	0	0	23	211
9:05 AM	0	0	2	0	0	0	0	0	0	13	0	0	0	13	1	0	29	218
9:10 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	10	0	0	18	221
9:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13	220
9:20 AM	0	0	3	0	0	0	0	0	0	12	0	0	0	19	0	0	34	242
9:25 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	0	21	252
9:30 AM	0	0	1	0	1	0	0	0	0	15	0	0	1	12	0	0	30	274
9:35 AM	0	0	1	0	0	0	0	0	0	18	1	0	0	4	0	0	24	280
9:40 AM	1	0	0	0	0	0	0	0	0	19	0	0	0	10	0	0	30	295
9:45 AM	0	0	1	0	0	0	0	0	0	16	0	0	1	10	0	0	28	300
9:50 AM	0	0	1	0	0	0	0	0	1	17	0	0	0	4	0	0	23	298
9:55 AM	0	0	0	0	0	0	2	0	0	19	2	0	0	13	0	0	36	309
10:00 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	15	0	0	35	321
10:05 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	18	0	0	32	324
10:10 AM	0	0	2	0	0	0	0	0	0	14	0	0	1	8	0	0	25	331
10:15 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	7	1	0	22	340
10:20 AM	2	0	1	0	0	0	0	0	0	10	0	0	1	13	0	0	27	333
10:25 AM	1	1	0	0	0	0	0	0	1	14	0	0	0	11	0	0	28	340
10:30 AM	0	0	0	0	0	0	0	0	0	19	1	0	0	7	0	0	27	337
10:35 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	11	0	0	18	331
10:40 AM	0	0	1	0	0	0	1	0	0	9	0	0	0	15	0	0	26	327
10:45 AM	1	1	3	0	0	0	0	0	1	19	0	0	0	17	0	0	42	341
10:50 AM	0	0	0	0	0	0	0	0	0	24	1	0	0	16	0	0	41	359
10:55 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	9	0	0	33	356
11:00 AM	0	0	1	0	0	0	0	0	0	16	0	0	0	17	0	1	35	356
11:05 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	6	0	0	33	357

5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	0	0	0	0	0	0	0	0	18	1	0	0	10	0	0	29	361
11:15 AM	1	0	1	0	0	0	0	0	1	16	0	0	1	7	0	0	27	366
11:20 AM	1	0	0	0	0	0	2	0	0	27	1	0	1	12	1	0	45	384
11:25 AM	0	0	0	0	0	0	1	0	0	13	0	0	0	13	0	0	27	383
11:30 AM	1	0	1	0	0	0	0	0	0	15	0	0	2	12	0	0	31	387
11:35 AM	1	0	0	0	0	0	0	0	0	22	0	0	0	21	0	0	44	413
11:40 AM	1	0	0	0	0	0	0	0	0	15	0	0	0	7	0	0	23	410
11:45 AM	0	0	0	0	0	0	0	0	0	22	1	0	1	12	1	0	37	405
11:50 AM	0	0	2	0	0	0	2	0	0	24	1	0	0	13	0	0	42	406
11:55 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	8	0	0	29	402
12:00 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	17	0	0	47	414
12:05 PM	0	1	1	0	0	1	0	0	0	17	0	0	0	13	1	0	34	415
12:10 PM	0	0	0	0	0	0	0	0	0	12	0	0	2	11	0	0	25	411
12:15 PM	3	0	0	0	1	0	3	0	0	12	1	0	0	13	1	0	34	418
12:20 PM	0	0	0	0	0	0	0	0	0	16	0	0	1	12	1	0	30	403
12:25 PM	0	0	0	0	0	0	0	0	0	15	1	0	1	11	0	0	28	404
12:30 PM	2	0	1	0	1	0	1	0	0	12	2	0	0	11	0	0	30	403
12:35 PM	0	1	0	0	0	0	0	0	0	20	0	0	1	16	0	0	38	397
12:40 PM	1	0	0	0	0	0	2	0	0	17	0	0	0	12	1	0	33	407
12:45 PM	1	0	2	0	0	0	0	0	0	10	0	0	0	12	0	0	25	395
12:50 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	13	0	0	27	380
12:55 PM	0	0	0	0	1	0	0	0	0	22	0	0	0	17	1	0	41	392
1:00 PM	0	0	1	0	0	0	0	0	0	26	0	0	0	15	0	0	42	387
1:05 PM	1	0	1	0	1	0	0	0	0	20	0	0	0	15	0	0	38	391
1:10 PM	2	0	0	0	0	0	0	0	0	8	0	0	0	11	0	0	21	387
1:15 PM	0	0	0	0	0	0	1	0	2	16	1	0	0	12	1	0	33	386
1:20 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	16	0	0	31	387
1:25 PM	0	0	0	0	1	0	1	0	0	9	0	0	0	14	0	0	25	384
1:30 PM	0	0	3	0	0	1	0	0	0	21	1	0	0	10	0	0	36	390
1:35 PM	0	1	1	0	0	0	0	0	0	13	0	0	0	13	0	0	28	380
1:40 PM	0	0	1	0	0	0	1	0	0	13	0	0	0	16	0	0	31	378
1:45 PM	1	0	1	0	0	0	0	0	0	23	0	0	1	8	0	0	34	387
1:50 PM	0	0	0	0	0	0	0	0	0	9	0	0	1	11	0	0	21	381
1:55 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28	368
2:00 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	11	0	0	40	366
2:05 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	11	0	0	19	347
2:10 PM	0	0	1	0	0	0	0	0	0	21	0	0	0	12	1	0	35	361
2:15 PM	1	1	0	0	0	0	0	0	0	26	0	0	1	11	0	0	40	368
2:20 PM	1	0	1	0	0	0	0	0	0	11	0	0	0	17	0	0	30	367
2:25 PM	1	0	0	0	0	0	0	0	0	18	0	0	1	10	0	0	30	372
2:30 PM	0	0	1	1	0	0	0	0	0	8	0	0	0	7	1	0	18	354
2:35 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	17	0	0	28	354
2:40 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	22	1	0	40	363
2:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	7	0	0	21	350
2:50 PM	0	0	0	0	0	0	0	0	1	15	0	0	0	9	0	0	25	354
2:55 PM	0	0	0	0	0	0	0	0	0	17	0	0	1	12	0	0	30	356
3:00 PM	0	0	1	0	1	0	0	0	0	15	0	0	0	16	2	0	35	351
3:05 PM	1	0	1	0	0	0	0	0	1	14	0	0	4	16	1	0	38	370
3:10 PM	1	1	0	0	0	0	0	0	0	16	1	0	2	15	2	0	38	373
3:15 PM	0	0	2	0	0	0	0	0	0	13	1	0	0	12	0	0	28	361
3:20 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	12	0	0	29	360
3:25 PM	0	0	1	0	0	0	0	0	0	23	1	0	0	8	1	0	34	364
3:30 PM	0	0	0	0	0	0	0	0	0	19	0	0	1	5	0	0	25	371
3:35 PM	0	0	3	0	0	0	0	0	0	10	0	0	0	11	0	0	24	367
3:40 PM	0	0	0	0	0	0	0	0	0	12	0	0	1	6	0	0	19	346
3:45 PM	0	0	0	0	1	0	0	0	0	17	0	0	1	15	0	0	34	359
3:50 PM	0	0	0	0	0	0	2	0	1	21	0	0	0	14	0	0	38	372
3:55 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	15	357
4:00 PM	0	0	1	0	0	0	0	0	0	20	0	0	1	8	0	0	30	352
4:05 PM	2	0	0	0	0	0	0	0	0	14	0	0	1	13	0	0	30	344
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4:15 PM	1	0	0	0	0	0	1	0	0	11	1	0	0	8	1	0	23	326
4:20 PM	1	0	0	0	0	0	1	0	0	11	0	0	0	18	0	0	31	328
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4:30 PM	2	0	2	0	1	0	0	0	1	22	1	0	0	4	1	0	34	322
4:35 PM	0	0	1	0	0	0	1	0	0	15	0	0	2	4	1	0	24	322
4:40 PM	0	0	1	0	0	0	0	0	1	12	0	0	0	9	0	0	23	326
4:45 PM	0	0	0	0	0	0	0	0	0	19	1	0	0	2	0	0	22	314
4:50 PM	0	0	0	0	0	0	1	0	0	13	0	0	0	9	0	0	23	299
4:55 PM	2	0	1	0	0	0	1	0	0	16	0	0	1	7	0	0	28	312
5:00 PM	1	0	0	0	0	0	0	0	0	7	0	0	0	11	1	0	20	302
5:05 PM	1	1	0	0	0	0	0	0	0	8	0	0	0	4	0	1	15	287
5:10 PM	1	0	0	0	0	0	0	0	0	17	0	0	0	6	0	0	24	286
5:15 PM	0	0	1	0	0	0	0	0	0	10	1	0	1	7	0	0	20	283
5:20 PM	1	0	0	0	0	0	1	0	0	29	0	0	0	10	0	0	41	293
5:25 PM	0	0	1	0	0	0	0	0	0	12	0	0	0	4	0	0	17	291
5:30 PM	2	0	1	0	0	0	0	0	1	19	0	0	0	12	0	0	35	292
5:35 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	9	0	0	16	284
5:40 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	5	0	0	17	278
5:45 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	6	1	0	15	271
5:50 PM	0	0	2	0	0	0	1	0	0	10	1	0	0	6	0	0	20	268
5:55 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	13	0	0	25	265
6:00 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	0	19	264
6:05 PM	0	0	1	0	0	0	0	0	0	13	1	0	0	6	0	0	21	270
6:10 PM	0	0	0	0	0	0	0	0	0	10	1	0	0	11	0	0	22	268
6:15 PM	0	1	0	0	0	0	0	0	0	10	0	0	0	2	0	0	13	261
6:20 PM	0	0	1	0	0	1	0	0	0	15	0	0	1	7	0	0	25	245
6:25 PM	0	0	1	0	0	0	0	0	0	5	0	0	0	8	0	0	14	242

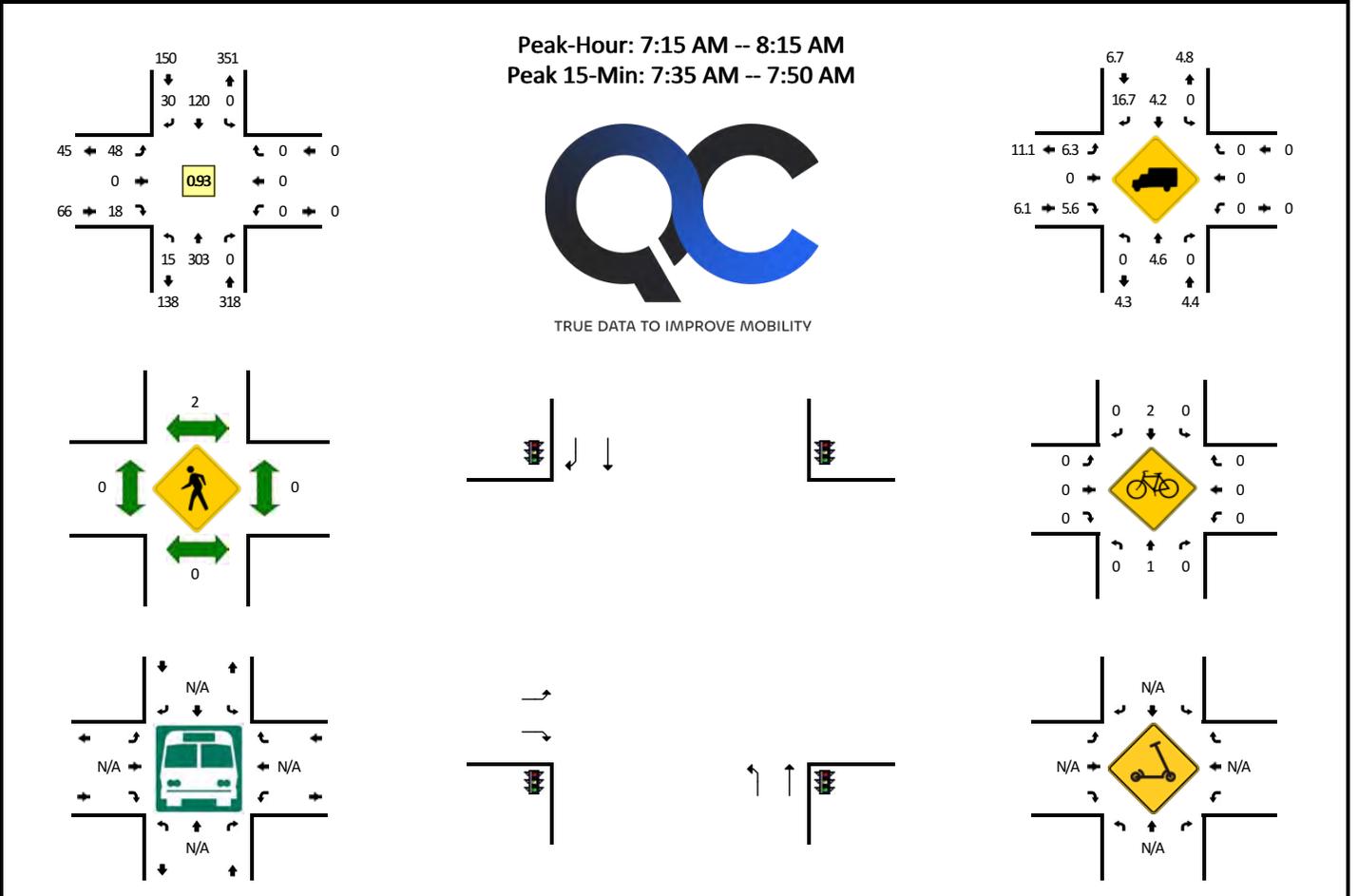
5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	1	11	0	0	16	223
6:35 PM	1	0	0	0	0	1	1	0	0	5	0	0	0	9	1	0	18	225
6:40 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	11	0	0	20	228
6:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	8	0	0	23	236
6:50 PM	0	0	0	0	0	0	0	0	0	10	1	0	0	3	1	0	15	231
6:55 PM	0	0	0	0	0	0	1	0	0	6	0	0	1	5	0	0	13	219
7:00 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	15	215
7:05 PM	1	0	1	0	0	0	4	0	0	10	0	0	0	1	0	0	17	211
7:10 PM	0	0	0	0	0	0	0	0	0	10	1	0	0	7	1	0	19	208
7:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	5	1	0	17	212
7:20 PM	0	0	1	0	0	0	0	0	0	7	0	0	1	4	0	0	13	200
7:25 PM	1	0	1	0	0	0	0	0	0	9	0	0	0	9	0	0	20	206
7:30 PM	1	0	2	0	0	0	0	0	0	4	0	0	0	13	0	0	20	210
7:35 PM	2	0	0	0	0	0	1	0	0	4	0	0	0	9	0	0	16	208
7:40 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	3	0	0	7	195
7:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	4	0	0	11	183
7:50 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17	185
7:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9	181
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	8	0	0	0	8	0	0	300	4	0	0	152	0	0	472	
Heavy Trucks	0	0	0		0	0	0		0	40	0		0	4	0		44	
Buses																		
Pedestrians		12				4				4				12			32	
Bicycles	0	0	0		0	0	0		0	4	0		0	12	0		16	
Scoters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** SR 1 -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210178  
**DATE:** Tue, May 23 2023

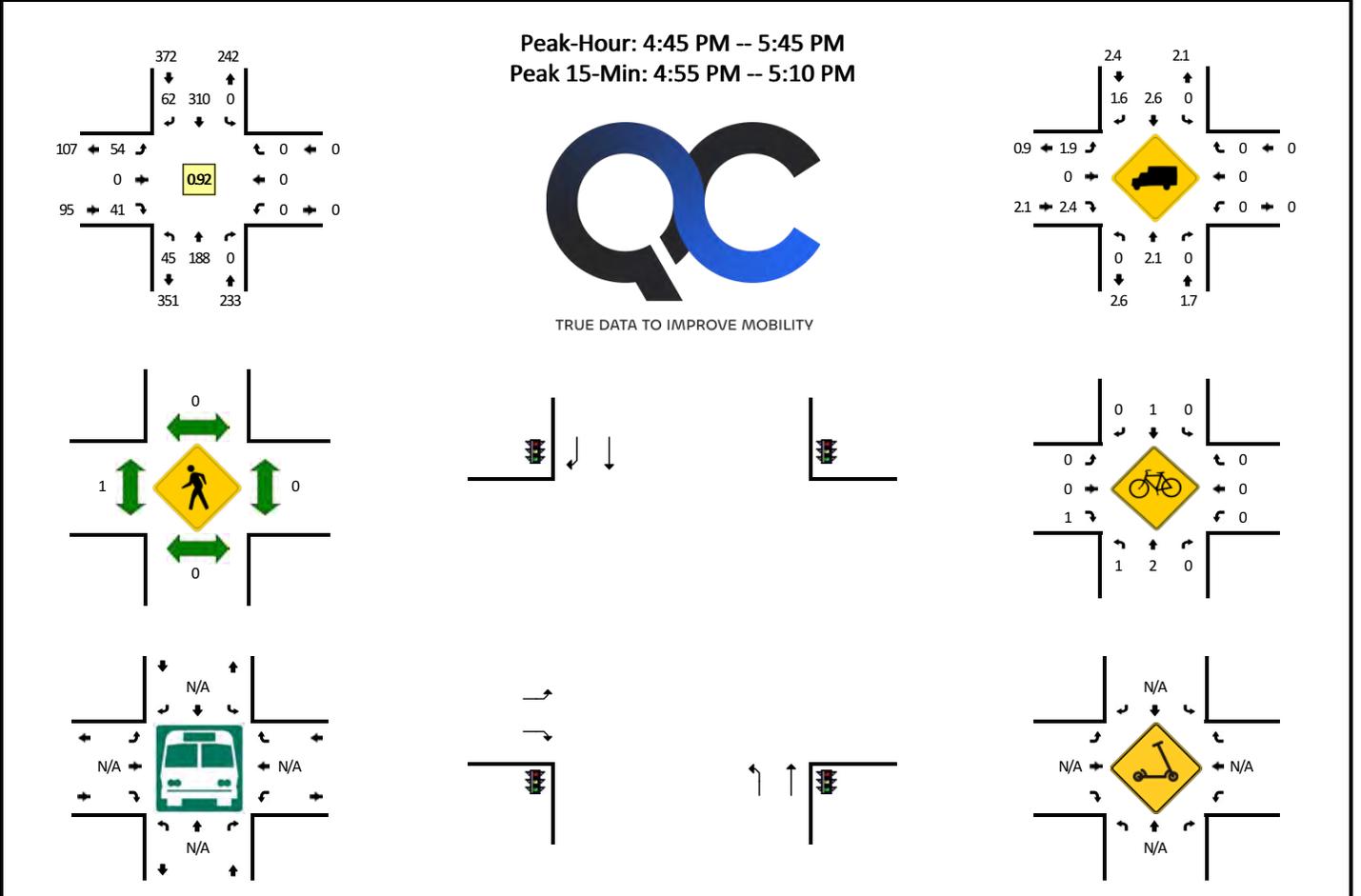


5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	18	0	0	0	9	0	0	0	0	0	0	0	0	0	0	30	
7:05 AM	1	19	0	0	0	8	0	0	0	0	0	0	0	0	0	0	28	
7:10 AM	0	17	0	0	0	7	0	0	0	6	0	2	0	0	0	0	32	
7:15 AM	2	29	0	0	0	15	1	0	0	4	0	1	0	0	0	0	52	
7:20 AM	2	25	0	0	0	5	1	0	0	3	0	0	0	0	0	0	36	
7:25 AM	0	25	0	0	0	9	2	0	0	1	0	1	0	0	0	0	38	
7:30 AM	0	30	0	0	0	1	2	0	0	4	0	1	0	0	0	0	38	
7:35 AM	1	32	0	0	0	12	2	0	0	4	0	2	0	0	0	0	53	
7:40 AM	1	26	0	0	0	5	1	0	0	5	0	2	0	0	0	0	40	
7:45 AM	1	36	0	0	0	9	2	0	0	1	0	1	0	0	0	0	50	
7:50 AM	1	28	0	0	0	6	3	0	0	6	0	1	0	0	0	0	45	
7:55 AM	1	21	0	0	0	13	5	0	0	5	0	2	0	0	0	0	47	489
8:00 AM	2	18	0	0	0	15	5	0	0	6	0	2	0	0	0	0	48	507
8:05 AM	4	16	0	0	0	15	2	0	0	3	0	2	0	0	0	0	42	521
8:10 AM	0	17	0	0	0	15	4	0	0	6	0	3	0	0	0	0	45	534
8:15 AM	2	24	0	0	0	11	1	0	0	2	0	3	0	0	0	0	43	525
8:20 AM	0	26	0	0	0	9	4	0	0	1	0	3	0	0	0	0	43	532
8:25 AM	0	18	0	0	0	7	1	0	0	4	0	0	0	0	0	0	30	524
8:30 AM	0	16	0	0	0	14	2	0	0	1	0	2	0	0	0	0	35	521
8:35 AM	0	22	0	0	0	8	3	0	0	2	0	0	0	0	0	0	35	503
8:40 AM	3	20	0	0	0	6	3	0	0	2	0	3	0	0	0	0	37	500
8:45 AM	4	17	0	0	0	10	3	0	0	6	0	3	0	0	0	0	43	493
8:50 AM	4	21	0	0	0	13	1	0	0	2	0	2	0	0	0	0	43	491
8:55 AM	1	17	0	0	0	10	4	0	0	2	0	2	0	0	0	0	36	480
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	376	0	0	0	104	20	0	0	40	0	20	0	0	0	0	0	572
Heavy Trucks	0	12	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	28
Buses																		
Pedestrians	0	0				4				0	0			0	0			4
Bicycles	0	0				0	0			0	0	0		0	0			0
Scoters																		

Comments:

**LOCATION:** SR 1 -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210179  
**DATE:** Tue, May 23 2023



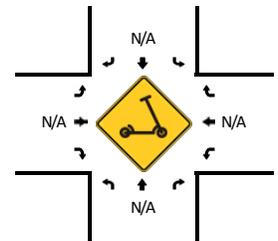
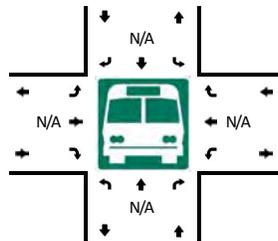
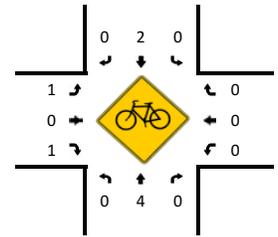
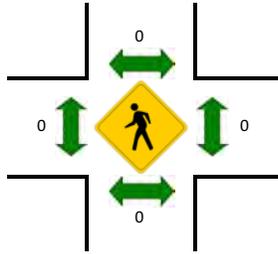
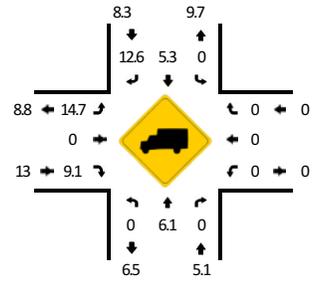
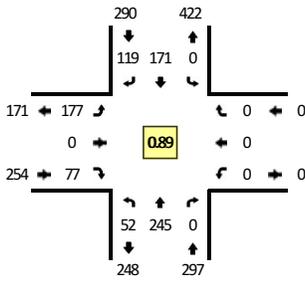
5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	15	0	0	0	26	8	0	6	0	4	0	0	0	0	0	66	
4:05 PM	2	19	0	0	0	16	7	0	6	0	7	0	0	0	0	0	57	
4:10 PM	3	14	0	0	0	23	13	0	8	0	5	0	0	0	0	0	66	
4:15 PM	5	16	0	0	0	19	7	0	4	0	4	0	0	0	0	0	55	
4:20 PM	2	20	0	0	0	29	5	0	4	0	2	0	0	0	0	0	62	
4:25 PM	2	16	0	0	0	18	6	0	6	0	5	0	0	0	0	0	53	
4:30 PM	3	17	0	0	0	25	1	0	2	0	3	0	0	0	0	0	51	
4:35 PM	6	18	0	0	0	17	6	0	4	0	3	0	0	0	0	0	54	
4:40 PM	6	17	0	0	0	19	3	0	3	0	4	0	0	0	0	0	52	
4:45 PM	3	13	0	0	0	30	4	0	2	0	6	0	0	0	0	0	58	
4:50 PM	4	17	0	0	0	22	6	0	5	0	2	0	0	0	0	0	56	
4:55 PM	4	18	0	0	0	18	9	0	3	0	3	0	0	0	0	0	55	685
5:00 PM	5	22	0	0	0	27	5	0	7	0	4	0	0	0	0	0	70	689
5:05 PM	5	17	0	0	0	31	7	0	2	0	4	0	0	0	0	0	66	698
5:10 PM	7	11	0	0	0	19	4	0	5	0	3	0	0	0	0	0	49	681
5:15 PM	2	17	0	0	0	25	1	0	6	0	6	0	0	0	0	0	57	683
5:20 PM	3	16	0	0	0	33	4	0	1	0	4	0	0	0	0	0	61	682
5:25 PM	3	10	0	0	0	23	5	0	6	0	3	0	0	0	0	0	50	679
5:30 PM	4	15	0	0	0	35	5	0	4	0	2	0	0	0	0	0	65	693
5:35 PM	2	14	0	0	0	26	6	0	6	0	3	0	0	0	0	0	57	696
5:40 PM	3	18	0	0	0	21	6	0	7	0	1	0	0	0	0	0	56	700
5:45 PM	4	14	0	0	0	20	5	0	1	0	1	0	0	0	0	0	45	687
5:50 PM	2	9	0	0	0	20	6	0	4	0	3	0	0	0	0	0	44	675
5:55 PM	2	13	0	0	0	17	5	0	4	0	3	0	0	0	0	0	44	664
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	56	228	0	0	0	304	84	0	48	0	44	0	0	0	0	0	764	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians	4	0				0				4				0			4	
Bicycles		8	0			0	0			0	4			0	0		16	
Scoters																		

*Comments:*

**LOCATION:** SR 1 -- Pier Ave (May)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210180  
**DATE:** Sun, May 21 2023

**Peak-Hour: 10:40 AM -- 11:40 AM**  
**Peak 15-Min: 10:50 AM -- 11:05 AM**



5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	4	0	0	0	3	1	0	1	0	2	0	0	0	0	0	12	
8:05 AM	4	11	0	0	0	2	7	0	8	0	3	0	0	0	0	0	35	
8:10 AM	4	5	0	0	0	6	3	0	7	0	0	0	0	0	0	0	25	
8:15 AM	2	13	0	0	0	4	4	0	1	0	6	0	0	0	0	0	30	
8:20 AM	1	12	0	0	0	5	1	0	6	0	1	0	0	0	0	0	26	
8:25 AM	0	9	0	0	0	1	3	0	5	0	4	0	0	0	0	0	22	
8:30 AM	2	12	0	0	0	4	0	0	5	0	1	0	0	0	0	0	24	
8:35 AM	2	11	0	0	0	10	3	0	7	0	5	0	0	0	0	0	38	
8:40 AM	2	13	0	0	0	8	7	0	6	0	6	0	0	0	0	0	42	
8:45 AM	5	19	0	0	0	6	9	0	6	0	0	0	0	0	0	0	45	
8:50 AM	3	15	0	0	0	6	7	0	4	0	6	0	0	0	0	0	41	
8:55 AM	1	13	0	0	0	15	9	0	7	0	3	0	0	0	0	0	48	388
9:00 AM	4	15	0	0	0	14	10	0	8	0	6	0	0	0	0	0	57	433
9:05 AM	7	14	0	0	0	14	8	0	7	0	8	0	0	0	0	0	58	456
9:10 AM	6	10	0	0	0	10	6	0	4	0	4	0	0	0	0	0	40	471
9:15 AM	1	13	0	0	0	12	4	0	6	0	2	0	0	0	0	0	38	479
9:20 AM	6	22	0	0	0	13	11	0	7	0	7	0	0	0	0	0	66	519
9:25 AM	2	14	0	0	0	15	4	0	13	0	1	0	0	0	0	0	49	546
9:30 AM	1	12	0	0	0	14	11	0	15	0	2	0	0	0	0	0	55	577
9:35 AM	2	15	0	0	0	7	2	0	12	0	9	0	0	0	0	0	47	586
9:40 AM	1	12	0	0	0	6	10	0	16	0	2	0	0	0	0	0	47	591
9:45 AM	5	22	0	0	0	10	6	0	14	0	4	0	0	0	0	0	61	607
9:50 AM	2	19	0	0	0	24	4	0	8	0	8	0	0	0	0	0	65	631
9:55 AM	7	12	0	0	0	6	6	0	8	0	11	0	0	0	0	0	50	633
10:00 AM	5	20	0	0	0	7	11	0	15	0	5	0	0	0	0	0	63	639
10:05 AM	4	11	0	0	0	6	12	0	9	0	6	0	0	0	0	0	48	629
10:10 AM	4	21	0	0	0	17	9	0	9	0	4	0	0	0	0	0	64	653
10:15 AM	3	9	0	0	0	10	6	0	14	0	3	0	0	0	0	0	45	660
10:20 AM	7	9	0	0	0	13	11	0	8	0	1	0	0	0	0	0	49	643
10:25 AM	0	13	0	0	0	9	12	0	13	0	4	0	0	0	0	0	51	645
10:30 AM	2	14	0	0	0	20	6	0	11	0	7	0	0	0	0	0	60	650
10:35 AM	8	19	0	0	0	14	3	0	7	0	2	0	0	0	0	0	53	656
10:40 AM	7	21	0	0	0	11	9	0	7	0	2	0	0	0	0	0	57	666
10:45 AM	4	20	0	0	0	12	13	0	8	0	9	0	0	0	0	0	66	671
10:50 AM	5	15	0	0	0	15	13	0	20	0	10	0	0	0	0	0	78	684
10:55 AM	7	21	0	0	0	11	4	0	22	0	6	0	0	0	0	0	71	705
11:00 AM	5	32	0	0	0	18	10	0	10	0	11	0	0	0	0	0	86	728
11:05 AM	0	15	0	0	0	12	9	0	19	0	10	0	0	0	0	0	65	745

5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	3	22	0	0	0	13	7	0	18	0	7	0	0	0	0	0	70	751
11:15 AM	4	19	0	0	0	11	5	0	13	0	1	0	0	0	0	0	53	759
11:20 AM	2	18	0	0	0	14	13	0	21	0	6	0	0	0	0	0	74	784
11:25 AM	4	21	0	0	0	11	10	0	11	0	7	0	0	0	0	0	64	797
11:30 AM	6	13	0	0	0	32	8	0	10	0	3	0	0	0	0	0	72	809
11:35 AM	5	28	0	0	0	11	18	0	18	0	5	0	0	0	0	0	85	841
11:40 AM	2	15	0	0	0	12	7	0	11	0	6	0	0	0	0	0	53	837
11:45 AM	6	17	0	0	0	10	14	0	11	0	9	0	0	0	0	0	67	838
11:50 AM	7	21	0	0	0	10	7	0	24	0	5	0	0	0	0	0	74	834
11:55 AM	2	21	0	0	0	8	6	0	18	0	2	0	0	0	0	0	57	820
12:00 PM	9	14	0	0	0	11	11	0	17	0	17	0	0	0	0	0	79	813
12:05 PM	5	19	0	0	0	8	11	0	12	0	3	0	0	0	0	0	58	806
12:10 PM	3	14	0	0	0	20	9	0	8	0	6	0	0	0	0	0	60	796
12:15 PM	4	14	0	0	0	18	12	0	9	0	4	0	0	0	0	0	61	804
12:20 PM	6	21	0	0	0	16	8	0	12	0	2	0	0	0	0	0	65	795
12:25 PM	6	14	0	0	0	16	8	0	13	0	4	0	0	0	0	0	61	792
12:30 PM	1	11	0	0	0	26	8	0	11	0	3	0	0	0	0	0	60	780
12:35 PM	7	19	0	0	0	14	11	0	19	0	5	0	0	0	0	0	75	770
12:40 PM	4	14	0	0	0	12	10	0	13	0	3	0	0	0	0	0	56	773
12:45 PM	1	17	0	0	0	21	11	0	11	0	2	0	0	0	0	0	63	769
12:50 PM	9	15	0	0	0	10	5	0	10	0	3	0	0	0	0	0	52	747
12:55 PM	7	19	0	0	0	13	10	0	21	0	3	0	0	0	0	0	73	763
1:00 PM	8	16	0	0	0	15	12	0	17	0	7	0	0	0	0	0	75	759
1:05 PM	3	18	0	0	0	20	10	0	13	0	9	0	0	0	0	0	73	774
1:10 PM	4	18	0	0	0	23	9	0	9	0	2	0	0	0	0	0	65	779
1:15 PM	5	12	0	0	0	20	9	0	9	0	5	0	0	0	0	0	60	778
1:20 PM	11	18	0	0	0	12	7	0	19	0	4	0	0	0	0	0	71	784
1:25 PM	9	22	0	0	0	17	5	0	5	0	5	0	0	0	0	0	63	786
1:30 PM	4	14	0	0	0	12	8	0	15	0	5	0	0	0	0	0	58	784
1:35 PM	7	15	0	0	0	16	8	0	10	0	7	0	0	0	0	0	63	772
1:40 PM	8	18	0	0	0	17	10	0	10	0	4	0	0	0	0	0	67	783
1:45 PM	2	25	0	0	0	11	7	0	15	0	7	0	0	0	0	0	67	787
1:50 PM	5	14	0	0	0	20	8	0	10	0	3	0	0	0	0	0	60	795
1:55 PM	4	9	0	0	0	18	12	0	11	0	4	0	0	0	0	0	58	780
2:00 PM	5	16	0	0	0	11	9	0	20	0	6	0	0	0	0	0	67	772
2:05 PM	3	20	0	0	0	17	5	0	4	0	4	0	0	0	0	0	53	752
2:10 PM	3	19	0	0	0	9	12	0	10	0	8	0	0	0	0	0	61	748
2:15 PM	5	16	0	0	0	14	9	0	19	0	8	0	0	0	0	0	71	759
2:20 PM	5	13	0	0	0	20	12	0	9	0	4	0	0	0	0	0	63	751
2:25 PM	4	15	0	0	0	21	6	0	6	0	11	0	0	0	0	0	63	751
2:30 PM	3	23	0	0	0	14	5	0	7	0	3	0	0	0	0	0	55	748
2:35 PM	8	11	0	0	0	21	9	0	8	0	7	0	0	0	0	0	64	749
2:40 PM	6	22	0	0	0	20	16	0	11	0	2	0	0	0	0	0	77	759
2:45 PM	4	19	0	0	0	13	2	0	13	0	2	0	0	0	0	0	53	745
2:50 PM	4	19	0	0	0	16	9	0	9	0	8	0	0	0	0	0	65	750
2:55 PM	3	12	0	0	0	14	7	0	7	0	8	0	0	0	0	0	51	743
3:00 PM	4	18	0	0	0	22	16	0	12	0	4	0	0	0	0	0	76	752
3:05 PM	7	12	0	0	0	20	15	0	11	0	4	0	0	0	0	0	69	768
3:10 PM	3	20	0	0	0	16	14	0	9	0	11	0	0	0	0	0	73	780
3:15 PM	1	16	0	0	0	16	14	0	10	0	4	0	0	0	0	0	61	770
3:20 PM	4	17	0	0	0	20	11	0	11	0	7	0	0	0	0	0	70	777
3:25 PM	5	16	0	0	0	12	4	0	16	0	5	0	0	0	0	0	58	772
3:30 PM	3	19	0	0	0	14	5	0	10	0	5	0	0	0	0	0	56	773
3:35 PM	6	28	0	0	0	18	6	0	13	0	10	0	0	0	0	0	81	790
3:40 PM	4	23	0	0	0	12	3	0	6	0	5	0	0	0	0	0	53	766
3:45 PM	4	23	0	0	0	13	13	0	8	0	6	0	0	0	0	0	67	780
3:50 PM	7	12	0	0	0	15	9	0	12	0	9	0	0	0	0	0	64	779
3:55 PM	6	16	0	0	0	18	4	0	8	0	6	0	0	0	0	0	58	786
4:00 PM	6	10	0	0	0	15	4	0	14	0	10	0	0	0	0	0	59	769
4:05 PM	5	13	0	0	0	21	9	0	7	0	8	0	0	0	0	0	63	763
4:10 PM	4	14	0	0	0	17	10	0	9	0	8	0	0	0	0	0	62	752
4:15 PM	3	15	0	0	0	20	7	0	7	0	2	0	0	0	0	0	54	745
4:20 PM	10	16	0	0	0	13	13	0	4	0	6	0	0	0	0	0	62	737
4:25 PM	1	10	0	0	0	20	9	0	6	0	3	0	0	0	0	0	49	728
4:30 PM	3	10	0	0	0	19	6	0	10	0	10	0	0	0	0	0	58	730
4:35 PM	1	10	0	0	0	24	5	0	15	0	4	0	0	0	0	0	59	708
4:40 PM	5	21	0	0	0	16	5	0	7	0	5	0	0	0	0	0	59	714
4:45 PM	3	12	0	0	0	23	3	0	12	0	12	0	0	0	0	0	65	712
4:50 PM	2	15	0	0	0	18	8	0	7	0	4	0	0	0	0	0	54	702
4:55 PM	1	12	0	0	0	17	10	0	16	0	3	0	0	0	0	0	59	703
5:00 PM	3	17	0	0	0	23	8	0	4	0	5	0	0	0	0	0	60	704
5:05 PM	0	12	0	0	0	20	6	0	7	0	3	0	0	0	0	0	48	689
5:10 PM	2	18	0	0	0	19	5	0	8	0	9	0	0	0	0	0	61	688
5:15 PM	3	16	0	0	0	20	7	0	9	0	3	0	0	0	0	0	58	692
5:20 PM	3	16	0	0	0	11	9	0	23	0	5	0	0	0	0	0	67	697
5:25 PM	0	11	0	0	0	21	4	0	9	0	3	0	0	0	0	0	48	696
5:30 PM	4	6	0	0	0	19	10	0	16	0	4	0	0	0	0	0	59	697
5:35 PM	3	15	0	0	0	15	6	0	9	0	2	0	0	0	0	0	50	688
5:40 PM	1	15	0	0	0	24	5	0	6	0	5	0	0	0	0	0	56	685
5:45 PM	7	18	0	0	0	20	3	0	6	0	3	0	0	0	0	0	57	677
5:50 PM	2	11	0	0	0	13	4	0	4	0	4	0	0	0	0	0	38	661
5:55 PM	4	7	0	0	0	18	12	0	13	0	4	0	0	0	0	0	58	660
6:00 PM	2	16	0	0	0	17	8	0	8	0	7	0	0	0	0	0	58	658
6:05 PM	1	18	0	0	0	18	5	0	12	0	2	0	0	0	0	0	56	666
6:10 PM	5	6	0	0	0	13	6	0	9	0	3	0	0	0	0	0	42	647
6:15 PM	1	13	0	0	0	19	2	0	9	0	2	0	0	0	0	0	46	635
6:20 PM	4	4	0	0	0	9	6	0	10	0	4	0	0	0	0	0	37	605
6:25 PM	4	13	0	0	0	19	4	0	6	0	7	0	0	0	0	0	53	610

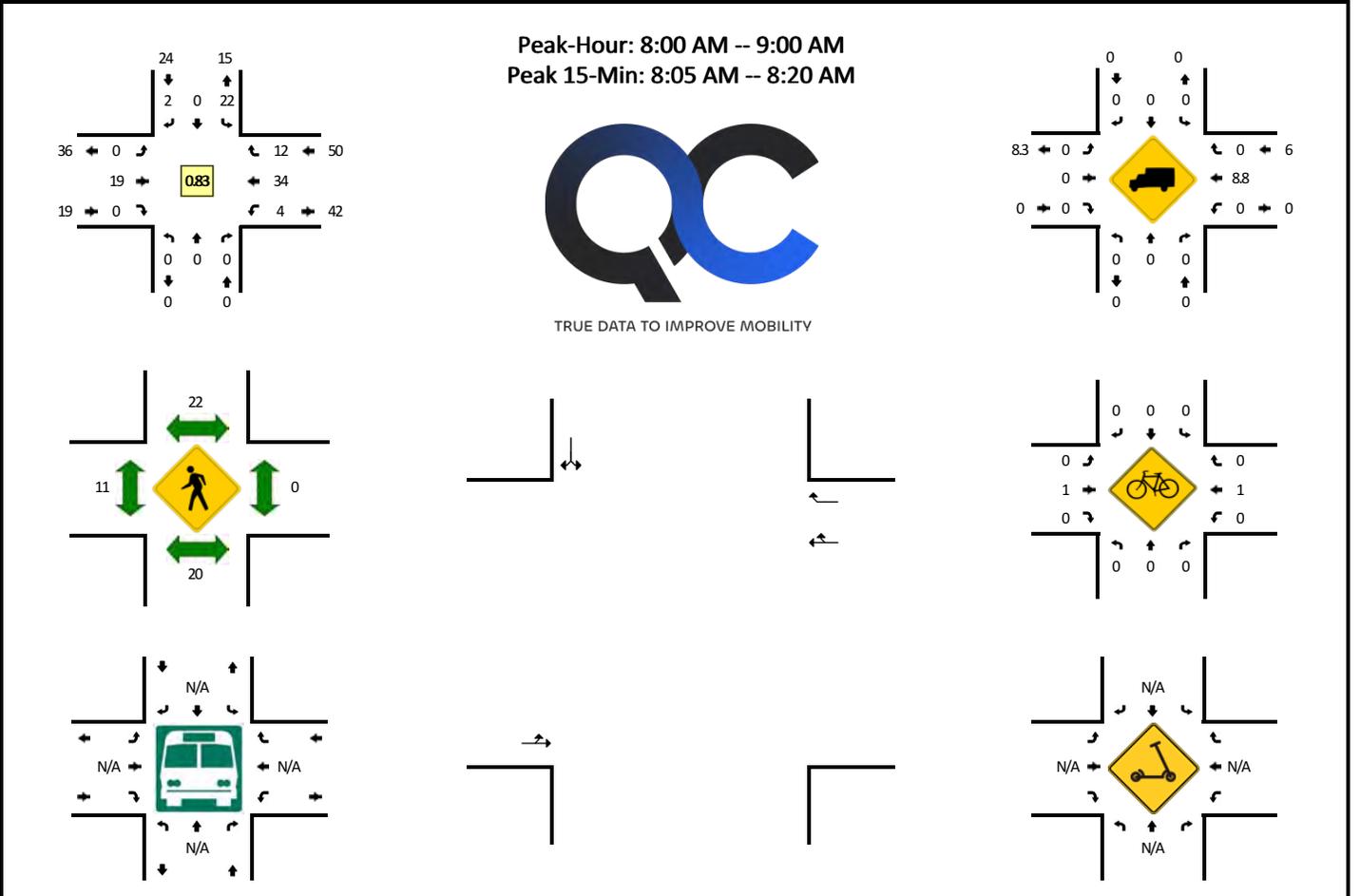
5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (May) (Eastbound)				Pier Ave (May) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	2	12	0	0	0	24	9	0	1	0	3	0	0	0	0	0	51	602
6:35 PM	4	8	0	0	0	18	8	0	3	0	2	0	0	0	0	0	43	595
6:40 PM	5	9	0	0	0	9	6	0	5	0	3	0	0	0	0	0	37	576
6:45 PM	3	8	0	0	0	13	7	0	15	0	4	0	0	0	0	0	50	569
6:50 PM	1	7	0	0	0	17	3	0	9	0	6	0	0	0	0	0	43	574
6:55 PM	2	11	0	0	0	17	6	0	3	0	4	0	0	0	0	0	43	559
7:00 PM	6	7	0	0	0	15	3	0	5	0	3	0	0	0	0	0	39	540
7:05 PM	1	13	0	0	0	14	2	0	4	0	6	0	0	0	0	0	40	524
7:10 PM	3	8	0	0	0	8	8	0	7	0	3	0	0	0	0	0	37	519
7:15 PM	2	6	0	0	0	11	2	0	10	0	4	0	0	0	0	0	35	508
7:20 PM	0	11	0	0	0	11	9	0	6	0	2	0	0	0	0	0	39	510
7:25 PM	6	7	0	0	0	9	6	0	5	0	6	0	0	0	0	0	39	496
7:30 PM	7	4	0	0	0	14	7	0	3	0	3	0	0	0	0	0	38	483
7:35 PM	3	7	0	0	0	13	5	0	3	0	0	0	0	0	0	0	31	471
7:40 PM	1	14	0	0	0	11	3	0	5	0	1	0	0	0	0	0	35	469
7:45 PM	2	8	0	0	0	10	3	0	2	0	4	0	0	0	0	0	29	448
7:50 PM	2	3	0	0	0	7	6	0	7	0	4	0	0	0	0	0	29	434
7:55 PM	2	4	0	0	0	8	6	0	1	0	2	0	0	0	0	0	23	414
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	272	0	0	0	176	108	0	208	0	108	0	0	0	0	0	940	
Heavy Trucks	0	12	0	0	0	12	16	0	28	0	4	0	0	0	0	0	72	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4	
Scooters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Parking Lot/State Park Access -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210119  
**DATE:** Thu, Jun 15 2023

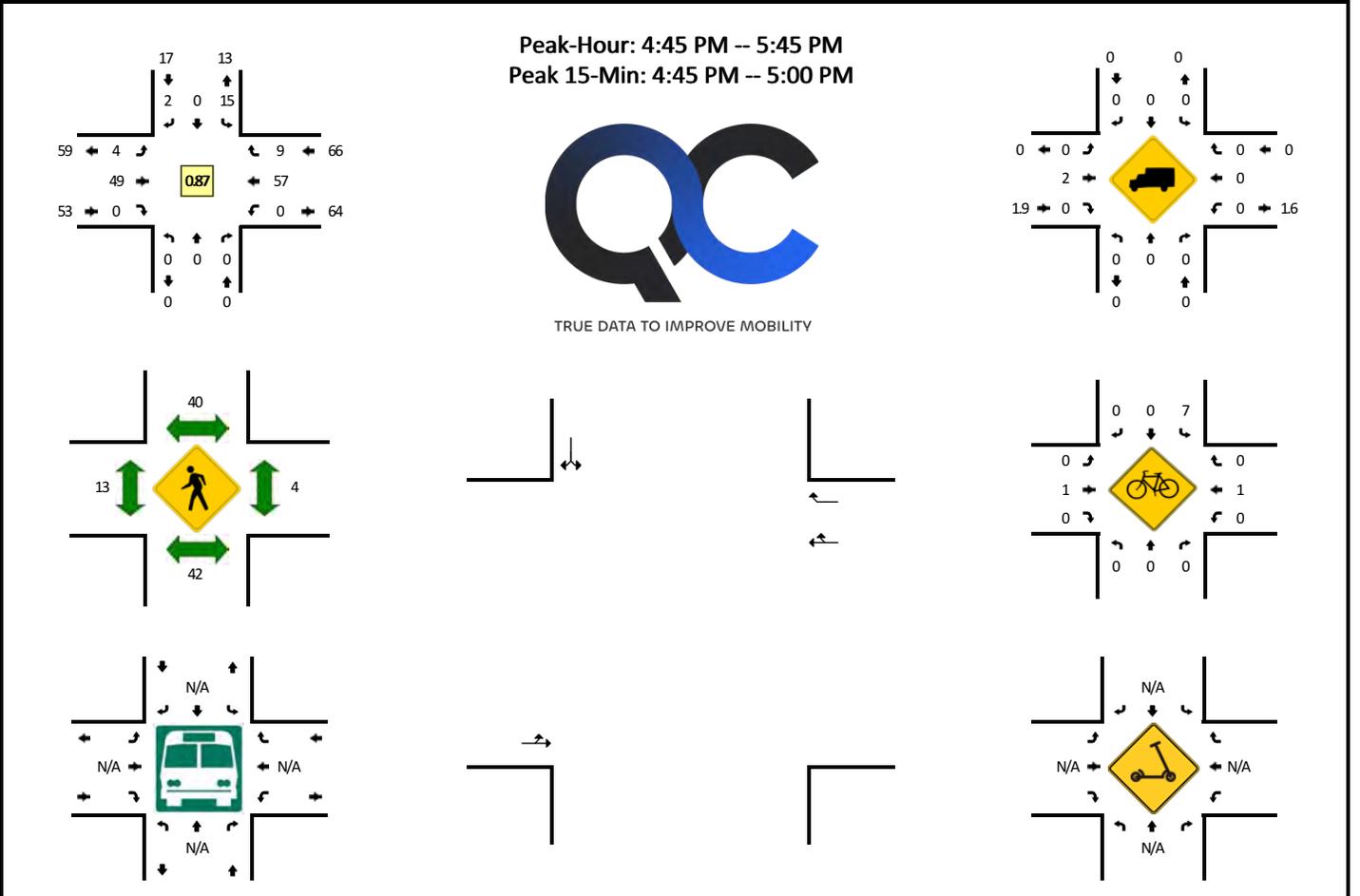


5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	0	6	
7:05 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	
7:10 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	4	
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	5	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
7:25 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	
7:30 AM	0	0	0	0	3	0	0	0	0	2	1	0	0	0	1	4	0	11	
7:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	1	5	
7:40 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	5	
7:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	0	0	2	3	0	9	
7:50 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	
7:55 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	4	1	9	64
8:00 AM	0	0	0	0	1	0	0	1	0	1	0	0	0	0	4	2	0	9	67
8:05 AM	0	0	0	0	2	0	0	1	0	3	0	0	0	0	8	0	0	14	79
8:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	4	79
8:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	0	0	3	2	1	10	84
8:20 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	5	87
8:25 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	2	0	0	6	90
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	82
8:35 AM	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	5	82
8:40 AM	0	0	0	0	5	0	0	1	0	0	1	0	0	0	3	2	0	12	89
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	1	1	8	88
8:50 AM	0	0	0	0	2	0	2	0	0	0	1	0	0	0	2	0	0	7	92
8:55 AM	0	0	0	0	1	0	0	0	0	0	6	0	0	0	2	0	1	10	93
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	24	0	0	4	0	16	0	0	0	52	12	4	112		
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pedestrians	0	20	0	0	0	40	0	0	0	16	0	0	0	0	0	0	76		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Comments:

**LOCATION:** Parking Lot/State Park Access -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210120  
**DATE:** Thu, Jun 15 2023

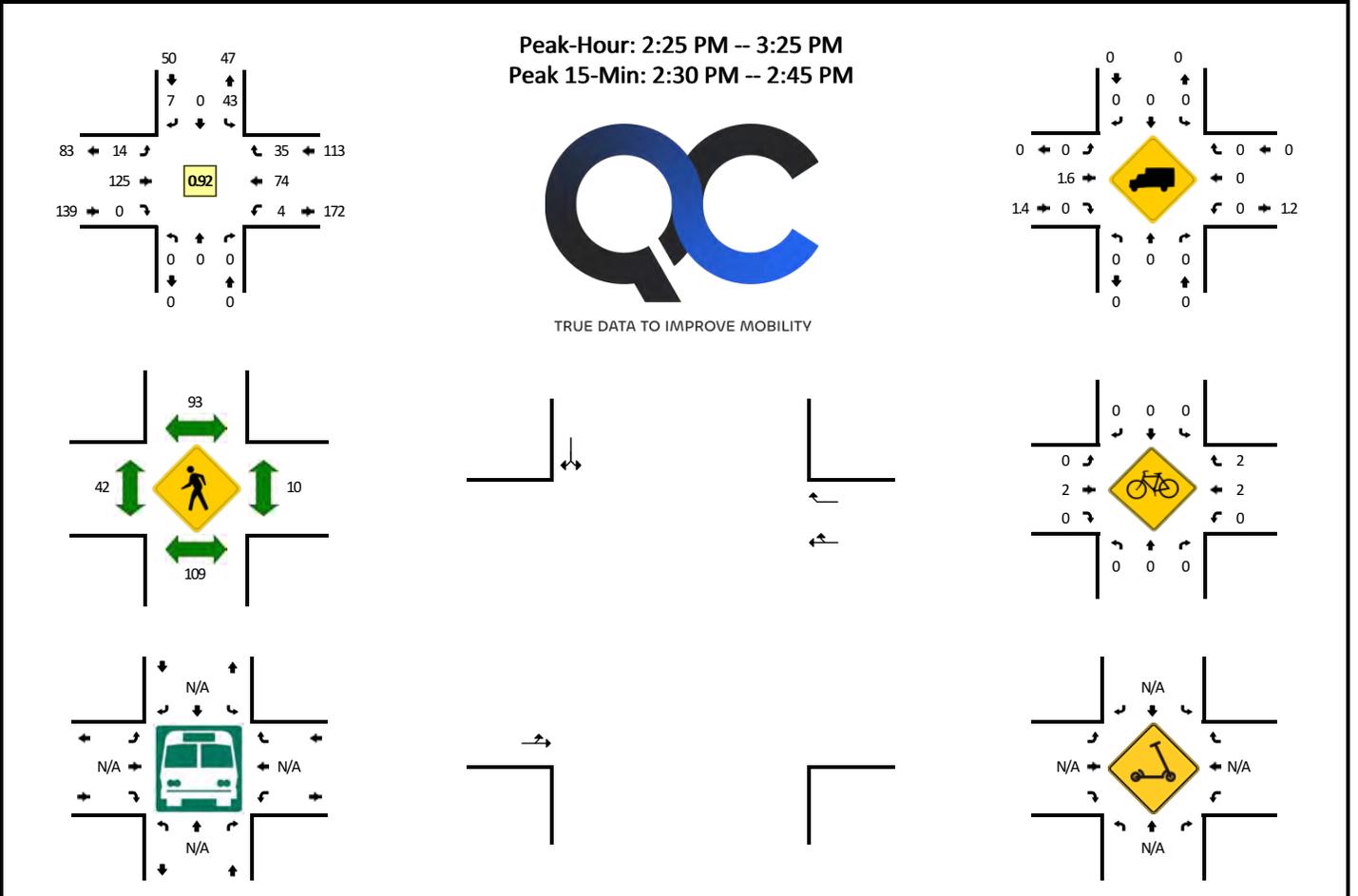


5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
4:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	3	1	10	
4:05 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	1	1	10	
4:10 PM	0	0	0	0	4	0	0	0	0	1	2	0	0	0	0	2	3	0	12	
4:15 PM	0	0	0	0	3	0	1	0	0	0	3	0	0	0	0	4	2	0	13	
4:20 PM	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	4	2	0	12	
4:25 PM	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	3	1	0	10	
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	1	0	8	
4:35 PM	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	5	2	0	11	
4:40 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	1	5	
4:45 PM	0	0	0	0	3	0	1	0	0	1	0	0	0	0	0	5	0	0	10	
4:50 PM	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	5	1	0	16	
4:55 PM	0	0	0	0	3	0	1	0	0	0	4	0	0	0	0	5	0	0	13	130
5:00 PM	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	3	0	0	9	129
5:05 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	7	126
5:10 PM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	9	1	0	18	132
5:15 PM	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	4	1	0	11	130
5:20 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	7	125
5:25 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	5	0	0	11	126
5:30 PM	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	3	2	0	12	130
5:35 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2	0	8	127
5:40 PM	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	5	2	0	14	136
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	2	1	7	133
5:50 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	2	0	0	7	124
5:55 PM	0	0	0	0	1	0	0	0	0	2	11	0	0	0	0	4	1	0	19	130
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	0	0	0	0	28	0	8	0	0	4	52	0	0	0	60	4	0	156		
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pedestrians	0	40	0	0	0	68	0	0	0	0	28	0	0	0	0	0	0	136		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

*Comments:*

**LOCATION:** Parking Lot/State Park Access -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210121  
**DATE:** Sat, Jun 10 2023



5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
8:00 AM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	5	2	1	12	
8:05 AM	0	0	0	0	1	0	1	0	0	0	5	0	0	0	2	1	2	12	
8:10 AM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	8	2	2	19	
8:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	5	2	12	
8:20 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	4	2	1	10	
8:25 AM	0	0	0	0	3	0	0	0	0	1	5	0	0	0	5	0	1	15	
8:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	6	1	0	10	
8:35 AM	0	0	0	0	5	0	0	0	0	0	2	0	0	0	6	4	2	19	
8:40 AM	0	0	0	0	2	0	0	0	0	0	3	0	0	0	1	3	0	9	
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	3	0	9	
8:50 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	0	6	
8:55 AM	0	0	0	0	5	0	1	0	0	0	1	0	0	0	4	0	0	11	144
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	9	141
9:05 AM	0	0	0	0	2	0	0	0	0	0	2	0	0	0	4	1	0	9	138
9:10 AM	0	0	0	0	1	0	1	0	0	0	6	0	0	0	11	2	0	21	140
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	2	0	11	139
9:20 AM	0	0	0	0	4	0	0	0	0	0	5	0	0	0	1	3	0	13	142
9:25 AM	0	0	0	0	1	0	1	0	0	0	5	0	0	0	4	2	2	15	142
9:30 AM	0	0	0	0	1	0	0	0	0	0	6	0	0	0	2	4	2	15	147
9:35 AM	0	0	0	0	4	0	2	0	0	0	5	0	0	0	8	4	0	23	151
9:40 AM	0	0	0	0	5	0	0	0	0	0	3	0	0	0	1	2	1	12	154
9:45 AM	0	0	0	0	2	0	1	0	0	1	7	0	0	0	5	2	0	18	163
9:50 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	1	9	166
9:55 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	168
10:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	13	1	0	16	175
10:05 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	11	0	0	14	180
10:10 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	167
10:15 AM	0	0	0	0	3	0	0	0	0	0	4	0	0	0	2	2	0	11	167
10:20 AM	0	0	0	0	3	0	0	0	0	0	5	0	0	0	7	2	0	17	171
10:25 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	1	0	0	5	161
10:30 AM	0	0	0	0	2	0	0	0	0	0	11	0	0	0	5	0	0	18	164
10:35 AM	0	0	0	0	2	0	0	0	0	0	12	0	0	0	13	0	1	28	169
10:40 AM	0	0	0	0	4	0	0	0	0	0	4	0	0	0	5	2	2	17	174
10:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	1	0	11	167
10:50 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	11	169
10:55 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	12	3	1	19	175
11:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	10	2	0	16	175
11:05 AM	0	0	0	0	4	0	0	0	0	0	4	0	0	0	5	6	0	19	180

5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	10	1	1	18	190
11:15 AM	0	0	0	0	4	0	0	0	0	8	0	0	0	10	3	0	25	204
11:20 AM	0	0	0	0	1	0	1	0	0	3	0	0	0	9	3	0	17	204
11:25 AM	0	0	0	0	3	0	0	0	0	1	0	0	0	9	2	1	16	215
11:30 AM	0	0	0	0	0	0	1	1	1	8	0	0	0	9	1	3	24	221
11:35 AM	0	0	0	0	2	0	0	0	0	7	0	0	0	9	1	1	20	213
11:40 AM	0	0	0	0	1	0	1	0	1	13	0	0	0	11	2	0	29	225
11:45 AM	0	0	0	0	2	0	1	0	0	9	0	0	0	13	0	1	26	240
11:50 AM	0	0	0	0	0	0	1	0	0	8	0	0	0	13	1	1	24	253
11:55 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	12	4	0	19	253
12:00 PM	0	0	0	0	1	0	1	0	0	8	0	0	0	4	2	0	16	253
12:05 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	9	1	0	16	250
12:10 PM	0	0	0	0	4	0	2	0	1	3	0	0	0	13	5	0	28	260
12:15 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	9	4	0	21	256
12:20 PM	0	0	0	0	4	0	1	0	0	4	0	0	0	3	2	1	15	254
12:25 PM	0	0	0	0	3	0	0	0	0	5	0	1	0	6	2	0	17	255
12:30 PM	0	0	0	0	2	0	0	0	0	8	0	0	0	13	3	0	26	257
12:35 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	10	3	0	21	258
12:40 PM	0	0	0	0	3	0	0	0	0	3	0	0	0	13	0	0	19	248
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	13	2	0	18	240
12:50 PM	0	0	0	0	2	0	0	0	1	10	0	0	0	9	2	1	25	241
12:55 PM	0	0	0	0	2	0	1	0	2	6	0	0	0	9	4	1	25	247
1:00 PM	0	0	0	0	3	0	1	0	0	6	0	0	0	11	2	2	25	256
1:05 PM	0	0	0	0	4	0	0	0	0	9	0	0	0	10	0	1	24	264
1:10 PM	0	0	0	0	4	0	0	0	0	5	0	0	0	9	4	1	23	259
1:15 PM	0	0	0	0	3	0	0	0	0	4	0	0	0	7	2	2	18	256
1:20 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	4	3	0	12	253
1:25 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	7	4	0	15	251
1:30 PM	0	0	0	0	1	0	2	0	0	4	0	0	0	10	1	0	18	243
1:35 PM	0	0	0	0	3	0	0	0	1	3	0	0	0	16	2	0	25	247
1:40 PM	0	0	0	0	3	0	0	0	1	8	0	0	0	3	3	0	18	246
1:45 PM	0	0	0	0	5	0	1	0	0	3	0	0	0	6	1	0	16	244
1:50 PM	0	0	0	0	1	0	2	0	1	4	0	0	0	12	2	0	22	241
1:55 PM	0	0	0	0	1	0	1	0	0	13	0	0	0	9	1	0	25	241
2:00 PM	0	0	0	0	1	0	0	0	0	11	0	0	0	8	0	0	20	236
2:05 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	2	0	19	231
2:10 PM	0	0	0	0	2	0	1	0	0	12	0	0	0	11	2	1	29	237
2:15 PM	0	0	0	0	5	0	0	0	0	1	0	0	0	8	7	0	21	240
2:20 PM	0	0	0	0	7	0	0	0	0	3	0	0	0	7	3	4	24	252
2:25 PM	0	0	0	0	4	0	0	0	0	4	0	0	0	9	3	2	22	259
2:30 PM	0	0	0	0	2	0	1	0	2	19	0	0	0	12	3	0	39	280
2:35 PM	0	0	0	0	4	0	0	0	2	8	0	0	0	3	1	0	18	273
2:40 PM	0	0	0	0	7	0	3	0	1	6	0	0	0	1	6	1	25	280
2:45 PM	0	0	0	0	1	0	2	0	0	11	0	2	0	4	2	0	22	286
2:50 PM	0	0	0	0	6	0	0	0	2	14	0	0	0	3	4	0	29	293
2:55 PM	0	0	0	0	4	0	0	0	0	12	0	0	0	6	0	0	22	290
3:00 PM	0	0	0	0	3	0	0	0	0	8	0	0	0	8	6	1	26	296
3:05 PM	0	0	0	0	4	0	1	0	1	7	0	0	0	3	2	0	18	295
3:10 PM	0	0	0	0	3	0	0	0	0	13	0	0	0	6	3	0	25	291
3:15 PM	0	0	0	0	2	0	0	0	3	12	0	0	0	8	2	0	27	297
3:20 PM	0	0	0	0	3	0	0	0	1	11	0	0	0	11	3	0	29	302
3:25 PM	0	0	0	0	4	0	0	0	0	7	0	0	0	6	2	1	20	300
3:30 PM	0	0	0	0	5	0	1	0	0	5	0	0	0	6	6	0	23	284
3:35 PM	0	0	0	0	1	0	0	0	1	12	0	0	0	4	1	1	20	286
3:40 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	1	2	0	10	271
3:45 PM	0	0	0	0	5	0	0	0	0	21	0	0	0	6	2	0	34	283
3:50 PM	0	0	0	0	2	0	1	0	0	11	0	0	0	5	0	0	19	273
3:55 PM	0	0	0	0	0	0	1	0	0	19	0	0	0	10	1	1	32	283
4:00 PM	0	0	0	0	4	0	0	0	0	8	0	0	0	8	1	0	21	278
4:05 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	5	3	0	17	277
4:10 PM	0	0	0	0	2	0	0	0	0	5	0	0	0	10	6	0	23	275
4:15 PM	0	0	0	0	2	0	0	0	1	14	0	0	0	4	2	0	23	271
4:20 PM	0	0	0	0	3	0	0	0	0	9	0	0	0	1	3	0	16	258
4:25 PM	0	0	0	0	7	0	1	0	3	8	0	0	0	8	5	2	34	272
4:30 PM	0	0	0	0	1	0	0	0	1	16	0	0	0	4	1	0	23	272
4:35 PM	0	0	0	0	3	0	0	0	0	6	0	0	0	5	1	0	15	267
4:40 PM	0	0	0	0	4	0	1	0	2	10	0	0	0	6	3	0	26	283
4:45 PM	0	0	0	0	2	0	0	0	0	10	0	0	0	2	2	1	17	266
4:50 PM	0	0	0	0	5	0	0	0	0	14	0	0	0	4	4	0	27	274
4:55 PM	0	0	0	0	4	0	0	0	2	9	0	0	0	5	0	1	21	263
5:00 PM	0	0	0	0	4	0	2	0	1	7	0	0	0	4	3	0	21	263
5:05 PM	0	0	0	0	4	0	0	0	1	7	0	0	0	1	2	2	17	263
5:10 PM	0	0	0	0	4	0	1	0	3	4	0	0	0	3	2	1	18	258
5:15 PM	0	0	0	0	3	0	0	0	1	5	0	0	0	5	6	1	21	256
5:20 PM	0	0	0	0	5	0	2	0	0	4	0	0	0	6	2	0	19	259
5:25 PM	0	0	0	0	2	0	1	0	0	10	0	0	0	10	2	0	25	250
5:30 PM	0	0	0	0	3	0	0	0	3	8	0	0	0	4	2	3	23	250
5:35 PM	0	0	0	0	3	0	1	0	0	8	0	0	0	2	2	0	16	251
5:40 PM	0	0	0	0	3	0	1	0	0	11	0	0	0	5	7	0	27	252
5:45 PM	0	0	0	0	3	0	0	0	0	5	0	0	0	2	1	1	12	247
5:50 PM	0	0	0	0	4	0	0	0	0	13	0	0	0	3	3	1	24	244
5:55 PM	0	0	0	0	5	0	0	0	1	6	0	0	0	5	3	3	23	246
6:00 PM	0	0	0	0	3	0	0	0	1	7	0	0	0	5	1	0	17	242
6:05 PM	0	0	0	0	5	0	0	0	3	6	0	0	0	10	3	0	27	252
6:10 PM	0	0	0	0	7	0	0	0	0	8	0	0	0	4	6	3	28	262
6:15 PM	0	0	0	0	6	0	1	0	0	7	0	0	0	3	7	0	24	265
6:20 PM	0	0	0	0	3	0	2	0	0	7	0	0	0	4	4	3	23	269
6:25 PM	0	0	0	0	2	0	0	0	0	9	0	0	0	3	3	2	19	263

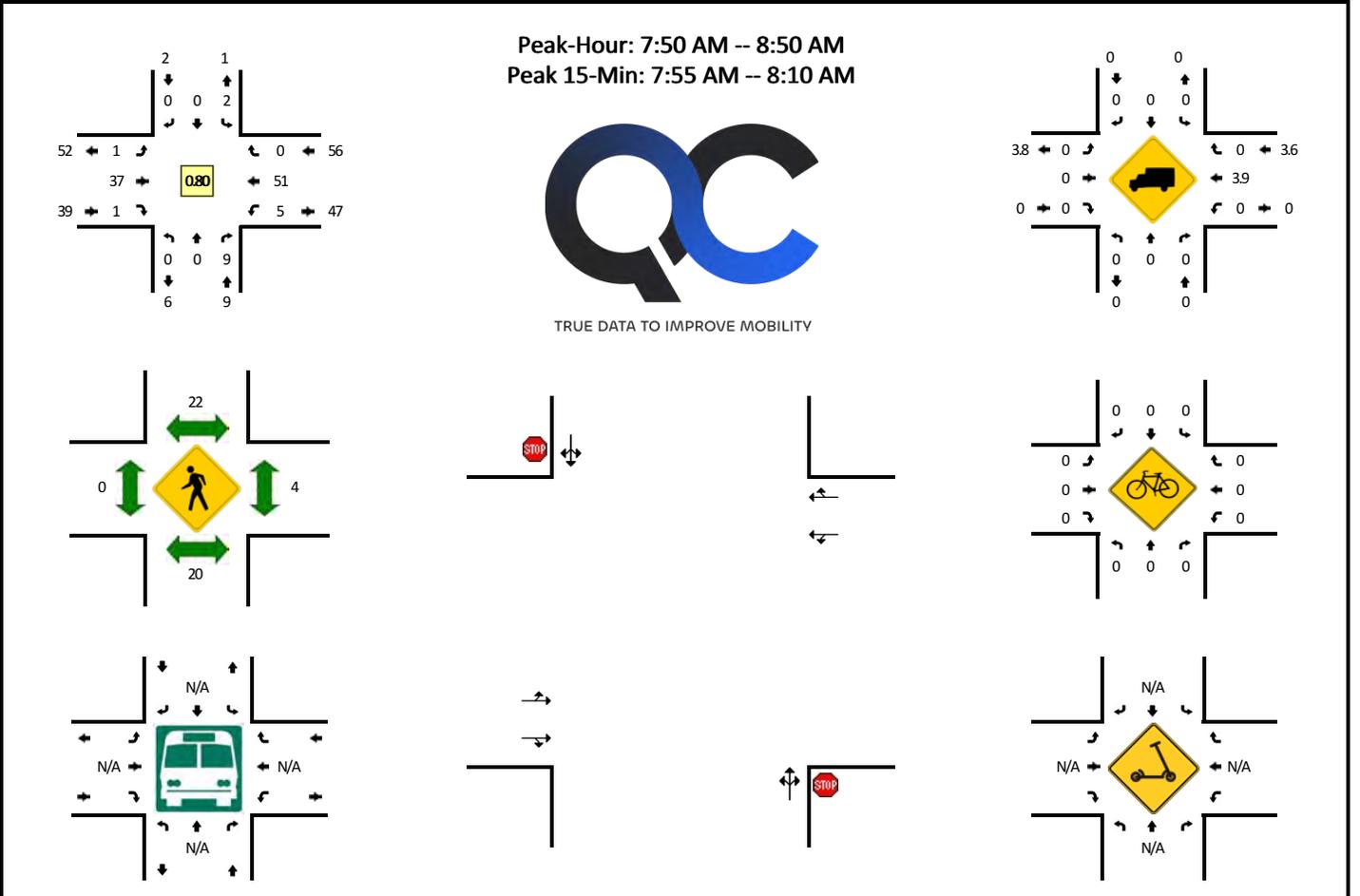
5-Min Count Period Beginning At	Parking Lot/State Park Access (Northbound)				Parking Lot/State Park Access (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	0	0	0	0	6	0	0	0	0	5	0	0	0	4	5	1	21	261
6:35 PM	0	0	0	0	3	0	0	0	1	1	0	0	0	5	2	2	14	259
6:40 PM	0	0	0	0	7	0	1	0	0	7	0	0	0	5	7	2	29	261
6:45 PM	0	0	0	0	5	0	0	0	0	3	0	0	0	3	3	2	16	265
6:50 PM	0	0	0	0	3	0	0	0	0	5	0	0	0	0	7	0	15	256
6:55 PM	0	0	0	0	7	0	1	0	2	8	0	0	0	1	3	1	23	256
7:00 PM	0	0	0	0	4	0	0	0	0	4	0	0	0	3	3	0	14	253
7:05 PM	0	0	0	0	6	0	0	0	0	12	0	0	0	3	3	1	25	251
7:10 PM	0	0	0	0	1	0	0	0	0	10	0	0	0	1	3	1	16	239
7:15 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	2	3	0	10	225
7:20 PM	0	0	0	0	5	0	1	0	0	4	0	0	0	1	2	1	14	216
7:25 PM	0	0	0	0	7	0	0	0	0	4	0	0	0	1	5	0	17	214
7:30 PM	0	0	0	0	2	0	0	0	1	5	0	0	0	3	2	2	15	208
7:35 PM	0	0	0	0	3	0	1	0	0	1	0	0	0	2	3	1	11	205
7:40 PM	0	0	0	0	3	0	0	0	0	4	0	0	0	1	3	2	13	189
7:45 PM	0	0	0	0	2	0	1	0	0	4	0	0	0	1	2	1	11	184
7:50 PM	0	0	0	0	2	0	0	0	0	4	0	0	0	4	1	0	11	180
7:55 PM	0	0	0	0	3	0	1	0	0	4	0	0	0	2	3	0	13	170
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	52	0	16	0	20	132	0	0	0	64	40	4	328	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		112				124				36				16			288	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	8		8	
Scoters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Strand Wy -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210122  
**DATE:** Thu, Jun 15 2023

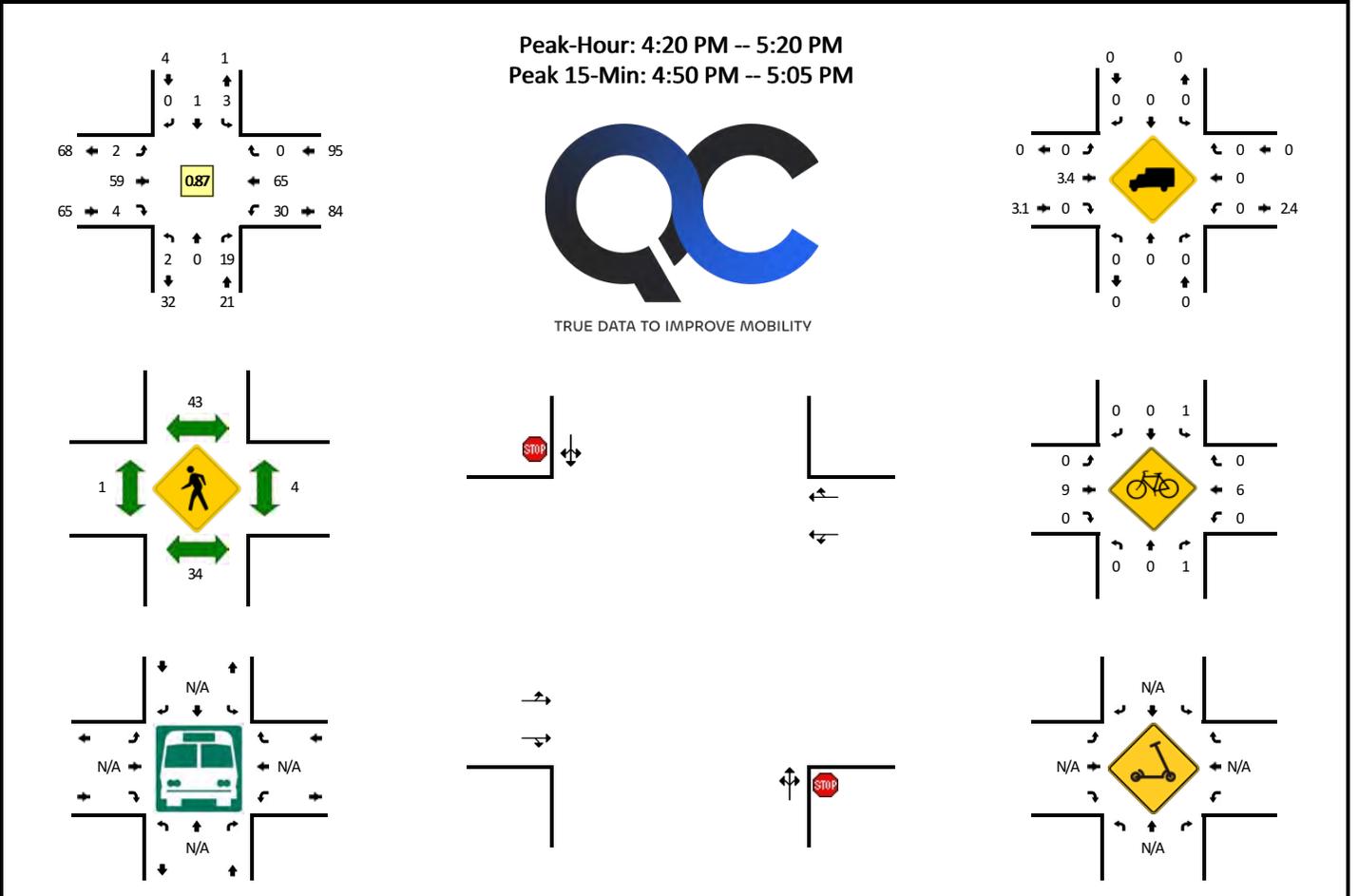


5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0	7	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
7:10 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	5	
7:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
7:25 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	
7:30 AM	0	0	1	0	1	0	0	0	0	0	5	0	0	0	6	0	0	13	
7:35 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	0	0	7	
7:40 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
7:45 AM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	7	
7:50 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	3	0	0	8	
7:55 AM	0	0	2	0	0	0	0	0	0	0	4	0	0	0	6	0	0	12	75
8:00 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	7	0	0	11	79
8:05 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	10	88
8:10 AM	0	0	1	0	0	0	0	1	0	0	1	0	0	1	3	0	0	7	90
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	6	0	0	13	99
8:20 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	0	6	102
8:25 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	105
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	96
8:35 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	96
8:40 AM	0	0	2	0	0	0	0	0	0	0	5	0	0	1	4	0	0	12	103
8:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	1	1	5	0	0	10	106
8:50 AM	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	7	105
8:55 AM	0	0	2	0	0	0	0	0	0	0	5	0	0	1	4	0	0	12	105
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	12	0	0	0	0	0	0	44	4	0	0	72	0	0	132		
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pedestrians	0	32	0	0	0	32	0	0	0	0	0	0	0	0	0	0	64		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

*Comments:*

**LOCATION:** Strand Wy -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210123  
**DATE:** Thu, Jun 15 2023

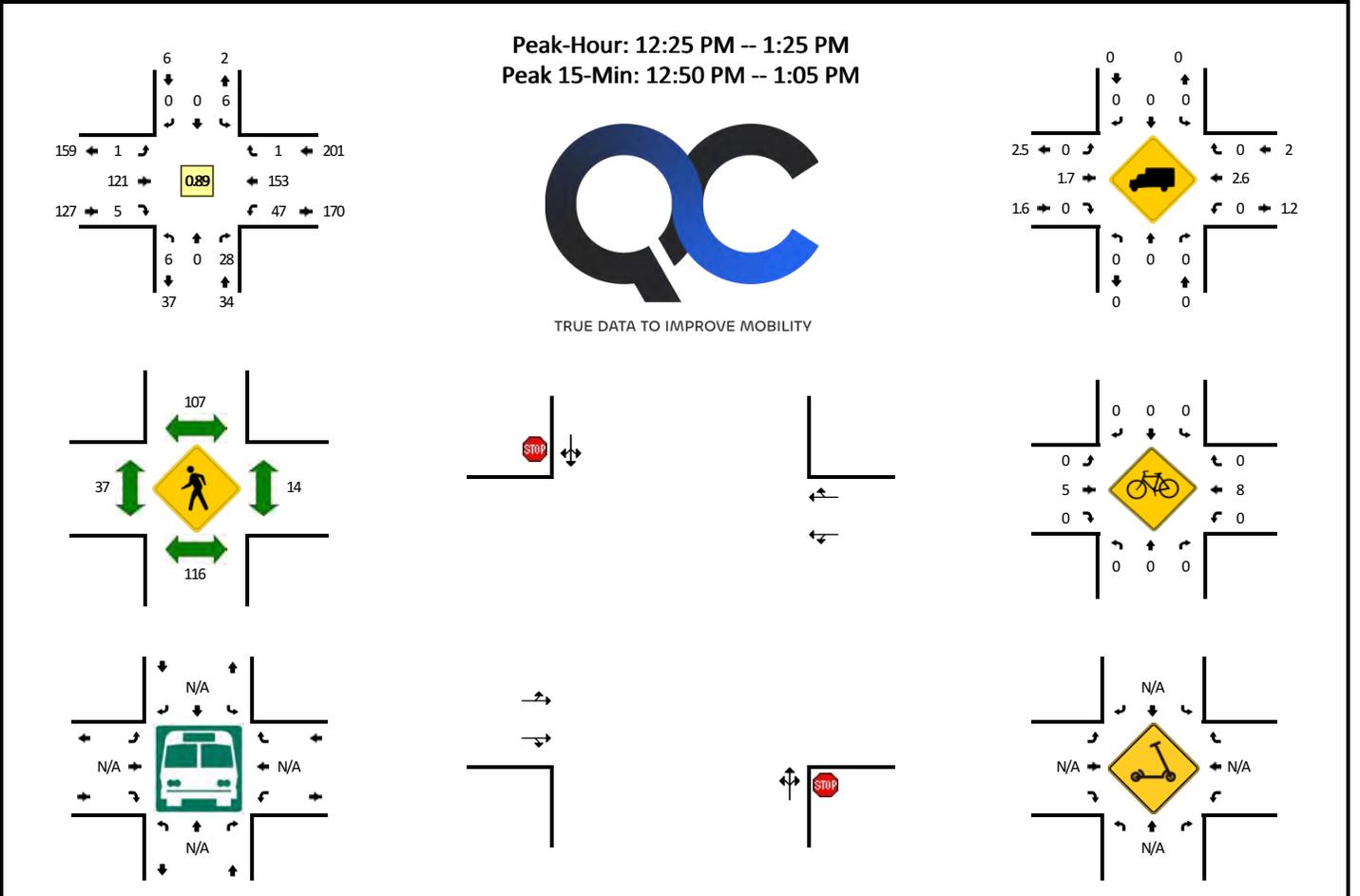


5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	1	0	2	0	0	0	0	0	0	6	0	0	0	7	1	0	0	17	
4:05 PM	0	0	0	0	0	0	0	0	0	1	3	1	0	0	7	0	0	12	
4:10 PM	0	0	1	0	1	0	1	0	0	0	3	0	1	3	4	0	0	14	
4:15 PM	0	0	2	0	0	0	0	0	0	0	6	0	0	2	5	1	0	16	
4:20 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12	
4:25 PM	0	0	0	0	0	0	0	0	0	1	5	0	0	3	4	0	2	15	
4:30 PM	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	0	0	10	
4:35 PM	0	0	0	0	1	0	0	0	0	0	3	0	0	1	11	0	1	17	
4:40 PM	0	0	2	0	0	1	0	0	0	0	2	2	0	2	5	0	0	14	
4:45 PM	0	0	2	0	0	0	0	0	0	0	2	0	1	5	2	0	0	12	
4:50 PM	0	0	2	0	0	0	0	0	0	0	9	0	0	4	6	0	0	21	
4:55 PM	0	0	3	0	0	0	0	0	0	0	8	0	0	1	2	0	0	14	174
5:00 PM	0	0	3	0	0	0	0	0	0	0	4	0	0	3	8	0	0	18	175
5:05 PM	2	0	1	0	0	0	0	0	0	0	1	2	0	1	3	0	0	10	173
5:10 PM	0	0	3	0	0	0	0	0	0	0	8	0	0	1	8	0	0	20	179
5:15 PM	0	0	2	0	1	0	0	0	0	0	6	0	0	6	7	0	0	22	185
5:20 PM	0	0	3	0	0	0	0	0	0	0	2	0	0	3	0	0	2	10	183
5:25 PM	0	0	2	0	0	0	0	0	0	0	6	0	0	2	1	0	0	11	179
5:30 PM	0	0	2	0	0	0	0	0	0	0	7	0	0	1	5	0	0	15	184
5:35 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	3	7	0	0	13	180
5:40 PM	0	0	2	0	0	0	0	0	0	0	5	1	1	1	7	0	0	17	183
5:45 PM	0	0	4	0	0	0	0	0	0	0	2	0	0	1	6	0	1	14	185
5:50 PM	0	0	1	0	0	0	0	0	0	0	4	0	0	3	3	0	1	12	176
5:55 PM	0	0	2	0	0	0	0	0	0	0	12	0	0	2	3	0	0	19	181
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	32	0	0	0	0	0	0	84	0	0	32	64	0	0	212		
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4		
Buses																			
Pedestrians		44				44				4				8			100		
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4		
Scoters																			

*Comments:*

**LOCATION:** Strand Wy -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210124  
**DATE:** Sat, Jun 10 2023



5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	0	0	0	0	0	0	0	0	6	0	0	2	7	0	0	16	
8:05 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
8:10 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	11	1	0	20	
8:15 AM	2	0	0	0	0	0	0	0	0	5	0	0	0	6	0	0	13	
8:20 AM	0	0	3	0	0	0	0	0	0	4	0	0	1	7	0	0	15	
8:25 AM	0	0	1	0	0	0	0	0	0	6	1	2	2	7	0	0	19	
8:30 AM	0	0	1	0	0	0	0	0	0	4	0	0	0	6	0	0	11	
8:35 AM	0	0	0	0	0	0	0	0	0	9	0	0	2	11	0	0	22	
8:40 AM	0	0	1	0	0	0	0	0	0	6	0	0	0	8	0	0	15	
8:45 AM	0	0	3	0	1	0	0	0	0	2	0	0	0	7	0	0	13	
8:50 AM	0	0	1	0	0	0	0	0	0	3	0	0	0	4	0	0	8	
8:55 AM	0	0	4	0	0	0	0	0	0	5	1	0	1	4	0	0	15	183
9:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	11	0	1	16	183
9:05 AM	0	0	0	0	0	0	0	0	0	4	0	0	2	8	0	0	14	181
9:10 AM	0	0	1	0	0	0	0	0	0	7	0	0	1	8	3	5	25	186
9:15 AM	0	0	5	0	0	0	0	0	0	1	0	0	1	7	0	1	15	188
9:20 AM	0	0	4	0	0	0	0	0	0	9	0	0	2	5	1	0	21	194
9:25 AM	2	0	1	0	0	0	0	0	0	7	1	0	2	7	0	3	23	198
9:30 AM	0	0	2	0	0	0	0	0	0	10	1	0	0	6	0	0	19	206
9:35 AM	0	0	1	0	0	0	0	0	0	9	0	0	2	11	0	2	25	209
9:40 AM	0	0	2	0	0	0	0	0	0	7	0	0	1	4	0	0	14	208
9:45 AM	1	0	3	0	0	0	0	0	0	8	0	0	0	8	1	0	21	216
9:50 AM	0	0	3	0	2	0	0	0	0	6	0	0	1	10	0	0	22	230
9:55 AM	0	0	4	0	0	0	0	0	0	5	0	0	3	6	0	1	19	234
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	11	2	1	18	236
10:05 AM	0	0	3	0	0	0	0	0	0	1	1	1	1	6	0	0	13	235
10:10 AM	0	0	3	0	0	0	0	0	1	5	0	0	2	4	0	0	15	225
10:15 AM	0	0	5	0	0	0	1	0	0	7	0	0	4	5	0	2	24	234
10:20 AM	0	0	1	0	0	0	0	0	0	8	0	0	0	5	0	0	14	227
10:25 AM	0	0	1	0	0	0	0	0	0	5	0	0	1	1	0	1	9	213
10:30 AM	0	0	0	0	0	0	0	0	0	13	1	0	5	10	0	2	31	225
10:35 AM	0	0	0	0	0	0	0	0	1	14	1	0	2	13	1	0	32	232
10:40 AM	0	0	0	0	0	0	0	0	0	10	0	0	1	11	0	1	23	241
10:45 AM	0	0	0	0	0	0	1	0	0	3	0	0	2	6	1	0	13	233
10:50 AM	0	0	1	0	0	0	0	0	0	5	0	0	2	6	0	1	15	226
10:55 AM	2	0	2	0	0	0	0	0	0	4	0	0	1	11	0	1	21	228
11:00 AM	0	0	4	0	0	0	0	0	0	4	0	0	2	11	0	0	21	231
11:05 AM	0	0	1	0	1	0	0	0	0	13	0	0	3	15	0	2	35	253

5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	1	0	3	0	0	0	0	0	0	6	1	0	1	10	0	2	24	262
11:15 AM	0	0	0	0	0	0	0	0	0	10	1	1	1	13	1	2	29	267
11:20 AM	0	0	1	0	0	0	0	0	0	7	0	0	1	12	0	0	21	274
11:25 AM	0	0	1	0	0	0	0	0	0	6	0	0	1	10	1	2	21	286
11:30 AM	3	0	2	0	0	0	0	0	1	11	1	0	4	18	0	2	42	297
11:35 AM	1	0	4	0	1	0	0	0	0	10	0	0	4	11	2	0	33	298
11:40 AM	2	0	4	0	2	0	1	0	0	16	0	0	2	12	0	1	40	315
11:45 AM	1	0	2	0	0	0	0	0	0	5	0	0	3	6	0	2	19	321
11:50 AM	2	0	4	0	0	0	0	0	0	10	0	0	2	21	0	0	39	345
11:55 AM	0	0	3	0	0	0	0	0	1	3	0	0	0	14	0	0	21	345
12:00 PM	1	0	2	0	0	0	0	0	1	7	1	1	1	6	0	2	22	346
12:05 PM	0	0	1	0	0	0	0	0	0	4	1	0	3	11	0	2	22	333
12:10 PM	1	0	5	0	0	0	0	0	0	9	0	0	1	20	0	0	36	345
12:15 PM	0	1	2	0	1	0	0	0	0	6	0	0	2	6	0	3	21	337
12:20 PM	0	0	1	0	0	0	0	0	0	7	3	0	5	5	0	1	22	338
12:25 PM	1	0	2	0	0	0	0	0	0	11	0	0	5	10	0	3	32	349
12:30 PM	0	0	2	0	0	0	0	0	0	11	0	0	4	14	1	2	34	341
12:35 PM	1	0	3	0	1	0	0	0	0	9	1	0	3	14	0	1	33	341
12:40 PM	0	0	3	0	0	0	0	0	0	4	1	0	3	13	0	2	26	327
12:45 PM	0	0	1	0	0	0	0	0	0	7	0	0	3	17	0	0	28	336
12:50 PM	1	0	3	0	1	0	0	0	0	14	0	0	3	8	0	2	32	329
12:55 PM	0	0	3	0	2	0	0	0	0	9	0	0	0	19	0	0	33	341
1:00 PM	1	0	6	0	0	0	0	0	0	16	1	0	2	12	0	0	38	357
1:05 PM	1	0	0	0	0	0	0	0	0	15	1	0	1	11	0	1	30	365
1:10 PM	0	0	0	0	1	0	0	0	1	7	1	0	2	14	0	0	26	355
1:15 PM	1	0	0	0	0	0	0	0	0	13	0	0	2	14	0	2	32	366
1:20 PM	0	0	5	0	1	0	0	0	0	5	0	0	4	7	0	2	24	368
1:25 PM	0	0	5	0	0	0	0	0	0	4	0	0	3	14	0	0	26	362
1:30 PM	0	0	3	0	0	0	0	0	0	5	1	0	3	14	0	0	26	354
1:35 PM	0	0	6	0	0	0	0	0	1	4	0	0	4	9	1	0	25	346
1:40 PM	0	0	3	0	0	0	0	0	0	11	1	0	1	7	1	1	25	345
1:45 PM	1	0	5	0	0	0	1	0	0	8	0	0	1	7	2	2	27	344
1:50 PM	0	0	2	0	1	0	0	0	0	6	0	0	4	17	0	1	31	343
1:55 PM	0	0	0	0	0	0	0	0	0	16	3	0	3	9	0	2	33	343
2:00 PM	0	0	2	0	0	0	0	0	0	13	0	0	0	11	0	0	26	331
2:05 PM	1	0	3	0	0	0	0	0	0	8	0	0	3	9	2	2	28	329
2:10 PM	0	0	0	0	0	0	0	0	0	14	0	1	2	12	0	0	29	332
2:15 PM	1	0	2	0	0	0	0	0	0	7	0	0	2	16	0	0	28	328
2:20 PM	1	0	0	0	0	0	0	0	0	14	1	0	2	12	0	2	32	336
2:25 PM	0	0	1	0	0	0	0	0	0	8	1	0	1	18	0	1	30	340
2:30 PM	0	0	4	0	0	0	0	0	1	20	0	1	2	12	0	2	42	356
2:35 PM	0	1	4	0	1	0	0	0	0	10	0	1	2	4	1	0	24	355
2:40 PM	0	0	2	0	0	0	0	0	0	12	1	0	2	6	0	0	23	353
2:45 PM	0	0	2	0	0	0	0	0	1	14	0	0	0	5	0	0	22	348
2:50 PM	1	0	1	0	0	0	0	0	0	20	0	0	2	6	0	0	30	347
2:55 PM	0	0	2	0	0	0	0	0	0	16	1	0	1	10	0	0	30	344
3:00 PM	0	0	0	0	0	0	0	0	0	13	1	0	0	12	0	1	27	345
3:05 PM	1	0	2	0	0	0	0	0	0	12	0	0	4	7	0	0	26	343
3:10 PM	0	0	3	0	0	0	0	0	0	14	2	1	3	8	0	1	32	346
3:15 PM	0	0	0	0	0	0	1	0	0	16	0	0	1	13	1	0	32	350
3:20 PM	1	0	1	0	1	0	0	0	0	16	0	0	3	10	1	0	33	351
3:25 PM	1	0	1	0	0	0	0	0	0	9	0	1	1	8	0	0	21	342
3:30 PM	0	0	2	0	0	0	0	0	1	8	2	0	1	11	0	0	25	325
3:35 PM	0	0	3	0	0	0	0	0	0	15	0	0	7	8	0	0	33	334
3:40 PM	0	0	5	0	0	0	0	0	0	8	0	0	1	7	1	2	24	335
3:45 PM	0	0	0	0	0	0	0	0	0	21	3	1	2	8	1	1	37	350
3:50 PM	0	0	1	0	1	0	0	0	0	12	2	0	2	7	0	0	25	345
3:55 PM	0	0	1	0	0	0	0	0	0	21	0	0	1	9	0	0	32	347
4:00 PM	0	0	1	0	0	0	0	0	0	11	0	0	3	10	0	1	26	346
4:05 PM	0	0	1	0	0	0	0	0	1	8	1	0	1	9	0	1	22	342
4:10 PM	0	0	1	0	0	0	0	0	0	10	0	0	2	13	0	0	26	336
4:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	1	4	0	1	20	324
4:20 PM	0	0	4	0	0	0	0	0	0	12	1	0	2	5	0	0	24	315
4:25 PM	0	0	1	0	0	0	0	0	0	19	0	0	2	15	0	0	37	331
4:30 PM	1	0	2	0	0	0	0	0	0	17	1	0	5	1	0	1	28	334
4:35 PM	0	0	0	0	0	0	0	0	0	11	0	0	1	6	0	0	18	319
4:40 PM	1	0	3	0	0	0	0	0	0	17	0	1	1	9	0	0	32	327
4:45 PM	0	0	2	0	0	0	0	0	0	12	0	0	3	6	1	0	24	314
4:50 PM	0	0	3	0	1	0	0	0	0	22	0	0	3	7	0	0	36	325
4:55 PM	0	0	2	0	0	0	0	0	0	14	1	0	2	9	0	0	28	321
5:00 PM	0	0	2	0	1	0	0	0	0	10	0	0	2	5	0	0	20	315
5:05 PM	0	0	1	0	0	0	0	0	0	11	1	0	1	5	0	0	19	312
5:10 PM	0	0	2	0	0	0	0	0	0	7	0	1	1	7	0	0	18	304
5:15 PM	1	0	1	0	0	0	1	0	1	7	1	0	0	10	0	3	25	309
5:20 PM	1	0	0	0	0	0	0	0	0	10	0	1	1	9	1	0	23	308
5:25 PM	0	0	3	0	0	0	0	0	0	10	0	1	1	10	2	0	27	298
5:30 PM	0	0	0	0	0	0	0	0	0	13	0	0	2	8	0	0	23	293
5:35 PM	0	0	4	0	1	0	0	0	0	10	0	1	2	3	0	0	21	296
5:40 PM	0	0	6	0	0	0	0	0	1	14	0	0	4	12	0	0	37	301
5:45 PM	0	0	3	0	0	0	0	0	0	7	0	0	0	6	0	0	16	293
5:50 PM	0	0	5	0	1	0	0	0	0	17	0	1	1	6	0	0	31	288
5:55 PM	0	0	1	0	0	0	0	0	0	12	0	0	0	11	0	1	25	285
6:00 PM	0	0	2	0	0	0	0	0	0	11	0	0	2	8	0	0	23	288
6:05 PM	0	0	0	0	0	0	0	0	0	13	0	0	2	12	0	0	27	296
6:10 PM	0	0	1	0	0	0	0	0	0	17	0	0	0	13	0	1	32	310
6:15 PM	0	0	1	0	0	0	0	0	1	14	0	0	2	9	0	0	27	312
6:20 PM	0	0	2	0	0	0	0	0	0	14	0	0	1	9	0	2	28	317
6:25 PM	0	0	0	0	0	0	0	0	0	12	0	0	1	9	0	0	22	312

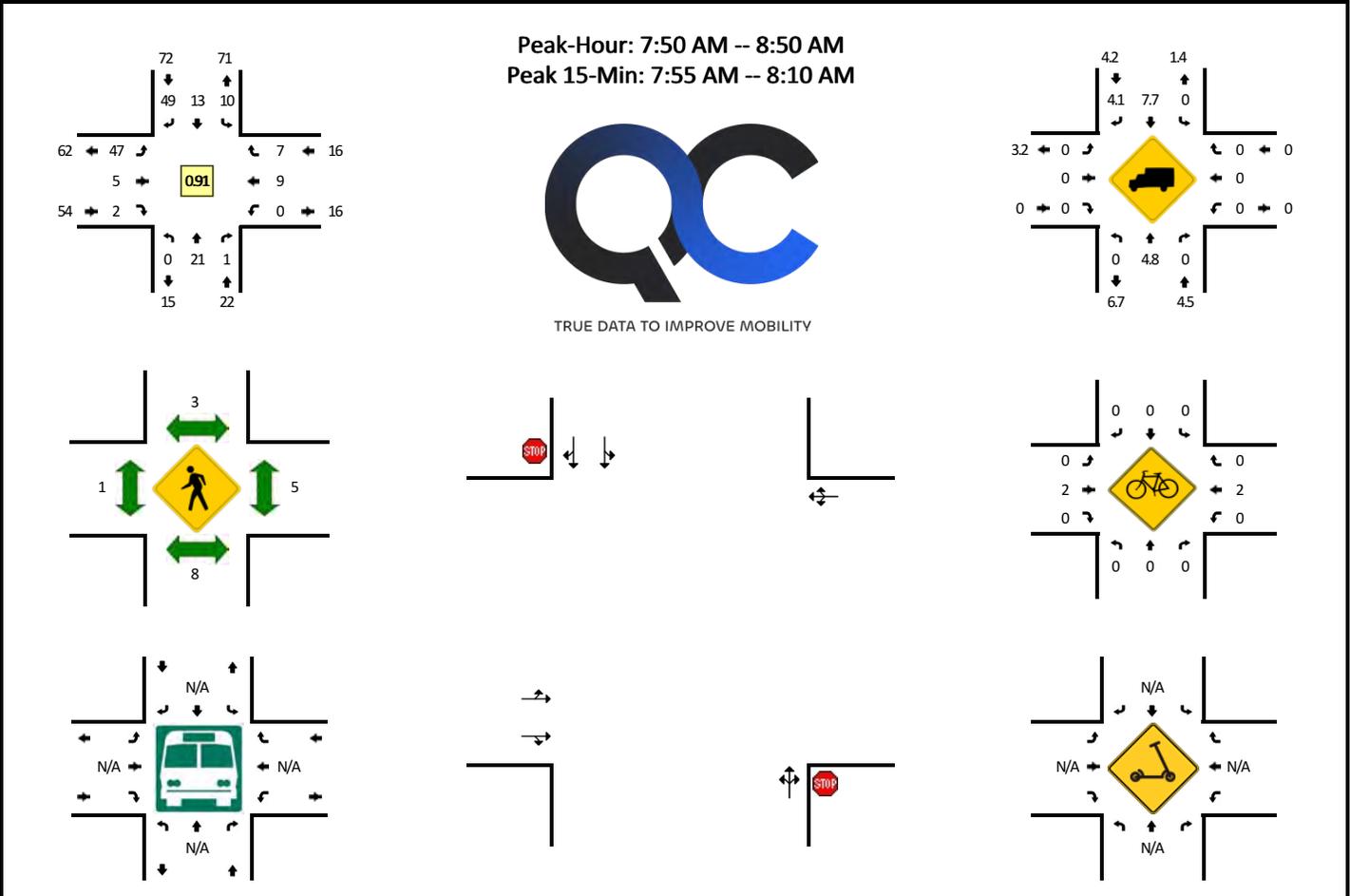
5-Min Count Period Beginning At	Strand Wy (Northbound)				Strand Wy (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	1	0	2	0	0	0	0	0	0	11	0	1	1	8	0	0	24	313
6:35 PM	0	0	3	0	0	0	0	0	0	7	1	0	1	8	0	0	20	312
6:40 PM	2	0	0	0	0	0	0	0	1	13	0	0	5	12	0	0	33	308
6:45 PM	0	0	1	0	1	0	0	0	0	13	0	0	0	3	0	0	18	310
6:50 PM	1	1	1	0	0	0	0	0	0	8	0	0	0	6	0	0	17	296
6:55 PM	0	0	1	0	0	0	0	0	0	15	2	0	0	6	0	1	25	296
7:00 PM	1	0	3	0	0	0	0	0	0	9	0	0	1	6	0	0	20	293
7:05 PM	0	0	1	0	0	0	0	0	0	16	1	0	0	7	0	0	25	291
7:10 PM	1	0	0	0	0	0	0	0	0	13	0	0	2	4	0	0	20	279
7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	259
7:20 PM	0	0	0	0	0	0	0	0	1	7	0	1	0	3	0	0	12	243
7:25 PM	0	0	1	1	0	0	0	0	0	11	0	0	0	5	0	0	18	239
7:30 PM	1	0	0	0	0	0	0	0	0	8	0	1	1	6	0	0	17	232
7:35 PM	0	0	0	0	0	0	0	0	1	5	0	1	1	4	0	0	12	224
7:40 PM	0	1	0	0	0	0	0	0	0	9	0	0	0	6	0	2	18	209
7:45 PM	0	0	1	0	1	0	0	0	1	4	0	0	4	4	0	0	15	206
7:50 PM	0	0	0	0	0	0	0	0	0	7	0	0	2	5	0	0	14	203
7:55 PM	1	0	0	0	1	0	0	0	2	4	0	1	2	4	0	0	15	193
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	48	0	12	0	0	0	0	156	4	0	20	156	0	8	412	
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8	
Buses																		
Pedestrians		108				96				48				16			268	
Bicycles	0	0	0		0	0	0		0	0	0		0	8	0		8	
Scoters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Pier Ave/Lakeside Ave -- Air Park Dr/Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210125  
**DATE:** Thu, Jun 15 2023

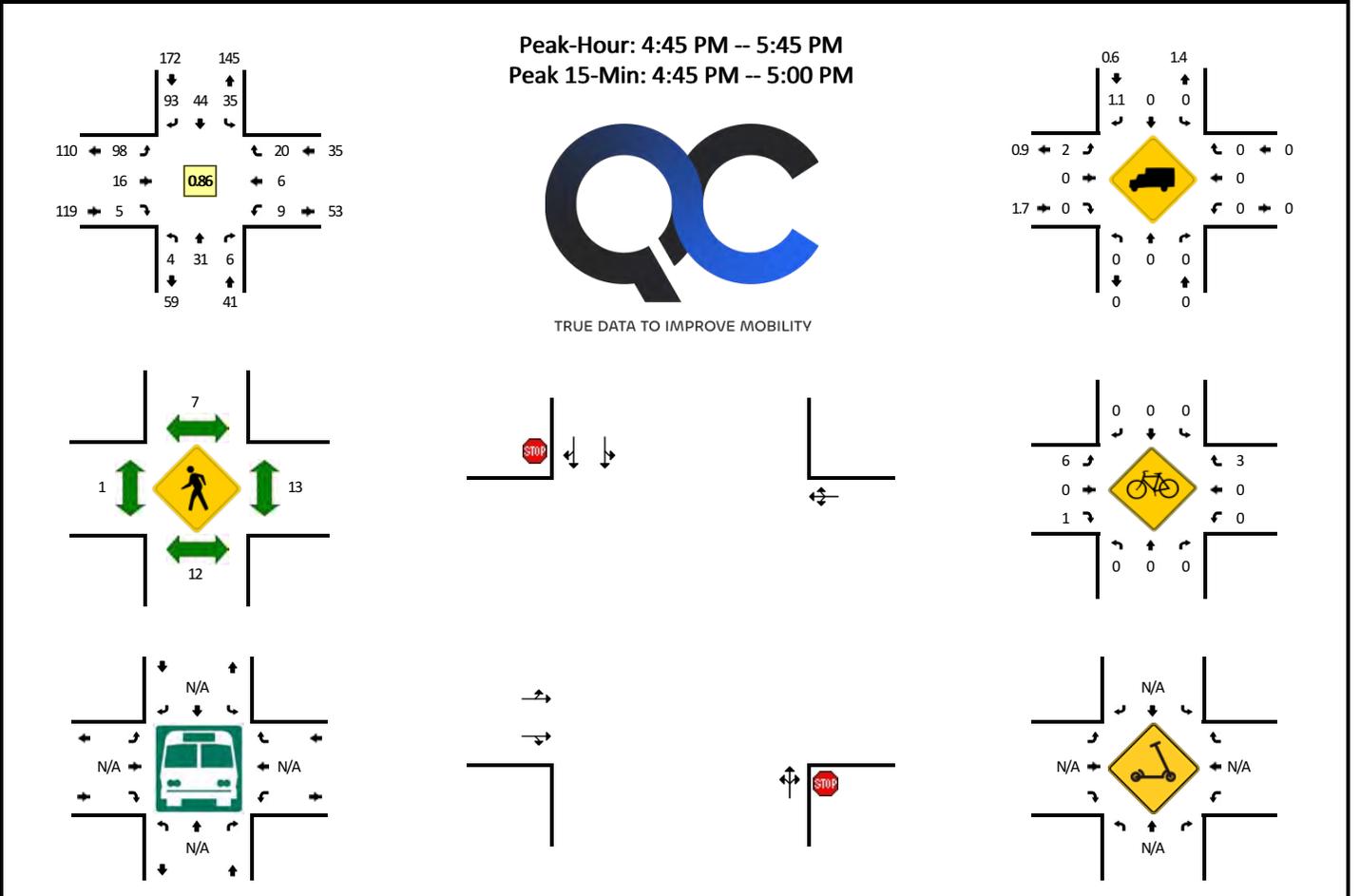


5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (June) (Eastbound)				Air Park Dr/Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	0	0	1	0	1	0	6	0	0	0	0	0	0	1	0	0	9		
7:05 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	2	0	5	
7:10 AM	0	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	7	
7:15 AM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	2	0	0	7	
7:20 AM	0	2	0	0	0	3	2	0	2	0	0	0	0	0	1	0	0	10	
7:25 AM	0	1	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	5	
7:30 AM	0	1	0	0	0	2	5	1	6	1	0	0	0	2	1	0	0	19	
7:35 AM	1	1	0	0	0	0	6	0	2	2	0	0	0	0	0	0	0	12	
7:40 AM	0	1	0	0	0	0	2	0	2	0	0	0	1	0	0	0	0	6	
7:45 AM	0	1	0	0	0	1	2	0	4	1	0	0	0	0	0	0	0	9	
7:50 AM	0	1	0	0	1	1	4	0	4	1	0	0	0	0	0	0	0	12	
7:55 AM	0	1	0	0	2	1	5	0	5	0	0	1	0	1	0	0	0	16	117
8:00 AM	0	1	0	0	0	1	4	0	2	1	0	0	0	3	0	0	0	12	120
8:05 AM	0	4	0	0	2	0	2	0	4	0	0	2	0	2	1	0	0	17	132
8:10 AM	0	4	0	0	0	1	5	0	1	0	0	0	0	0	1	0	0	12	137
8:15 AM	0	1	0	0	0	1	5	0	8	0	0	0	0	0	1	0	0	16	146
8:20 AM	0	2	0	0	0	0	5	0	2	1	0	1	0	0	1	0	0	12	148
8:25 AM	0	0	0	0	1	2	2	0	2	1	1	0	0	1	0	0	0	10	153
8:30 AM	0	2	0	0	0	0	6	0	3	0	0	0	0	0	2	0	0	13	147
8:35 AM	0	1	0	0	1	1	5	0	2	0	0	0	0	0	0	0	0	10	145
8:40 AM	0	3	1	0	3	2	1	0	7	0	1	0	0	1	0	0	0	19	158
8:45 AM	0	1	0	0	0	3	5	0	3	1	0	0	0	1	1	0	0	15	164
8:50 AM	0	1	0	0	0	0	1	0	5	0	0	0	0	1	0	0	0	8	160
8:55 AM	0	5	0	0	0	0	5	0	6	0	0	0	0	0	1	0	0	17	161
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	24	0	0	16	8	44	0	44	4	0	12	0	24	4	0	180		
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Buses	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	12		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Comments: Lakeside Ave and Air Park Dr have Stop signs, Pier Ave does not.

**LOCATION:** Pier Ave/Lakeside Ave -- Air Park Dr/Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210126  
**DATE:** Thu, Jun 15 2023

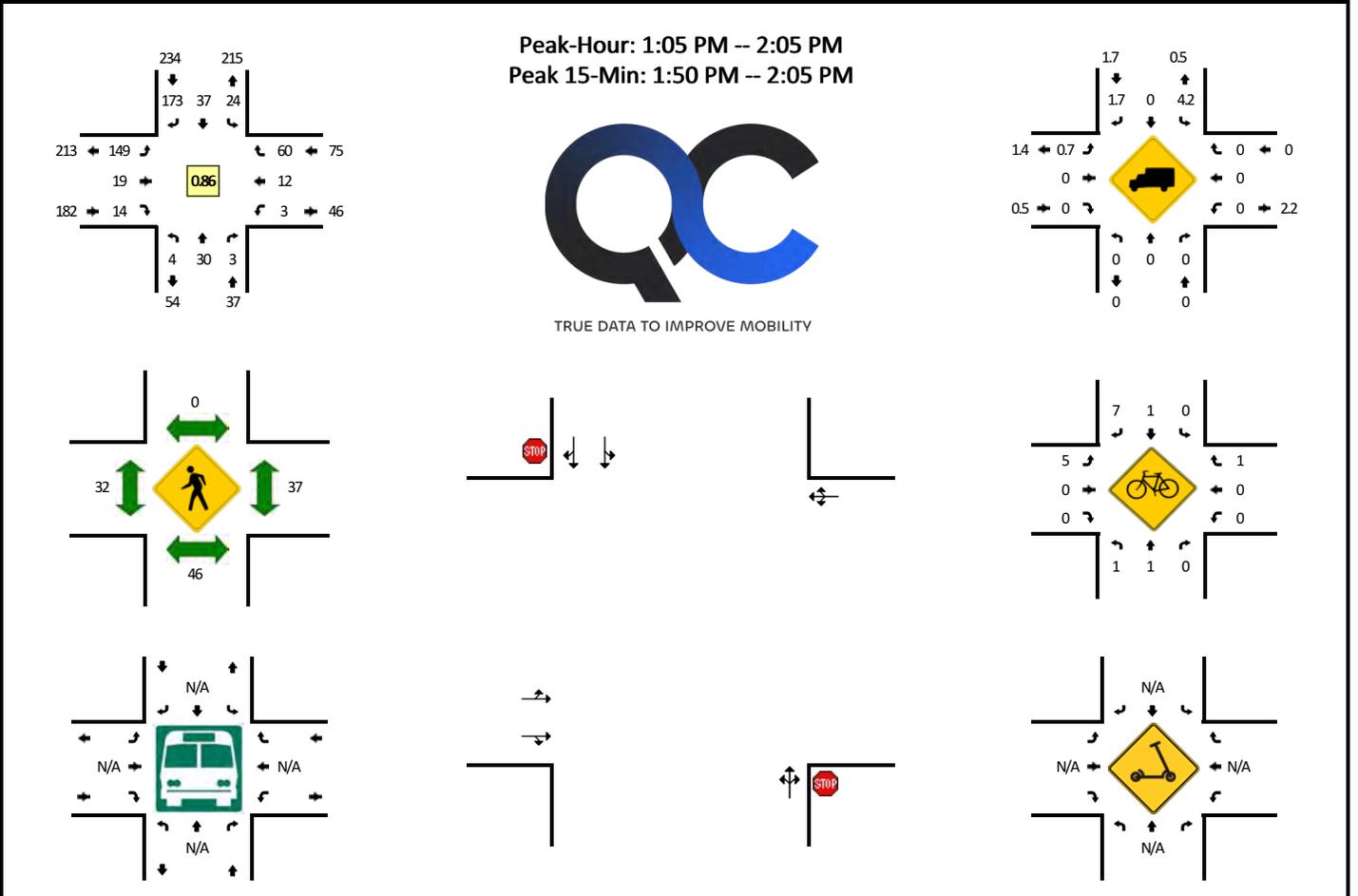


5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (June) (Eastbound)				Air Park Dr/Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	7	0	0	2	1	7	0	8	1	1	0	0	0	2	0	29	
4:05 PM	0	7	0	0	3	5	11	0	1	2	0	0	0	0	1	0	30	
4:10 PM	1	5	3	0	1	4	8	0	7	0	0	0	0	1	1	1	32	
4:15 PM	1	5	1	0	7	3	8	0	10	0	0	0	0	0	1	2	38	
4:20 PM	0	1	0	0	0	2	6	0	10	0	0	0	0	0	1	2	22	
4:25 PM	0	2	1	0	2	3	7	1	3	3	0	0	0	0	0	2	24	
4:30 PM	0	0	0	0	1	2	7	0	6	0	0	0	0	0	0	1	17	
4:35 PM	0	0	0	0	2	3	9	0	6	0	0	0	0	1	0	1	22	
4:40 PM	0	1	0	0	2	2	6	0	3	0	0	0	0	1	1	1	17	
4:45 PM	0	5	1	0	5	6	13	2	3	1	0	1	1	1	0	3	41	
4:50 PM	0	2	0	0	4	1	11	0	8	1	1	1	1	1	0	3	33	
4:55 PM	1	0	0	0	1	4	11	0	11	2	0	0	0	0	1	2	33	338
5:00 PM	0	4	1	1	3	5	4	0	10	1	0	0	0	2	1	0	32	341
5:05 PM	1	0	2	0	4	2	6	0	1	1	1	1	0	0	1	2	22	333
5:10 PM	1	3	0	0	2	5	3	0	12	0	2	0	0	1	0	1	30	331
5:15 PM	0	5	1	0	0	3	13	0	8	1	0	0	0	0	1	0	32	325
5:20 PM	0	0	0	0	2	3	9	0	8	2	0	1	0	0	0	3	28	331
5:25 PM	0	5	0	0	4	5	3	0	7	1	0	0	0	3	1	1	30	337
5:30 PM	0	3	0	0	2	2	6	1	14	2	0	1	0	0	0	3	34	354
5:35 PM	0	2	1	0	1	4	8	1	3	2	0	1	1	1	2	0	27	359
5:40 PM	0	2	0	0	3	4	6	0	5	2	1	2	0	0	0	0	25	367
5:45 PM	0	3	1	0	4	2	8	0	9	2	0	0	0	1	1	4	35	361
5:50 PM	0	4	0	0	5	1	6	0	5	0	0	2	0	0	1	2	26	354
5:55 PM	0	2	0	0	2	0	4	0	15	0	0	1	0	0	1	2	27	348
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	28	4	0	40	44	140	8	88	16	4	8	8	4	32	0	428	
Heavy Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	8	
Buses																		
Pedestrians		16				0				4				12			32	
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4	
Scoters																		

Comments: Lakeside Ave and Air Park Dr have Stop signs, Pier Ave does not.

**LOCATION:** Pier Ave/Lakeside Ave -- Air Park Dr/Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210127  
**DATE:** Sat, Jun 10 2023



5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (June) (Eastbound)				Air Park Dr/Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	6	0	4	2	0	0	0	0	1	0	13	
8:05 AM	0	0	0	0	2	0	9	0	7	2	1	0	0	0	4	4	29	
8:10 AM	0	0	0	0	0	0	8	0	5	0	0	0	0	0	1	1	15	
8:15 AM	0	0	0	0	0	0	6	0	5	1	0	0	0	0	1	1	14	
8:20 AM	0	0	0	0	0	1	10	0	4	2	0	0	0	0	3	1	21	
8:25 AM	1	2	0	0	1	2	6	0	5	2	0	0	0	0	1	1	21	
8:30 AM	0	3	0	0	0	0	6	0	4	0	1	0	0	0	1	1	16	
8:35 AM	0	2	0	0	0	1	15	0	7	0	0	1	0	0	2	1	29	
8:40 AM	0	0	0	0	2	0	3	0	8	1	0	0	0	0	0	0	14	
8:45 AM	0	0	0	0	0	3	9	0	7	1	0	1	0	0	2	2	25	
8:50 AM	1	3	0	0	0	4	4	0	4	0	0	0	0	0	1	0	17	
8:55 AM	0	0	1	0	2	1	8	0	5	3	0	0	0	0	0	1	21	235
9:00 AM	0	3	0	0	0	3	8	0	4	0	0	0	0	0	1	2	21	243
9:05 AM	0	3	0	0	3	2	9	0	4	1	0	0	0	0	2	2	26	240
9:10 AM	0	4	0	0	0	1	14	0	6	1	0	0	0	0	1	2	29	254
9:15 AM	1	2	0	0	1	1	8	0	3	0	0	3	0	0	0	0	19	259
9:20 AM	0	2	0	0	1	0	10	0	15	2	0	0	0	0	1	0	31	269
9:25 AM	0	1	1	0	0	0	10	0	13	0	1	0	0	0	0	0	26	274
9:30 AM	0	1	0	0	1	0	9	0	7	0	0	0	0	0	2	0	20	278
9:35 AM	0	3	0	0	0	1	13	0	13	2	1	1	0	0	2	2	38	287
9:40 AM	0	2	0	0	1	0	3	0	6	2	0	3	1	0	0	0	18	291
9:45 AM	0	0	0	0	0	1	10	0	5	1	0	0	0	0	1	2	21	287
9:50 AM	0	5	0	0	0	0	15	0	17	0	0	0	0	0	1	1	39	309
9:55 AM	0	1	0	0	0	1	9	0	9	1	0	1	0	0	1	0	23	311
10:00 AM	0	0	1	0	0	1	7	0	2	1	0	3	0	0	2	1	18	308
10:05 AM	0	0	0	0	0	1	5	0	10	0	0	2	0	0	1	0	19	301
10:10 AM	0	0	0	0	1	3	10	0	5	1	0	0	0	0	1	2	23	295
10:15 AM	0	2	2	0	0	2	11	0	12	1	1	0	0	0	1	4	36	312
10:20 AM	2	1	0	0	1	1	8	0	8	2	1	2	0	0	1	3	30	311
10:25 AM	0	1	0	0	1	1	12	0	4	0	0	0	0	1	4	1	25	310
10:30 AM	1	3	1	0	1	2	8	0	7	0	0	4	0	0	0	1	28	318
10:35 AM	0	4	1	0	1	1	8	0	9	4	0	3	0	0	2	0	33	313
10:40 AM	0	3	0	0	3	0	11	0	13	1	0	2	1	1	1	0	36	331
10:45 AM	0	5	3	0	4	7	9	0	3	2	0	0	0	2	1	0	36	346
10:50 AM	0	3	0	0	8	1	10	1	9	0	0	1	0	0	1	0	34	341
10:55 AM	0	0	1	0	6	2	18	1	7	0	1	0	0	2	2	0	40	358
11:00 AM	1	6	1	0	5	3	14	0	7	1	0	1	0	2	1	0	42	382
11:05 AM	1	3	1	0	3	1	13	0	7	1	4	1	0	0	0	0	35	398

5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (June) (Eastbound)				Air Park Dr/Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	6	1	0	5	2	11	1	11	0	3	0	1	2	2	0	45	420
11:15 AM	0	6	0	0	1	1	18	0	10	1	0	2	0	1	1	0	41	425
11:20 AM	0	4	0	0	6	6	19	0	11	2	0	0	0	1	2	0	52	447
11:25 AM	0	2	1	0	3	2	14	0	3	0	4	0	1	0	4	0	34	456
11:30 AM	1	2	1	0	0	4	18	0	10	0	3	5	0	0	1	1	46	474
11:35 AM	2	3	1	0	2	2	18	0	13	3	1	0	0	1	2	0	48	489
11:40 AM	1	1	1	0	3	1	13	0	16	1	1	2	0	2	1	0	43	496
11:45 AM	0	3	1	0	1	1	8	0	11	0	0	1	0	2	0	0	28	488
11:50 AM	0	2	0	0	1	2	21	0	6	2	1	5	1	0	1	0	42	496
11:55 AM	0	1	0	0	1	0	10	0	10	0	1	0	0	0	3	0	26	482
12:00 PM	0	1	0	0	0	0	10	0	4	5	2	0	0	1	2	0	25	465
12:05 PM	1	3	0	0	3	3	13	0	12	1	1	1	0	2	2	0	42	472
12:10 PM	0	5	1	0	2	1	20	0	9	1	4	0	1	1	2	0	47	474
12:15 PM	1	1	0	0	1	3	12	0	10	1	0	1	0	0	2	0	32	465
12:20 PM	0	2	1	0	0	1	11	0	6	0	1	1	0	1	3	0	27	440
12:25 PM	0	3	0	0	1	4	13	0	8	1	6	2	1	0	4	0	43	449
12:30 PM	1	0	0	0	0	2	19	0	8	2	1	5	0	1	3	0	42	445
12:35 PM	0	3	0	0	1	3	18	0	14	0	0	1	0	0	0	0	40	437
12:40 PM	0	2	0	0	2	2	24	0	10	0	0	2	0	0	4	0	46	440
12:45 PM	1	3	0	0	1	1	17	0	6	1	1	0	0	0	2	0	33	445
12:50 PM	0	3	2	0	0	4	11	2	16	3	0	2	0	1	1	0	45	448
12:55 PM	0	3	0	0	1	8	20	1	8	3	0	2	1	0	2	0	49	471
1:00 PM	0	3	0	0	1	1	13	2	17	0	1	3	1	0	2	0	44	490
1:05 PM	0	2	0	0	4	4	9	0	14	2	0	2	0	3	3	0	43	491
1:10 PM	0	6	0	0	2	2	13	0	8	1	2	2	0	0	3	0	39	483
1:15 PM	0	3	1	0	0	4	19	0	9	4	2	5	0	2	2	0	51	502
1:20 PM	0	3	1	0	1	6	13	0	11	2	1	0	1	0	3	0	42	517
1:25 PM	0	5	1	0	1	0	19	0	7	0	1	2	0	2	5	0	43	517
1:30 PM	1	2	0	0	3	3	14	0	12	1	0	1	0	2	2	0	41	516
1:35 PM	1	4	0	0	4	2	15	0	6	0	1	2	0	1	8	0	44	520
1:40 PM	1	0	0	0	0	3	9	0	14	1	1	1	0	0	6	0	36	510
1:45 PM	0	0	0	0	3	1	9	0	16	0	1	1	0	0	5	0	36	513
1:50 PM	1	2	0	0	1	2	22	0	4	0	0	1	0	0	7	0	40	508
1:55 PM	0	3	0	0	4	5	11	0	15	6	0	4	1	1	9	0	59	518
2:00 PM	0	0	0	0	1	5	20	0	9	2	5	3	1	1	7	0	54	528
2:05 PM	0	2	2	0	1	2	9	0	8	0	1	6	0	0	6	0	37	522
2:10 PM	0	5	0	0	2	2	14	0	8	3	0	1	0	0	2	0	37	520
2:15 PM	0	1	1	0	2	2	14	0	12	2	0	3	0	4	0	0	41	510
2:20 PM	0	3	0	0	4	3	15	0	11	2	1	1	1	0	2	0	43	511
2:25 PM	0	1	0	0	2	1	19	0	8	0	3	3	0	1	0	0	38	506
2:30 PM	0	6	0	0	2	1	10	0	19	3	1	2	1	0	0	0	45	510
2:35 PM	0	3	1	0	0	4	10	0	8	6	3	2	0	0	1	0	38	504
2:40 PM	0	0	0	0	1	1	6	0	9	2	1	2	0	2	3	0	27	495
2:45 PM	0	0	1	0	5	3	4	0	14	1	1	2	0	0	2	0	33	492
2:50 PM	0	2	0	0	3	1	10	0	15	0	1	3	1	0	2	0	38	490
2:55 PM	1	2	0	0	2	4	13	0	16	3	1	3	0	1	2	0	48	479
3:00 PM	0	2	0	0	3	2	11	0	14	0	1	2	0	1	3	0	39	464
3:05 PM	2	2	0	0	2	2	6	0	9	2	3	3	0	1	2	0	34	461
3:10 PM	0	3	0	0	0	4	9	0	16	2	2	3	0	0	1	0	40	464
3:15 PM	2	1	1	0	9	0	14	0	15	3	1	3	0	1	1	0	51	474
3:20 PM	2	2	0	0	1	1	10	0	12	2	0	3	0	2	0	0	35	466
3:25 PM	1	2	0	0	4	2	7	0	18	0	0	2	0	0	1	0	37	465
3:30 PM	1	2	1	0	0	5	9	0	8	1	1	3	1	1	0	0	33	453
3:35 PM	0	4	0	0	5	0	16	0	17	3	1	0	0	1	0	0	47	462
3:40 PM	2	2	1	0	1	0	13	0	11	0	2	2	0	5	2	0	41	476
3:45 PM	0	0	1	0	2	2	16	0	15	3	1	2	0	1	0	0	43	486
3:50 PM	1	4	1	0	6	3	5	1	15	2	0	2	0	1	4	0	45	493
3:55 PM	0	2	0	0	3	0	7	0	22	0	1	2	0	2	5	0	44	489
4:00 PM	0	4	1	0	2	4	10	1	14	1	0	1	0	0	0	1	39	489
4:05 PM	0	2	1	0	2	2	8	0	10	1	0	2	1	2	2	0	33	488
4:10 PM	0	2	0	0	2	2	14	0	11	0	0	3	1	1	0	0	36	484
4:15 PM	0	0	0	0	1	0	6	0	12	3	0	1	0	2	1	0	26	459
4:20 PM	0	5	0	0	0	2	15	0	15	2	1	0	0	0	4	1	45	469
4:25 PM	0	3	1	0	1	0	12	0	20	2	0	4	0	1	5	0	49	481
4:30 PM	0	2	0	0	1	1	6	0	18	3	0	5	0	0	5	0	41	489
4:35 PM	0	2	0	0	2	3	5	0	13	3	0	3	1	1	1	0	34	476
4:40 PM	0	3	0	0	5	2	11	0	14	2	0	1	0	0	5	0	43	478
4:45 PM	0	1	0	0	3	3	8	0	18	2	0	1	1	2	2	0	41	476
4:50 PM	0	0	0	0	1	3	9	0	16	5	0	2	0	1	1	0	38	469
4:55 PM	0	2	0	0	1	2	9	0	15	0	1	1	0	1	2	0	34	459
5:00 PM	0	1	1	0	4	0	6	0	12	2	0	2	1	0	2	0	31	451
5:05 PM	0	1	0	0	2	1	5	0	13	1	0	1	0	1	1	0	26	444
5:10 PM	1	1	0	0	1	0	5	0	12	0	0	1	0	1	1	0	23	431
5:15 PM	0	2	1	0	3	1	12	0	8	1	0	1	0	2	0	0	31	436
5:20 PM	0	3	0	0	0	3	14	0	12	0	1	1	0	0	1	0	35	426
5:25 PM	0	1	0	0	0	1	9	0	20	2	0	2	0	2	2	0	39	416
5:30 PM	1	1	1	0	0	1	6	0	10	0	0	1	0	2	0	0	23	398
5:35 PM	0	1	0	0	0	2	6	0	20	2	0	1	1	0	1	0	34	398
5:40 PM	0	2	0	0	3	2	15	0	14	5	3	1	0	2	1	0	48	403
5:45 PM	0	1	1	0	2	2	6	0	8	2	0	1	0	3	8	0	34	396
5:50 PM	0	2	0	0	2	1	8	0	25	2	0	1	1	0	5	0	47	405
5:55 PM	0	1	0	0	1	1	10	0	8	2	1	1	0	2	0	0	27	398
6:00 PM	0	2	0	0	1	2	10	0	13	0	0	2	0	1	4	0	35	402
6:05 PM	0	2	0	0	2	2	12	0	9	2	0	6	0	0	2	0	37	413
6:10 PM	0	3	0	0	2	2	14	0	17	1	2	2	1	2	0	0	46	436
6:15 PM	2	0	0	0	2	1	7	0	14	2	0	1	0	1	0	0	30	435
6:20 PM	0	2	0	0	3	2	12	0	8	1	1	4	0	1	3	0	37	437
6:25 PM	1	6	0	0	1	2	7	0	15	3	0	2	0	1	0	0	38	436

5-Min Count Period Beginning At	Pier Ave/Lakeside Ave (Northbound)				Pier Ave/Lakeside Ave (Southbound)				Air Park Dr/Pier Ave (June) (Eastbound)				Air Park Dr/Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	0	0	0	0	1	4	8	0	14	4	3	1	0	2	1	0	38	451
6:35 PM	0	1	1	0	1	3	11	0	6	2	1	1	0	1	1	0	29	446
6:40 PM	0	4	0	0	1	0	16	0	10	1	0	3	0	1	0	0	36	434
6:45 PM	0	2	1	0	1	3	1	0	11	2	0	0	0	0	0	0	21	421
6:50 PM	0	2	0	0	0	3	2	0	4	0	1	0	1	1	1	0	15	389
6:55 PM	0	1	0	0	1	1	6	1	9	2	1	1	0	0	0	0	23	385
7:00 PM	0	1	0	0	0	2	5	0	13	0	0	1	0	0	3	0	25	375
7:05 PM	0	3	0	0	1	1	7	0	13	4	0	1	0	0	0	0	30	368
7:10 PM	0	1	0	0	0	4	4	0	11	2	2	0	0	1	1	0	26	348
7:15 PM	1	3	0	0	0	2	5	1	5	1	0	0	0	1	0	0	19	337
7:20 PM	0	1	0	0	3	1	1	0	8	0	0	0	1	0	3	0	18	318
7:25 PM	0	2	0	0	2	0	4	0	7	0	1	0	0	1	0	0	17	297
7:30 PM	1	2	0	0	0	2	6	0	7	3	1	0	0	1	2	0	25	284
7:35 PM	1	0	0	0	2	2	5	0	4	0	0	1	0	0	1	0	16	271
7:40 PM	1	1	0	0	0	3	8	0	9	2	1	0	0	0	0	0	25	260
7:45 PM	1	1	0	0	1	0	6	0	5	0	2	0	0	0	2	0	18	257
7:50 PM	1	1	0	0	3	3	6	0	5	0	1	3	0	1	0	0	24	266
7:55 PM	0	0	0	0	6	0	7	0	4	0	0	1	0	0	0	0	18	261
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	20	0	0	24	48	212	0	112	32	20	32	8	8	92	0	612	
Heavy Trucks	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians		8				0				0				16			24	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	4		8	
Scoters																		

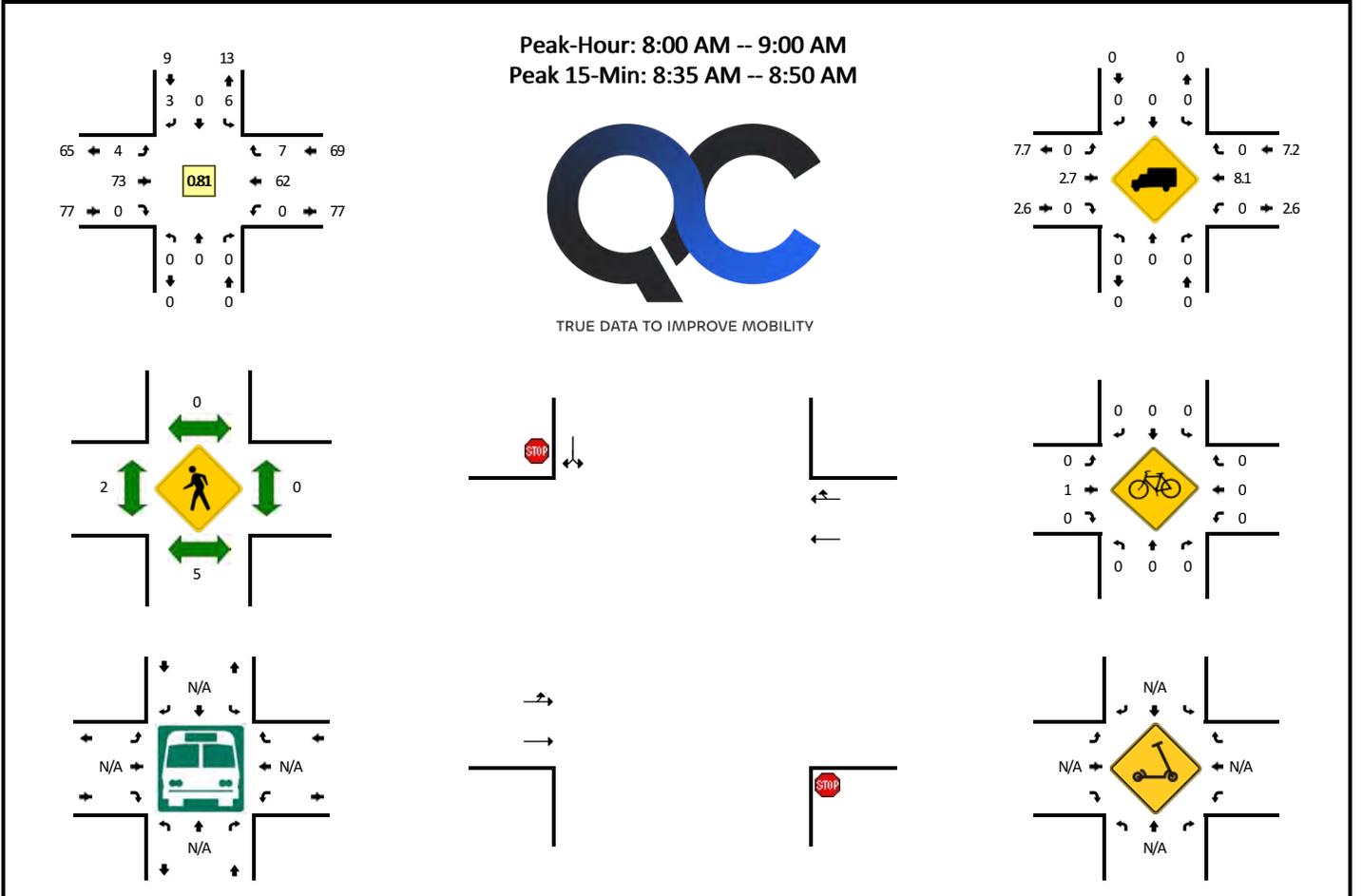
Comments: Lakeside Ave and Air Park Dr have Stop signs, Pier Ave does not.

Report generated on 2/10/2025 3:11 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Campground Dwy (Pismo State Beach Campground) -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210128  
**DATE:** Thu, Jun 15 2023



5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	6	2	0	0	9	
7:05 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5	
7:10 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7	
7:15 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	3	0	0	0	7	
7:20 AM	0	0	0	0	1	0	0	0	0	0	4	0	0	5	0	0	0	10	
7:25 AM	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	5	
7:30 AM	0	0	0	0	0	0	3	0	0	0	9	0	0	6	0	0	0	18	
7:35 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	6	0	0	0	9	
7:40 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	6	
7:45 AM	0	0	0	0	0	0	0	0	0	2	3	0	0	3	0	0	0	8	
7:50 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	9	
7:55 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	8	1	0	0	15	108
8:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	5	0	0	0	9	108
8:05 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	3	0	0	0	12	115
8:10 AM	0	0	0	0	1	0	1	0	0	1	4	0	0	4	0	0	0	11	119
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	6	0	0	0	17	129
8:20 AM	0	0	0	0	1	0	0	0	0	0	5	0	0	6	0	0	0	12	131
8:25 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0	0	6	132
8:30 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	7	1	0	0	14	128
8:35 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	9	0	0	0	13	132
8:40 AM	0	0	0	0	1	0	0	0	0	0	9	0	0	7	2	0	0	19	145
8:45 AM	0	0	0	0	1	0	1	2	0	1	5	0	0	5	1	0	0	16	153
8:50 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7	151
8:55 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	5	3	0	0	19	155
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	8	0	4	8	4	72	0	0	0	84	12	0	192		
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16		
Buses																			
Pedestrians		4				0				4				0			8		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Scoters																			

*Comments:*

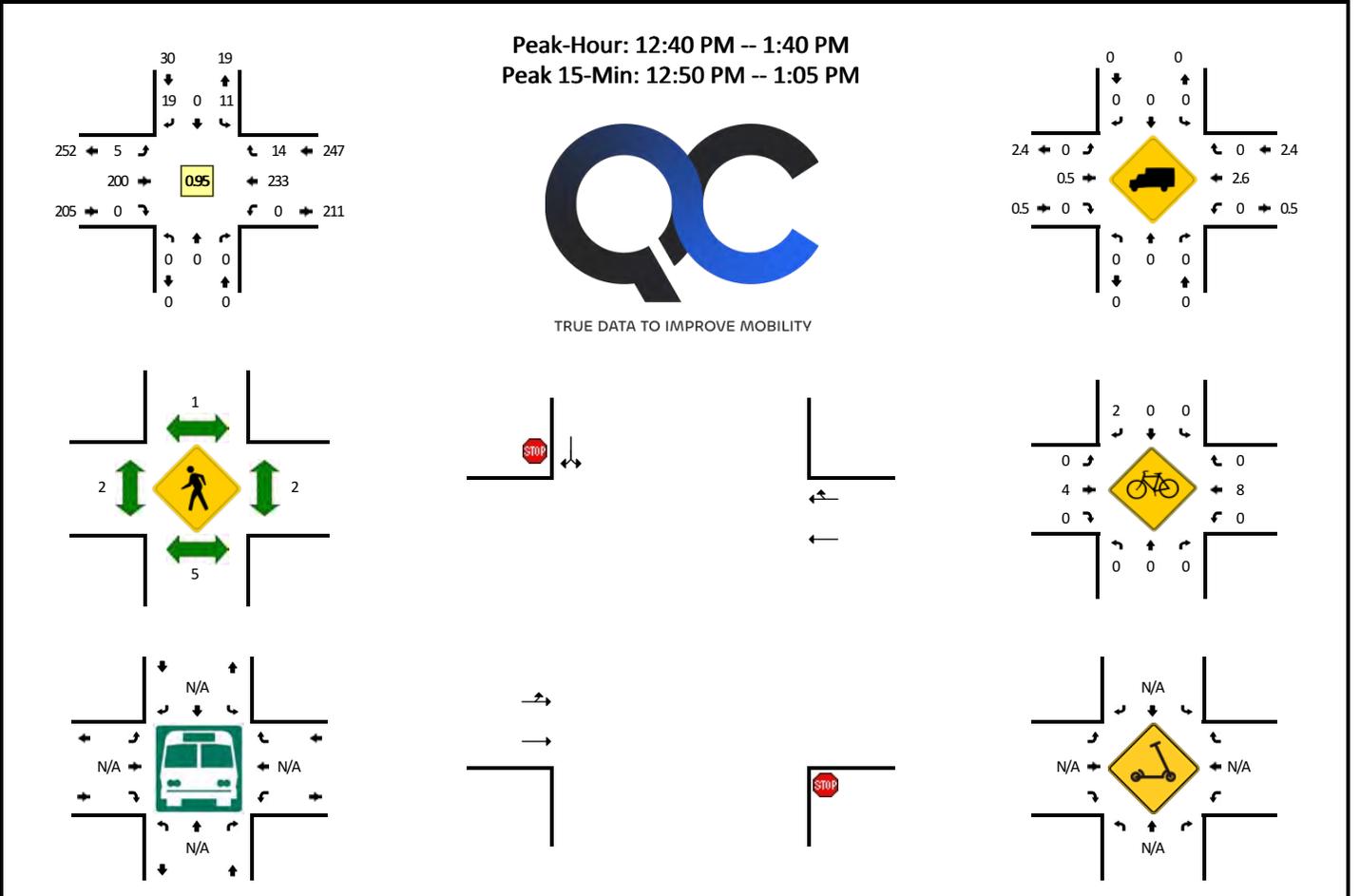






**LOCATION:** Campground Dwy (Pismo State Beach Campground) -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210130  
**DATE:** Sat, Jun 10 2023



5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	1	0	0	0	0	5	0	0	0	6	0	0	12	
8:05 AM	0	0	0	0	1	0	3	0	0	2	9	0	0	10	0	0	25	
8:10 AM	0	0	0	0	0	0	1	0	0	2	4	0	0	7	1	0	15	
8:15 AM	0	0	0	0	2	0	2	0	0	1	5	0	0	6	1	0	17	
8:20 AM	0	0	0	0	1	0	0	0	0	1	4	0	0	9	0	0	15	
8:25 AM	0	0	0	0	1	0	0	0	0	0	8	0	0	9	1	0	19	
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	9	0	0	17	
8:35 AM	0	0	0	0	0	0	0	0	0	1	10	0	0	14	1	0	26	
8:40 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	6	1	0	15	
8:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	12	0	0	22	
8:50 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	8	0	0	14	
8:55 AM	0	0	0	0	1	0	0	0	0	0	8	0	0	11	1	0	21	218
9:00 AM	0	0	0	0	0	0	1	0	0	0	9	0	0	11	1	0	22	228
9:05 AM	0	0	0	0	1	0	0	0	0	0	9	0	0	14	0	0	24	227
9:10 AM	0	0	0	0	3	0	0	0	0	0	12	0	0	14	1	0	30	242
9:15 AM	0	0	0	0	1	0	0	0	0	0	5	0	0	10	1	0	17	242
9:20 AM	0	0	0	0	1	0	0	0	0	0	19	0	0	11	0	0	31	258
9:25 AM	0	0	0	0	2	0	0	0	0	0	15	0	0	10	0	0	27	266
9:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	9	0	0	17	266
9:35 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	15	0	0	32	272
9:40 AM	0	0	0	0	1	0	0	0	0	0	9	0	0	5	0	0	15	272
9:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	12	0	0	18	268
9:50 AM	0	0	0	0	1	0	0	0	0	2	22	0	0	17	0	0	42	296
9:55 AM	0	0	0	0	1	0	0	0	0	0	9	0	0	11	0	0	21	296
10:00 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	8	2	0	14	288
10:05 AM	0	0	0	0	3	0	0	0	0	0	9	0	0	5	0	0	17	281
10:10 AM	0	0	0	0	0	0	0	1	0	0	8	0	0	13	2	0	24	275
10:15 AM	0	0	0	0	1	0	1	0	0	0	18	0	0	10	1	0	31	289
10:20 AM	0	0	0	0	2	0	1	0	0	0	10	0	0	9	2	0	24	282
10:25 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	15	1	0	22	277
10:30 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	22	282
10:35 AM	0	0	0	0	3	0	0	0	0	1	14	0	0	13	2	0	33	283
10:40 AM	0	0	0	0	2	0	0	0	0	0	18	0	0	11	0	0	31	299
10:45 AM	0	0	0	0	0	0	1	0	0	0	10	0	0	23	1	0	35	316
10:50 AM	0	0	0	0	0	0	1	1	0	0	15	0	0	17	2	0	36	310
10:55 AM	0	0	0	0	1	0	0	0	0	1	9	0	0	31	0	0	42	331
11:00 AM	0	0	0	0	3	0	1	0	0	0	13	0	0	21	0	0	38	355

5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
	11:05 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	15	0		
11:10 AM	0	0	0	0	1	0	1	0	2	18	0	0	0	20	0	0	42	381
11:15 AM	0	0	0	0	2	0	0	0	0	18	0	1	0	19	0	0	40	390
11:20 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	30	1	0	47	413
11:25 AM	0	0	0	0	1	0	1	0	0	9	0	0	0	18	0	0	29	420
11:30 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	22	0	0	34	432
11:35 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	20	2	0	40	439
11:40 AM	0	0	0	0	0	0	0	0	1	16	0	0	0	16	0	0	33	441
11:45 AM	0	0	0	0	0	0	0	0	1	17	0	0	0	11	1	0	30	436
11:50 AM	0	0	0	0	1	0	2	0	1	8	0	0	0	24	0	0	36	436
11:55 AM	0	0	0	0	2	0	0	0	1	11	0	0	0	11	0	0	25	419
12:00 PM	0	0	0	0	3	0	1	0	0	12	0	0	0	9	1	0	26	407
12:05 PM	0	0	0	0	0	0	0	0	1	19	0	0	0	19	0	0	39	421
12:10 PM	0	0	0	0	1	0	1	0	1	15	0	0	0	22	0	0	40	419
12:15 PM	0	0	0	0	2	0	0	0	0	12	0	0	0	15	0	0	29	408
12:20 PM	0	0	0	0	3	0	0	0	0	11	0	0	0	12	2	0	28	389
12:25 PM	0	0	0	0	2	0	2	0	0	15	0	0	0	18	2	0	39	399
12:30 PM	0	0	0	0	0	0	4	0	0	13	0	0	0	17	2	0	36	401
12:35 PM	0	0	0	0	1	0	2	0	1	15	0	0	0	19	0	0	38	399
12:40 PM	0	0	0	0	0	0	2	0	0	16	0	0	0	26	1	0	45	411
12:45 PM	0	0	0	0	1	0	1	0	0	10	0	0	0	21	1	0	34	415
12:50 PM	0	0	0	0	1	0	2	0	0	23	0	0	0	14	2	0	42	421
12:55 PM	0	0	0	0	1	0	6	0	1	12	0	0	0	24	1	0	45	441
1:00 PM	0	0	0	0	1	0	2	0	1	23	0	0	0	11	2	0	40	455
1:05 PM	0	0	0	0	1	0	1	0	3	17	0	0	0	17	1	0	40	456
1:10 PM	0	0	0	0	1	0	0	0	0	17	0	0	0	16	2	0	36	452
1:15 PM	0	0	0	0	0	0	1	0	0	12	0	0	0	26	0	0	39	462
1:20 PM	0	0	0	0	2	0	0	0	0	20	0	0	0	19	1	0	42	476
1:25 PM	0	0	0	0	2	0	1	0	0	16	0	0	0	19	2	0	40	477
1:30 PM	0	0	0	0	1	0	1	0	0	16	0	0	0	21	1	0	40	481
1:35 PM	0	0	0	0	0	0	2	0	0	18	0	0	0	19	0	0	39	482
1:40 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	12	0	0	32	469
1:45 PM	0	0	0	0	0	0	1	0	1	20	0	0	0	12	3	0	37	472
1:50 PM	0	0	0	0	1	0	0	0	0	13	0	0	0	25	1	0	40	470
1:55 PM	0	0	0	0	1	0	0	0	0	27	0	0	0	22	4	0	54	479
2:00 PM	0	0	0	0	0	0	0	0	1	16	0	0	0	22	0	0	39	478
2:05 PM	0	0	0	0	1	0	0	0	2	14	0	0	0	14	0	0	31	469
2:10 PM	0	0	0	0	0	0	1	0	1	14	0	0	0	18	0	0	34	467
2:15 PM	0	0	0	0	2	0	2	0	0	13	0	0	0	16	1	0	34	462
2:20 PM	0	0	0	0	0	0	1	1	2	15	0	0	0	22	1	0	42	462
2:25 PM	0	0	0	0	2	0	2	1	0	8	0	0	0	21	1	0	35	457
2:30 PM	0	0	0	0	1	0	0	0	1	23	0	0	0	13	2	0	40	457
2:35 PM	0	0	0	0	1	0	0	0	0	12	0	0	0	13	0	0	26	444
2:40 PM	0	0	0	0	0	0	1	0	2	10	0	0	0	7	0	0	20	432
2:45 PM	0	0	0	0	1	0	1	0	4	12	0	0	0	12	0	0	30	425
2:50 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	0	32	417
2:55 PM	0	0	0	0	0	0	1	0	0	20	0	0	0	17	2	0	40	403
3:00 PM	0	0	0	0	1	0	2	0	1	17	0	0	0	14	0	0	35	399
3:05 PM	0	0	0	0	1	0	0	0	5	9	0	0	0	11	3	0	29	397
3:10 PM	0	0	0	0	1	0	1	0	4	15	0	0	0	13	1	0	35	398
3:15 PM	0	0	0	0	1	0	0	0	1	17	0	0	0	22	0	0	41	405
3:20 PM	0	0	0	0	2	0	0	1	2	11	0	0	0	11	1	0	28	391
3:25 PM	0	0	0	0	1	0	1	0	0	21	0	0	0	12	2	0	37	393
3:30 PM	0	0	0	0	0	0	1	0	0	10	0	0	0	12	4	0	27	380
3:35 PM	0	0	0	0	5	0	0	0	1	21	0	0	0	23	1	0	51	405
3:40 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	14	1	0	30	415
3:45 PM	0	0	0	0	1	0	0	0	0	20	0	0	0	19	1	0	41	426
3:50 PM	0	0	0	0	0	0	1	0	0	23	0	0	0	14	0	0	38	432
3:55 PM	0	0	0	0	0	0	1	0	0	30	0	0	0	8	0	0	39	431
4:00 PM	0	0	0	0	1	0	1	0	1	19	0	0	0	18	1	0	41	437
4:05 PM	0	0	0	0	2	0	1	0	1	13	0	0	0	10	0	0	27	435
4:10 PM	0	0	0	0	0	0	0	0	1	12	0	0	0	18	1	0	32	432
4:15 PM	0	0	0	0	0	0	0	0	4	9	0	0	0	7	0	0	20	411
4:20 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	17	0	0	40	423
4:25 PM	0	0	0	0	0	0	2	1	2	26	0	0	0	13	0	0	44	430
4:30 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	6	1	0	32	435
4:35 PM	0	0	0	0	0	0	0	0	1	15	0	0	0	11	2	0	29	413
4:40 PM	0	0	0	0	0	0	0	0	1	22	0	0	0	18	1	0	42	425
4:45 PM	0	0	0	0	1	0	1	0	0	22	0	0	0	12	1	0	37	421
4:50 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31	414
4:55 PM	0	0	0	0	2	0	1	0	0	20	0	0	0	12	0	0	35	410
5:00 PM	0	0	0	0	0	0	0	0	1	15	0	0	0	9	0	0	25	394
5:05 PM	0	0	0	0	3	0	0	0	0	15	0	0	0	8	0	0	26	393
5:10 PM	0	0	0	0	0	0	1	0	0	14	0	0	0	6	0	0	21	382
5:15 PM	0	0	0	0	1	0	1	0	1	10	0	0	0	15	1	0	29	391
5:20 PM	0	0	0	0	2	0	0	0	0	16	0	0	0	18	0	0	36	387
5:25 PM	0	0	0	0	0	0	0	1	0	24	0	0	0	10	2	0	37	380
5:30 PM	0	0	0	0	0	0	1	0	0	12	0	0	0	6	1	0	20	368
5:35 PM	0	0	0	0	0	0	0	0	2	17	0	0	0	8	2	0	29	368
5:40 PM	0	0	0	0	2	0	3	0	1	20	0	0	0	20	1	0	47	373
5:45 PM	0	0	0	0	2	0	0	0	0	17	0	0	0	8	1	0	28	364
5:50 PM	0	0	0	0	0	0	0	0	1	33	0	0	0	11	0	0	45	378
5:55 PM	0	0	0	0	2	0	1	0	0	11	0	0	0	11	0	0	25	368
6:00 PM	0	0	0	0	1	0	1	0	0	18	0	0	0	12	1	0	33	376
6:05 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	18	2	0	33	383
6:10 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	15	1	0	38	400
6:15 PM	0	0	0	0	2	0	0	0	1	17	0	0	0	11	0	0	31	402

5-Min Count Period Beginning At	Campground Dwy (Pismo State Beach Campground) (Northbound)				Campground Dwy (Pismo State Beach Campground) (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:20 PM	0	0	0	0	2	0	0	0	0	0	13	0	0	0	16	0	0	31	397
6:25 PM	0	0	0	0	0	0	1	0	0	1	19	0	0	0	10	0	0	31	391
6:30 PM	0	0	0	0	1	0	0	0	0	0	15	0	0	0	12	1	0	29	400
6:35 PM	0	0	0	0	0	0	1	0	0	0	7	0	0	0	14	0	0	22	393
6:40 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	17	0	0	32	378
6:45 PM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	5	2	0	21	371
6:50 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12	338
6:55 PM	0	0	0	0	0	0	0	0	0	1	10	0	0	0	9	1	0	21	334
7:00 PM	0	0	0	0	1	0	0	0	0	1	15	0	0	0	7	1	0	25	326
7:05 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	13	0	0	30	323
7:10 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	5	1	0	18	303
7:15 PM	0	0	0	0	0	0	0	0	0	2	11	0	0	0	9	2	0	24	296
7:20 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	5	1	0	18	283
7:25 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14	266
7:30 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20	257
7:35 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	2	0	17	252
7:40 PM	0	0	0	0	1	0	2	0	0	0	12	0	0	0	9	3	0	27	247
7:45 PM	0	0	0	0	2	0	1	0	0	1	8	0	0	0	6	1	0	19	245
7:50 PM	0	0	0	0	1	0	2	0	0	0	6	0	0	0	11	2	0	22	255
7:55 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	13	0	0	16	250
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	12	0	40	0	8	232	0	0	0	196	20	0	508		
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8		
Buses																			
Pedestrians		12				0				8				0			20		
Bicycles	0	0	0		0	0	4		0	0	0		0	8	0		12		
Scoters																			

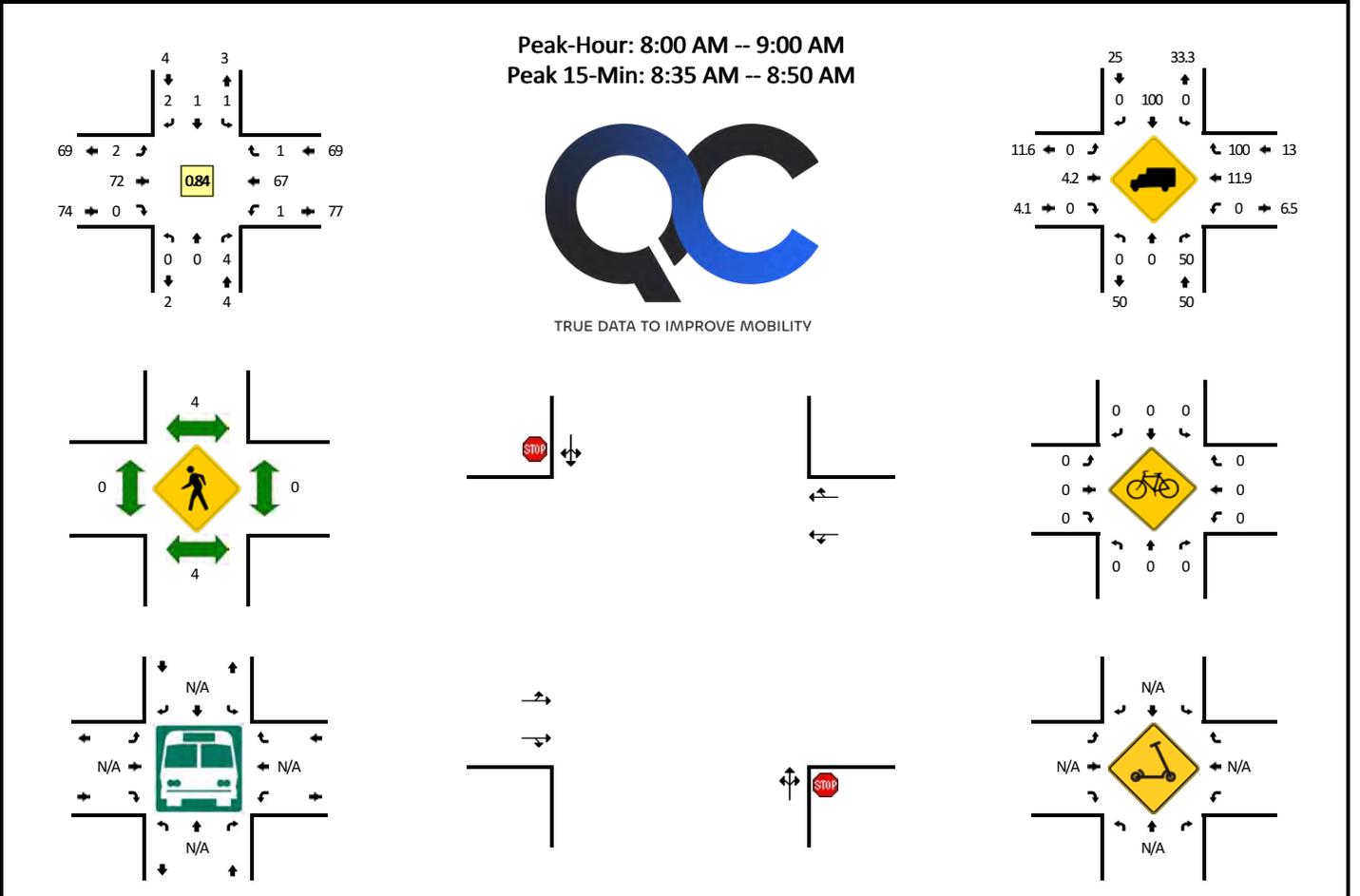
Comments:

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** Norswing Dr -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210131  
**DATE:** Thu, Jun 15 2023

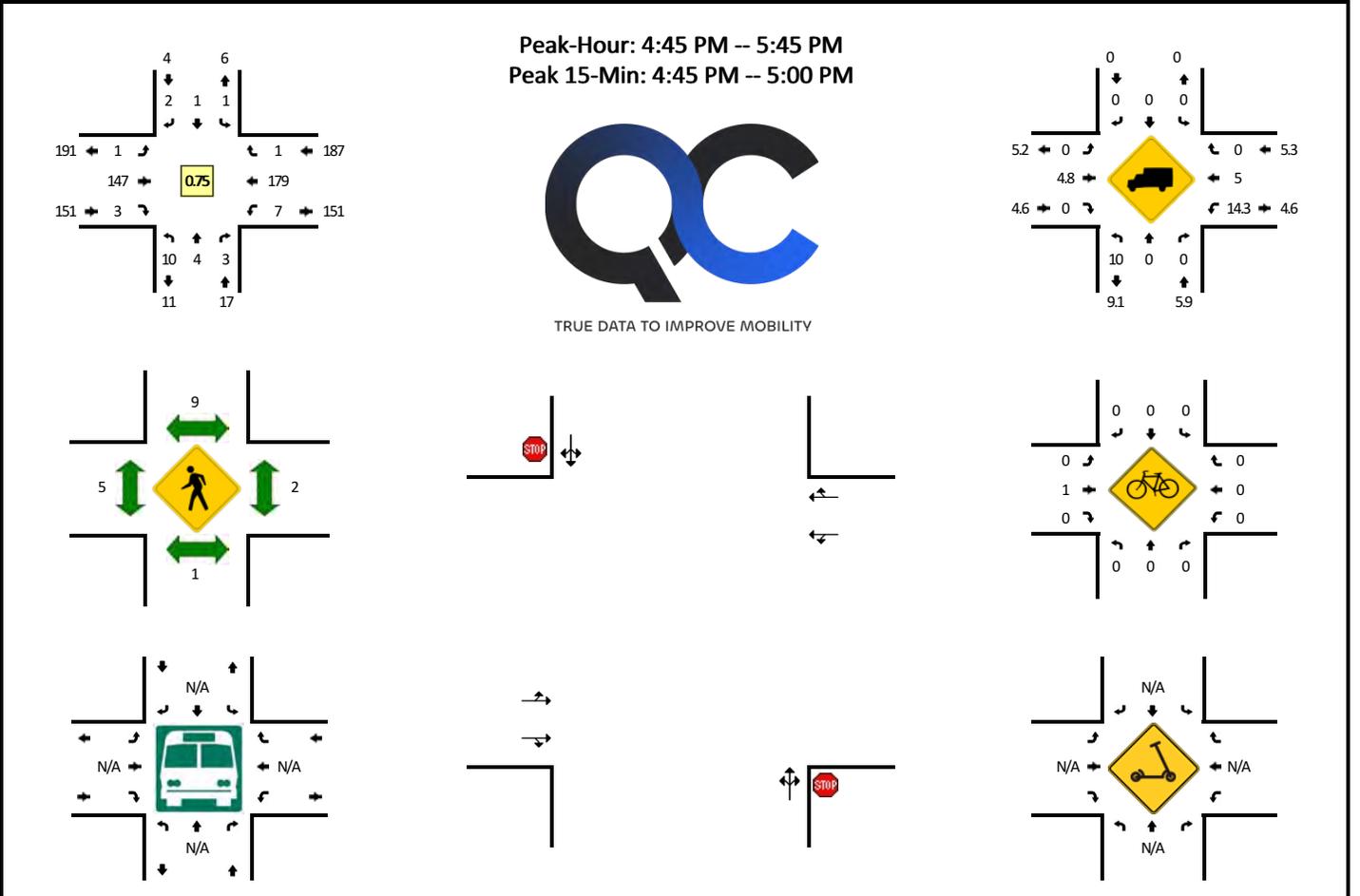


5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6		
7:05 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	
7:10 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	8	
7:15 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	8	
7:20 AM	1	0	1	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	10	
7:25 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	6	
7:30 AM	2	0	1	0	0	0	0	0	0	0	7	0	0	1	4	0	0	0	15	
7:35 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	12	
7:40 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	5	
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	8	
7:50 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	3	0	0	0	8	
7:55 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	0	14	104
8:00 AM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	6	0	0	0	10	108
8:05 AM	0	0	1	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	13	117
8:10 AM	0	0	0	0	1	0	0	0	0	0	5	0	0	0	4	0	0	0	10	119
8:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	6	0	0	0	16	127
8:20 AM	0	0	1	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	13	130
8:25 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	1	0	0	8	132
8:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	7	0	0	0	12	129
8:35 AM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	11	0	0	0	16	133
8:40 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	7	0	0	0	15	143
8:45 AM	0	0	0	0	0	0	2	0	0	1	7	0	0	0	4	0	0	0	14	149
8:50 AM	0	0	1	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	8	149
8:55 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	16	151
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	0	0	4	0	0	0	8	0	4	72	0	0	4	88	0	0	180			
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	20	0	20				
Buses																				
Pedestrians		8				0				0				0		8				
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0	0				
Scoters																				

Comments:

**LOCATION:** Norswing Dr -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210132  
**DATE:** Thu, Jun 15 2023

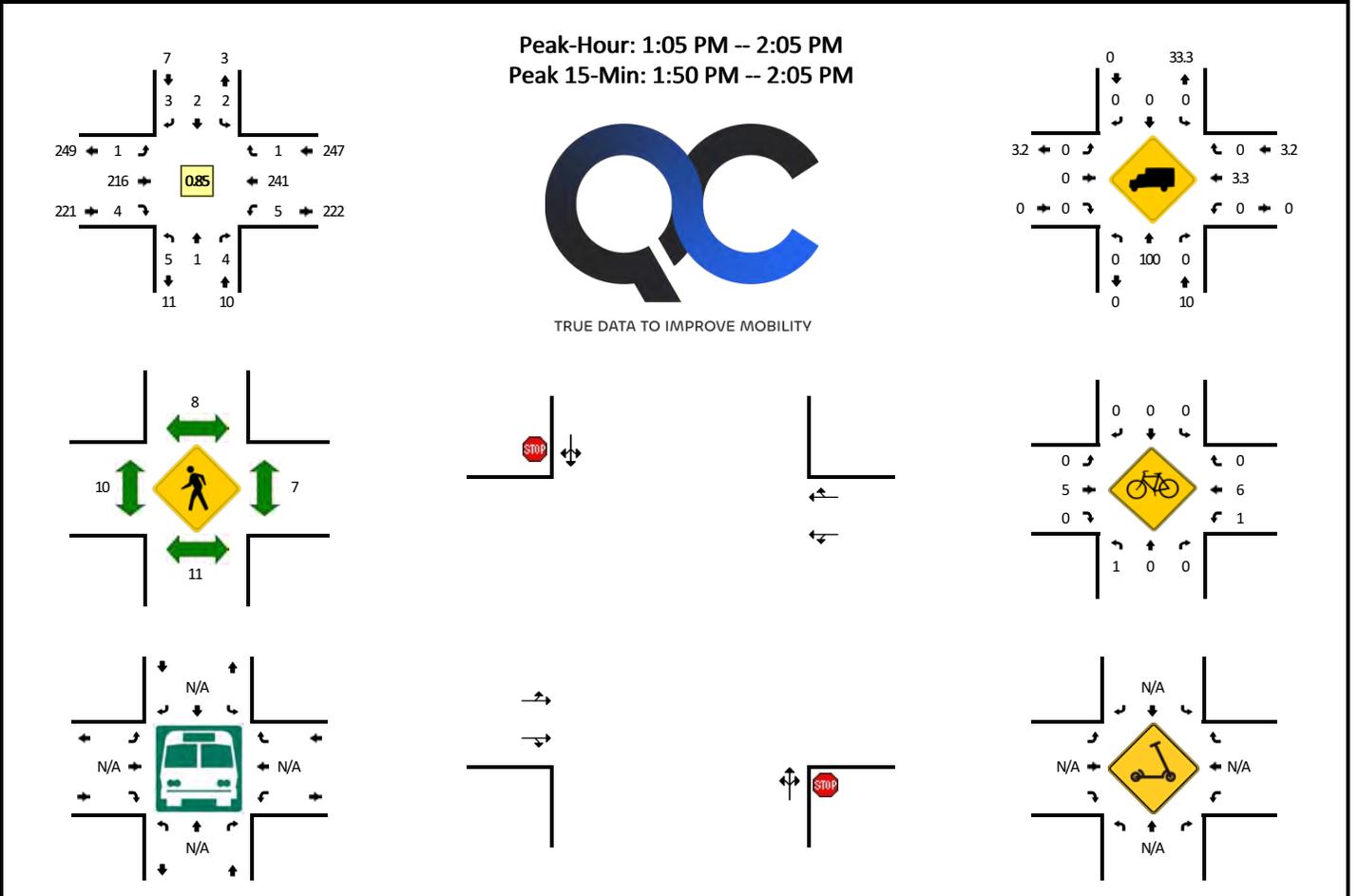


5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	0	0	0	0	0	14	0	0	0	12	0	0	27	
4:05 PM	0	0	0	0	0	0	1	0	0	11	0	0	0	19	0	0	31	
4:10 PM	0	0	2	0	0	0	0	0	0	14	0	0	0	17	0	0	33	
4:15 PM	0	0	0	0	0	1	0	0	0	18	0	0	0	16	0	0	35	
4:20 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	13	0	0	24	
4:25 PM	0	0	0	0	1	0	0	0	0	10	0	0	1	13	0	0	25	
4:30 PM	1	0	0	0	0	1	0	0	0	6	0	0	0	13	0	0	21	
4:35 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	12	0	0	20	
4:40 PM	2	0	0	0	0	0	1	0	0	6	0	0	0	8	0	0	17	
4:45 PM	1	0	0	0	0	0	0	0	0	12	0	0	0	30	0	0	43	
4:50 PM	4	2	0	0	0	0	1	0	0	16	0	0	1	19	0	0	43	
4:55 PM	1	0	0	0	0	0	0	0	0	14	1	0	1	17	0	0	34	353
5:00 PM	0	0	0	0	0	1	0	0	0	16	0	0	0	14	0	0	31	357
5:05 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	12	0	0	17	343
5:10 PM	0	0	1	0	0	0	0	0	1	15	0	0	1	9	0	0	27	337
5:15 PM	1	0	1	0	0	0	0	0	0	10	1	0	2	21	0	0	36	338
5:20 PM	0	0	0	0	0	0	1	0	0	13	1	0	0	10	0	0	25	339
5:25 PM	1	1	0	0	1	0	0	0	0	11	0	0	1	10	0	0	25	339
5:30 PM	0	1	1	0	0	0	0	0	0	20	0	0	0	13	0	0	35	353
5:35 PM	1	0	0	0	0	0	0	0	0	6	0	0	1	11	1	0	20	353
5:40 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	13	0	0	23	359
5:45 PM	1	0	0	0	0	0	1	0	0	13	0	0	0	15	2	0	32	348
5:50 PM	0	0	1	0	0	0	1	0	0	9	1	0	0	10	0	0	22	327
5:55 PM	0	0	0	0	0	0	0	0	0	16	1	0	0	10	0	0	27	320
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	8	0	0	0	0	4	0	0	168	4	0	8	264	0	0	480	
Heavy Trucks	4	0	0	0	0	0	0	0	0	8	0	0	0	24	0	0	36	
Buses																		
Pedestrians		4				0				0				8			12	
Bicycles		0				0				0	0			0			0	
Scoters																		

Comments:

**LOCATION:** Norswing Dr -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210133  
**DATE:** Sat, Jun 10 2023



5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10	
8:05 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20	
8:10 AM	1	0	1	0	0	0	0	0	0	6	0	0	0	7	0	0	15	
8:15 AM	2	0	0	0	0	0	0	0	0	6	1	0	0	5	0	0	14	
8:20 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15	
8:25 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	9	0	0	17	
8:30 AM	1	0	0	0	0	0	0	0	0	10	0	0	0	11	0	0	22	
8:35 AM	0	0	1	0	0	0	1	0	0	7	0	0	0	12	0	0	21	
8:40 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	7	0	0	16	
8:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	13	0	0	24	
8:50 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	11	0	0	17	
8:55 AM	0	0	0	0	0	1	1	0	0	9	0	0	0	10	0	0	21	212
9:00 AM	0	1	0	0	0	0	0	0	1	7	1	0	0	14	0	0	24	226
9:05 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	14	0	0	23	229
9:10 AM	0	0	0	0	0	0	0	0	1	15	0	0	0	16	0	0	32	246
9:15 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	8	0	0	12	244
9:20 AM	0	0	0	0	1	0	0	0	0	22	0	0	0	13	0	0	36	265
9:25 AM	0	0	0	0	1	0	0	0	0	14	0	0	0	9	0	0	24	272
9:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	20	270
9:35 AM	0	0	0	0	0	0	1	0	1	17	0	0	0	15	0	0	34	283
9:40 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15	282
9:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	20	1	0	28	286
9:50 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	12	0	0	34	303
9:55 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	0	25	307
10:00 AM	2	0	1	0	0	0	0	0	0	5	0	0	1	10	0	0	19	302
10:05 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	5	0	0	16	295
10:10 AM	1	0	0	0	0	0	0	0	0	9	0	0	0	15	0	0	25	288
10:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	14	0	0	34	310
10:20 AM	0	0	0	0	0	0	0	0	2	10	0	0	0	11	0	0	23	297
10:25 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	16	0	0	24	297
10:30 AM	1	0	0	0	0	0	0	0	0	11	0	0	1	12	0	0	25	302
10:35 AM	0	0	0	0	0	0	0	0	2	14	1	0	0	16	0	0	33	301
10:40 AM	0	1	0	0	0	0	0	0	1	20	1	0	0	13	0	0	36	322
10:45 AM	2	0	0	0	0	0	1	0	0	9	0	0	0	22	0	0	34	328
10:50 AM	3	0	0	0	0	0	0	0	0	12	0	0	0	18	0	0	33	327
10:55 AM	0	0	0	0	0	0	1	0	0	13	0	0	0	27	0	0	41	343
11:00 AM	3	0	0	0	0	0	0	0	0	18	0	0	2	21	0	1	45	369
11:05 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	14	0	0	24	377

5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	0	0	0	0	0	0	0	0	0	17	3	0	0	23	0	0	43	395
11:15 AM	1	0	1	0	1	0	0	0	0	17	0	0	0	26	0	0	46	407
11:20 AM	1	0	2	0	0	1	0	0	0	15	2	0	0	25	0	0	46	430
11:25 AM	0	0	0	0	0	0	1	0	0	9	0	0	0	18	0	0	28	434
11:30 AM	1	1	0	0	0	0	1	0	0	10	0	0	0	20	0	0	33	442
11:35 AM	3	0	0	0	1	0	0	0	0	17	0	0	0	22	0	0	43	452
11:40 AM	0	0	0	0	0	0	0	0	0	17	0	0	1	13	0	0	31	447
11:45 AM	0	0	1	0	0	0	0	0	0	19	0	0	0	14	0	0	34	447
11:50 AM	1	0	0	0	0	0	1	0	1	10	0	0	0	21	0	0	34	448
11:55 AM	0	0	1	0	2	0	0	0	0	12	0	0	0	13	0	0	28	435
12:00 PM	1	0	1	0	0	0	0	0	0	15	0	0	0	11	0	0	28	418
12:05 PM	0	0	1	0	0	0	0	0	0	16	0	0	1	14	0	0	32	426
12:10 PM	1	0	2	0	0	0	1	0	1	18	0	0	0	24	0	0	47	430
12:15 PM	1	0	0	0	0	0	0	0	0	14	0	0	0	13	0	0	28	412
12:20 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	14	0	0	29	395
12:25 PM	2	0	0	0	0	0	0	0	0	16	1	0	0	18	0	0	37	404
12:30 PM	1	0	0	0	1	0	0	0	0	12	1	0	1	17	0	0	33	404
12:35 PM	1	0	0	0	1	0	0	0	1	13	1	0	0	20	0	0	37	398
12:40 PM	0	0	0	0	0	0	1	0	0	18	0	0	0	25	1	0	45	412
12:45 PM	1	0	0	0	0	0	0	0	1	9	0	0	1	19	0	0	31	409
12:50 PM	1	0	0	0	0	0	3	0	0	23	0	0	0	13	0	0	40	415
12:55 PM	1	0	0	0	0	0	0	0	0	14	1	0	0	26	0	0	42	429
1:00 PM	2	0	0	0	0	0	0	0	0	21	0	0	0	12	0	0	35	436
1:05 PM	0	0	2	0	1	1	0	0	0	17	2	0	0	17	0	0	40	444
1:10 PM	1	0	0	0	0	0	0	0	0	16	0	0	1	18	0	0	36	433
1:15 PM	0	0	0	0	1	0	0	0	0	13	0	0	0	25	0	0	39	444
1:20 PM	0	0	0	0	0	0	1	0	0	20	0	0	1	18	0	0	40	455
1:25 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	22	0	0	41	459
1:30 PM	1	0	0	0	0	0	0	0	0	16	0	0	2	21	0	0	40	466
1:35 PM	0	0	1	0	0	0	0	0	0	17	0	0	0	18	0	0	36	465
1:40 PM	0	0	0	0	0	0	1	0	1	22	0	0	0	11	1	0	36	456
1:45 PM	1	0	0	0	0	1	0	0	0	17	1	0	0	14	0	0	34	459
1:50 PM	1	0	1	0	0	0	1	0	0	15	0	0	1	26	0	0	45	464
1:55 PM	1	0	0	0	0	0	0	0	0	27	1	0	0	27	0	0	56	478
2:00 PM	0	1	0	0	0	0	0	0	0	17	0	0	0	24	0	0	42	485
2:05 PM	1	0	0	0	0	0	0	0	0	14	0	0	3	14	0	0	32	477
2:10 PM	0	0	0	0	0	0	1	0	0	12	0	0	0	15	0	0	28	469
2:15 PM	0	1	0	0	0	0	0	0	1	14	0	0	2	16	0	0	34	464
2:20 PM	3	0	1	0	0	1	0	0	0	14	1	1	1	23	0	0	45	469
2:25 PM	0	0	0	0	0	0	0	0	0	8	1	0	2	17	0	0	28	456
2:30 PM	2	0	0	0	0	0	0	0	1	25	1	0	0	14	0	0	43	459
2:35 PM	0	0	0	0	0	0	0	0	0	12	0	0	1	13	0	0	26	449
2:40 PM	0	0	1	0	0	0	0	0	0	9	1	0	1	7	1	0	20	433
2:45 PM	0	0	0	0	0	0	0	0	0	16	0	0	2	12	0	0	30	429
2:50 PM	0	0	0	0	0	0	0	0	0	16	2	0	0	13	0	0	31	415
2:55 PM	0	0	0	0	0	0	1	0	1	21	0	0	0	19	0	0	42	401
3:00 PM	0	0	0	0	0	0	0	0	1	16	0	0	0	15	0	0	32	391
3:05 PM	0	0	0	0	0	0	0	0	0	10	0	0	1	13	1	0	25	384
3:10 PM	2	0	0	0	0	0	1	0	0	15	1	0	0	12	0	0	31	387
3:15 PM	3	1	1	0	0	0	0	0	0	17	0	0	2	18	0	0	42	395
3:20 PM	0	0	1	0	0	0	0	0	0	13	0	0	0	14	0	0	28	378
3:25 PM	0	0	3	0	0	0	0	0	0	24	0	0	0	13	0	0	40	390
3:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	1	16	0	0	24	371
3:35 PM	1	0	1	0	0	0	0	0	0	20	3	0	0	26	0	0	51	396
3:40 PM	0	0	0	0	1	0	0	0	0	18	1	0	0	14	0	0	34	410
3:45 PM	0	0	0	0	0	0	0	0	0	20	0	0	2	18	0	0	40	420
3:50 PM	1	0	0	0	0	0	0	0	0	21	1	0	1	16	0	0	40	429
3:55 PM	0	0	0	0	0	0	0	0	0	16	3	0	0	5	0	0	24	411
4:00 PM	1	0	1	0	0	0	1	0	0	27	0	0	0	18	0	0	48	427
4:05 PM	1	0	0	0	0	0	0	0	0	20	0	0	0	7	0	0	28	430
4:10 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	20	0	0	32	431
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15	404
4:20 PM	0	0	5	0	0	0	0	0	0	26	0	0	0	15	0	0	46	422
4:25 PM	1	0	1	0	1	0	0	0	0	22	0	0	0	11	0	0	36	418
4:30 PM	0	0	0	0	0	0	1	0	0	22	0	0	0	6	0	0	29	423
4:35 PM	1	0	2	0	0	0	1	0	0	18	0	0	0	13	0	0	35	407
4:40 PM	2	0	0	0	0	0	0	0	0	22	0	0	1	19	0	0	44	417
4:45 PM	0	0	1	0	0	0	0	0	0	22	0	0	0	12	0	0	35	412
4:50 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	13	1	0	30	402
4:55 PM	1	0	0	0	0	0	0	0	0	22	1	0	1	11	0	0	36	414
5:00 PM	1	0	1	0	0	0	0	0	1	14	0	0	0	10	0	0	27	393
5:05 PM	1	0	0	0	0	0	0	0	0	20	0	0	0	7	0	0	28	393
5:10 PM	0	0	1	0	0	0	0	0	0	15	0	0	1	8	0	0	25	386
5:15 PM	0	0	2	0	0	0	0	0	0	10	1	0	1	15	0	0	29	400
5:20 PM	0	0	0	0	0	0	0	0	0	15	1	0	0	16	0	0	32	386
5:25 PM	0	0	3	0	0	0	0	0	0	27	0	0	0	11	0	0	41	391
5:30 PM	2	0	2	0	0	0	0	0	0	14	0	0	0	5	0	0	23	385
5:35 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	11	0	0	29	379
5:40 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	21	0	0	41	376
5:45 PM	1	0	1	0	0	0	0	0	0	21	0	0	0	9	0	0	32	373
5:50 PM	0	0	2	0	0	0	0	0	1	32	1	0	1	11	0	0	48	391
5:55 PM	0	0	3	0	0	0	1	0	0	12	1	0	1	10	0	0	28	383
6:00 PM	2	0	1	0	0	0	0	0	0	18	2	0	0	11	0	0	34	390
6:05 PM	1	0	1	0	0	0	0	0	0	12	0	0	1	20	2	0	37	399
6:10 PM	0	0	0	0	0	0	0	0	0	23	0	0	1	15	0	0	39	413
6:15 PM	0	1	1	0	0	1	0	0	0	16	0	0	1	10	0	0	30	414
6:20 PM	0	0	2	0	0	0	2	0	0	16	2	0	1	15	0	0	38	420
6:25 PM	0	0	2	0	0	0	0	0	0	18	0	0	0	11	0	0	31	410

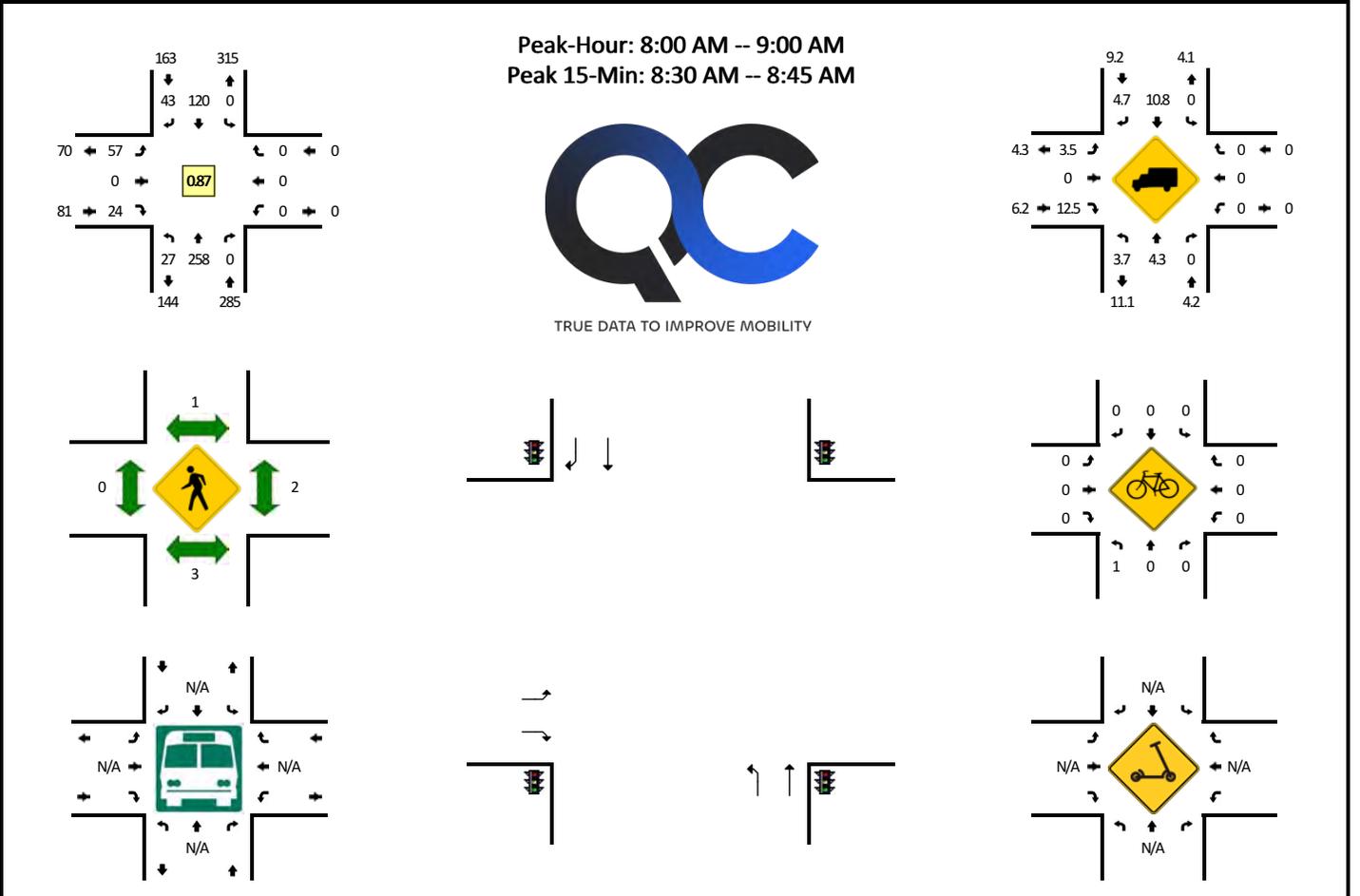
5-Min Count Period Beginning At	Norswing Dr (Northbound)				Norswing Dr (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0	0	27	414
6:35 PM	1	0	1	0	0	0	0	0	0	8	0	0	0	14	0	0	24	409
6:40 PM	0	0	0	0	1	0	0	0	0	12	0	0	0	19	0	0	32	400
6:45 PM	0	0	2	0	0	0	0	0	0	14	1	0	0	6	0	0	23	391
6:50 PM	0	0	0	0	0	0	0	0	0	6	1	0	0	6	0	0	13	356
6:55 PM	1	2	0	0	0	0	0	0	0	11	0	0	1	9	0	0	24	352
7:00 PM	1	0	0	1	0	1	0	0	0	17	0	0	0	8	0	0	28	346
7:05 PM	0	0	1	0	0	0	1	0	0	16	0	0	0	10	0	0	28	337
7:10 PM	1	0	0	0	0	0	0	0	0	13	0	0	0	6	0	0	20	318
7:15 PM	0	0	0	0	0	0	0	0	0	9	1	0	0	10	1	0	21	309
7:20 PM	0	0	0	0	1	0	0	0	0	12	0	0	0	6	0	0	19	290
7:25 PM	1	0	0	0	0	0	0	0	0	7	0	0	0	5	1	0	14	273
7:30 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	7	0	0	19	265
7:35 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	12	1	0	19	260
7:40 PM	0	0	1	0	0	0	0	0	0	9	1	0	0	12	1	0	24	252
7:45 PM	0	0	0	0	0	0	0	0	2	8	1	0	0	7	0	0	18	247
7:50 PM	0	0	0	0	0	0	1	0	0	5	2	0	1	16	0	0	25	259
7:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	9	1	0	13	248
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	4	4	0	0	0	4	0	0	236	4	0	4	308	0	0	572	
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	8	0		12	
Buses																		
Pedestrians		16				12				8				8			44	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

**LOCATION:** SR 1 -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210134  
**DATE:** Thu, Jun 15 2023

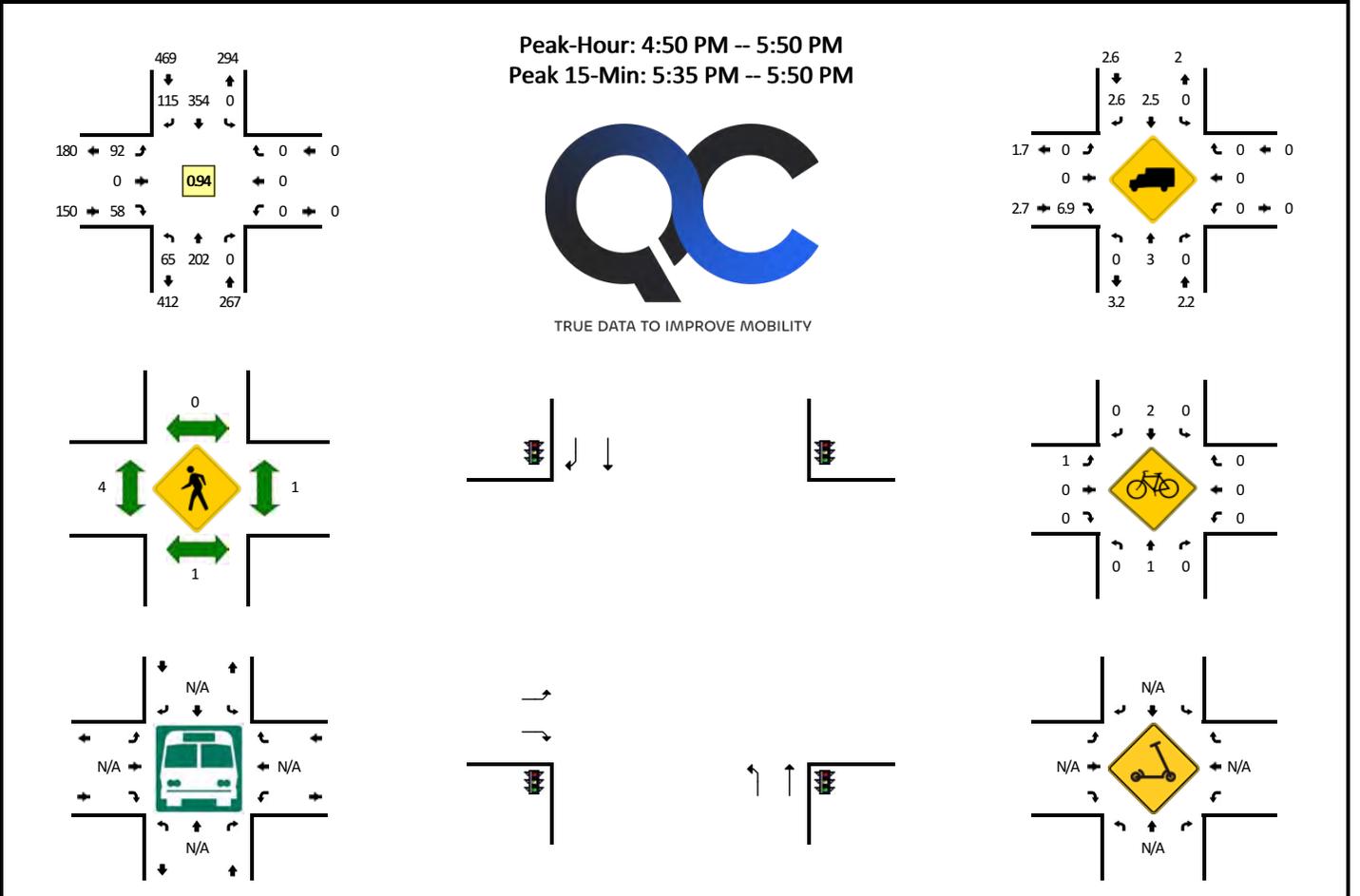


5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	20	0	0	0	11	4	0	0	0	0	0	0	0	0	0	37	
7:05 AM	0	15	0	0	0	11	2	0	3	0	0	0	0	0	0	0	31	
7:10 AM	3	14	0	0	0	9	1	0	1	0	5	0	0	0	0	0	33	
7:15 AM	2	13	0	0	0	9	2	0	3	0	0	0	0	0	0	0	29	
7:20 AM	2	20	0	0	0	9	1	0	6	0	1	0	0	0	0	0	39	
7:25 AM	0	15	0	0	0	15	1	0	2	0	2	0	0	0	0	0	35	
7:30 AM	4	19	0	0	0	6	2	0	6	0	3	0	0	0	0	0	40	
7:35 AM	1	36	0	0	0	10	6	0	4	0	1	0	0	0	0	0	58	
7:40 AM	1	27	0	0	0	6	0	0	2	0	0	0	0	0	0	0	36	
7:45 AM	5	23	0	0	0	9	0	0	3	0	1	0	0	0	0	0	41	
7:50 AM	2	29	0	0	0	8	2	0	1	0	2	0	0	0	0	0	44	
7:55 AM	6	16	0	0	0	6	3	0	4	0	2	0	0	0	0	0	37	460
8:00 AM	2	10	0	0	0	11	5	0	3	0	2	0	0	0	0	0	33	456
8:05 AM	0	24	0	0	0	4	3	0	8	0	1	0	0	0	0	0	40	465
8:10 AM	2	21	0	0	0	11	2	0	6	0	0	0	0	0	0	0	42	474
8:15 AM	3	29	0	0	0	12	2	0	8	0	4	0	0	0	0	0	58	503
8:20 AM	1	15	0	0	0	6	4	0	7	0	1	0	0	0	0	0	34	498
8:25 AM	2	20	0	0	0	8	6	0	2	0	1	0	0	0	0	0	39	502
8:30 AM	5	20	0	0	0	13	3	0	2	0	2	0	0	0	0	0	45	507
8:35 AM	2	25	0	0	0	10	5	0	3	0	2	0	0	0	0	0	47	496
8:40 AM	5	30	0	0	0	12	4	0	6	0	3	0	0	0	0	0	60	520
8:45 AM	0	27	0	0	0	7	4	0	5	0	2	0	0	0	0	0	45	524
8:50 AM	1	20	0	0	0	10	0	0	3	0	3	0	0	0	0	0	37	517
8:55 AM	4	17	0	0	0	16	5	0	4	0	3	0	0	0	0	0	49	529
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	300	0	0	0	140	48	0	44	0	28	0	0	0	0	0	608	
Heavy Trucks	0	20	0	0	0	24	0	0	0	0	0	0	0	0	0	0	44	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0			0	0			0	0			0	0			0	
Scoters																		

Comments:

**LOCATION:** SR 1 -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210135  
**DATE:** Thu, Jun 15 2023

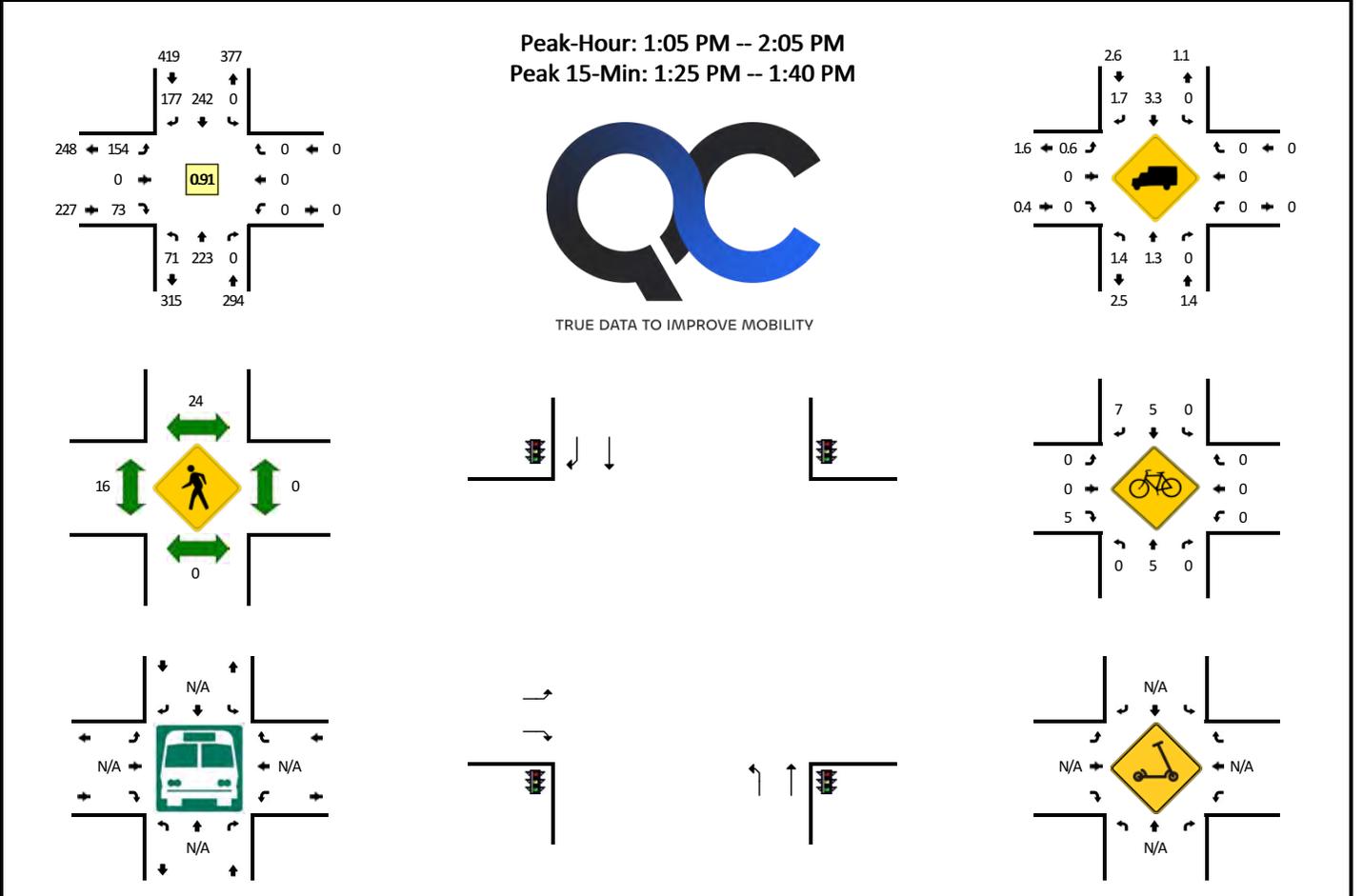


5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	10	0	0	0	28	8	0	8	0	6	0	0	0	0	0	64	
4:05 PM	8	14	0	0	0	34	10	0	7	0	5	0	0	0	0	0	78	
4:10 PM	7	14	0	0	0	24	12	0	8	0	5	0	0	0	0	0	70	
4:15 PM	5	14	0	0	0	24	10	0	8	0	8	0	0	0	0	0	69	
4:20 PM	4	19	0	0	0	12	8	0	10	0	2	0	0	0	0	0	55	
4:25 PM	6	16	0	0	0	27	7	0	9	0	5	0	0	0	0	0	70	
4:30 PM	3	19	0	0	0	27	12	0	3	0	3	0	0	0	0	0	67	
4:35 PM	5	16	0	0	0	23	9	0	6	0	2	0	0	0	0	0	61	
4:40 PM	6	22	0	0	0	20	5	0	5	0	0	0	0	0	0	0	58	
4:45 PM	4	14	0	0	0	27	25	0	7	0	3	0	0	0	0	0	80	
4:50 PM	12	25	0	0	0	30	13	0	8	0	6	0	0	0	0	0	94	
4:55 PM	6	11	0	0	0	27	5	0	11	0	5	0	0	0	0	0	65	831
5:00 PM	9	20	0	0	0	23	7	0	11	0	3	0	0	0	0	0	73	840
5:05 PM	6	14	0	0	0	24	9	0	3	0	5	0	0	0	0	0	61	823
5:10 PM	2	17	0	0	0	27	10	0	11	0	4	0	0	0	0	0	71	824
5:15 PM	7	15	0	0	0	21	12	0	8	0	3	0	0	0	0	0	66	821
5:20 PM	3	15	0	0	0	36	9	0	5	0	3	0	0	0	0	0	71	837
5:25 PM	3	14	0	0	0	30	9	0	4	0	8	0	0	0	0	0	68	835
5:30 PM	4	14	0	0	0	31	10	0	12	0	10	0	0	0	0	0	81	849
5:35 PM	2	28	0	0	0	38	11	0	2	0	3	0	0	0	0	0	84	872
5:40 PM	5	12	0	0	0	25	9	0	7	0	4	0	0	0	0	0	62	876
5:45 PM	6	17	0	0	0	42	11	0	10	0	4	0	0	0	0	0	90	886
5:50 PM	1	17	0	0	0	29	9	0	7	0	5	0	0	0	0	0	68	860
5:55 PM	3	17	0	0	0	22	9	0	11	0	3	0	0	0	0	0	65	860
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	228	0	0	0	420	124	0	76	0	44	0	0	0	0	0	944	
Heavy Trucks	0	8	0	0	0	12	0	0	0	0	0	0	0	0	0	0	20	
Buses																		
Pedestrians	0	0				0				0				0			0	
Bicycles	0	0				0	0			4	0	0		0	0	0	4	
Scoters																		

*Comments:*

**LOCATION:** SR 1 -- Pier Ave (June)  
**CITY/STATE:** Oceano, CA

**QC JOB #:** 16210136  
**DATE:** Sat, Jun 10 2023



5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	10	0	0	0	4	5	0	5	0	2	0	0	0	0	0	27	
8:05 AM	1	14	0	0	0	1	9	0	8	0	1	0	0	0	0	0	34	
8:10 AM	2	18	0	0	0	6	5	0	5	0	1	0	0	0	0	0	37	
8:15 AM	1	14	0	0	0	1	3	0	3	0	2	0	0	0	0	0	24	
8:20 AM	5	14	0	0	0	8	6	0	2	0	3	0	0	0	0	0	38	
8:25 AM	1	13	0	0	0	8	8	0	5	0	2	0	0	0	0	0	37	
8:30 AM	3	10	0	0	0	6	7	0	9	0	4	0	0	0	0	0	39	
8:35 AM	2	11	0	0	0	10	9	0	5	0	2	0	0	0	0	0	39	
8:40 AM	0	13	0	0	0	7	7	0	6	0	4	0	0	0	0	0	37	
8:45 AM	3	10	0	0	0	8	8	0	8	0	2	0	0	0	0	0	39	
8:50 AM	2	13	0	0	0	15	8	0	5	0	3	0	0	0	0	0	46	
8:55 AM	2	12	0	0	0	7	7	0	8	0	1	0	0	0	0	0	37	434
9:00 AM	7	17	0	0	0	10	8	0	6	0	1	0	0	0	0	0	49	456
9:05 AM	3	12	0	0	0	12	11	0	6	0	3	0	0	0	0	0	47	469
9:10 AM	9	14	0	0	0	19	7	0	7	0	4	0	0	0	0	0	60	492
9:15 AM	1	17	0	0	0	14	7	0	5	0	0	0	0	0	0	0	44	512
9:20 AM	3	18	0	0	0	15	10	0	15	0	8	0	0	0	0	0	69	543
9:25 AM	1	16	0	0	0	5	7	0	9	0	5	0	0	0	0	0	43	549
9:30 AM	4	11	0	0	0	10	6	0	3	0	7	0	0	0	0	0	41	551
9:35 AM	2	20	0	0	0	12	12	0	10	0	5	0	0	0	0	0	61	573
9:40 AM	0	20	0	0	0	18	5	0	14	0	2	0	0	0	0	0	59	595
9:45 AM	6	23	0	0	0	13	9	0	5	0	2	0	0	0	0	0	58	614
9:50 AM	6	13	0	0	0	8	7	0	9	0	10	0	0	0	0	0	53	621
9:55 AM	3	26	0	0	0	13	6	0	6	0	6	0	0	0	0	0	60	644
10:00 AM	4	9	0	0	0	14	6	0	4	0	1	0	0	0	0	0	38	633
10:05 AM	7	16	0	0	0	12	2	0	2	0	4	0	0	0	0	0	43	629
10:10 AM	3	19	0	0	0	9	10	0	6	0	5	0	0	0	0	0	52	621
10:15 AM	2	13	0	0	0	16	11	0	17	0	4	0	0	0	0	0	63	640
10:20 AM	2	19	0	0	0	8	6	0	7	0	1	0	0	0	0	0	43	614
10:25 AM	4	17	0	0	0	15	13	0	5	0	4	0	0	0	0	0	58	629
10:30 AM	5	13	0	0	0	15	7	0	6	0	5	0	0	0	0	0	51	639
10:35 AM	3	20	0	0	0	18	10	0	9	0	4	0	0	0	0	0	64	642
10:40 AM	6	15	0	0	0	14	8	0	11	0	7	0	0	0	0	0	61	644
10:45 AM	6	20	0	0	0	8	11	0	8	0	3	0	0	0	0	0	56	642
10:50 AM	7	25	0	0	0	19	12	0	5	0	5	0	0	0	0	0	73	662
10:55 AM	7	14	0	0	0	15	18	0	10	0	3	0	0	0	0	0	67	669
11:00 AM	5	20	0	0	0	16	13	0	11	0	7	0	0	0	0	0	72	703
11:05 AM	4	24	0	0	0	23	9	0	5	0	3	0	0	0	0	0	68	728

5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:10 AM	6	20	0	0	0	12	15	0	14	0	3	0	0	0	0	0	70	746
11:15 AM	15	16	0	0	0	9	20	0	13	0	9	0	0	0	0	0	82	765
11:20 AM	7	29	0	0	0	19	20	0	13	0	4	0	0	0	0	0	92	814
11:25 AM	2	22	0	0	0	9	14	0	6	0	3	0	0	0	0	0	56	812
11:30 AM	4	19	0	0	0	12	18	0	6	0	4	0	0	0	0	0	63	824
11:35 AM	6	11	0	0	0	14	16	0	14	0	5	0	0	0	0	0	66	826
11:40 AM	6	17	0	0	0	20	8	0	10	0	5	0	0	0	0	0	66	831
11:45 AM	5	18	0	0	0	7	10	0	12	0	7	0	0	0	0	0	59	834
11:50 AM	12	26	0	0	0	17	9	0	11	0	3	0	0	0	0	0	78	839
11:55 AM	3	16	0	0	0	15	11	0	9	0	3	0	0	0	0	0	57	829
12:00 PM	4	28	0	0	0	16	12	0	11	0	7	0	0	0	0	0	78	835
12:05 PM	5	21	0	0	0	21	9	0	14	0	4	0	0	0	0	0	74	841
12:10 PM	9	24	0	0	0	22	16	0	10	0	8	0	0	0	0	0	89	860
12:15 PM	4	17	0	0	0	16	7	0	9	0	5	0	0	0	0	0	58	836
12:20 PM	8	15	0	0	0	14	11	0	15	0	3	0	0	0	0	0	66	810
12:25 PM	4	16	0	0	0	14	10	0	7	0	5	0	0	0	0	0	56	810
12:30 PM	5	14	0	0	0	22	15	0	12	0	5	0	0	0	0	0	73	820
12:35 PM	10	29	0	0	0	15	9	0	11	0	6	0	0	0	0	0	80	834
12:40 PM	10	20	0	0	0	13	16	0	13	0	7	0	0	0	0	0	79	847
12:45 PM	7	17	0	0	0	26	14	0	6	0	7	0	0	0	0	0	77	865
12:50 PM	3	17	0	0	0	14	11	0	20	0	6	0	0	0	0	0	71	858
12:55 PM	10	16	0	0	0	14	18	0	15	0	2	0	0	0	0	0	75	876
1:00 PM	5	24	0	0	0	21	8	0	17	0	5	0	0	0	0	0	80	878
1:05 PM	5	20	0	0	0	19	12	0	19	0	2	0	0	0	0	0	77	881
1:10 PM	7	22	0	0	0	24	14	0	10	0	4	0	0	0	0	0	81	873
1:15 PM	8	11	0	0	0	20	16	0	13	0	4	0	0	0	0	0	72	887
1:20 PM	7	14	0	0	0	11	12	0	11	0	4	0	0	0	0	0	59	880
1:25 PM	3	25	0	0	0	24	19	0	15	0	9	0	0	0	0	0	95	919
1:30 PM	11	20	0	0	0	24	12	0	9	0	8	0	0	0	0	0	84	930
1:35 PM	1	26	0	0	0	19	15	0	15	0	4	0	0	0	0	0	80	930
1:40 PM	1	24	0	0	0	23	11	0	14	0	7	0	0	0	0	0	80	931
1:45 PM	3	17	0	0	0	19	11	0	12	0	5	0	0	0	0	0	67	921
1:50 PM	11	14	0	0	0	19	18	0	8	0	8	0	0	0	0	0	78	928
1:55 PM	8	11	0	0	0	15	21	0	16	0	14	0	0	0	0	0	85	938
2:00 PM	6	19	0	0	0	25	16	0	12	0	4	0	0	0	0	0	82	940
2:05 PM	1	17	0	0	0	17	14	0	11	0	6	0	0	0	0	0	66	929
2:10 PM	6	14	0	0	0	21	8	0	10	0	3	0	0	0	0	0	62	910
2:15 PM	4	27	0	0	0	19	12	0	10	0	3	0	0	0	0	0	75	913
2:20 PM	9	13	0	0	0	14	18	0	8	0	8	0	0	0	0	0	70	924
2:25 PM	6	16	0	0	0	17	12	0	4	0	4	0	0	0	0	0	59	888
2:30 PM	8	23	0	0	0	11	8	0	18	0	4	0	0	0	0	0	72	876
2:35 PM	2	20	0	0	0	32	10	0	11	0	3	0	0	0	0	0	78	874
2:40 PM	2	25	0	0	0	17	7	0	5	0	3	0	0	0	0	0	59	853
2:45 PM	7	15	0	0	0	25	9	0	12	0	5	0	0	0	0	0	73	859
2:50 PM	3	13	0	0	0	17	9	0	7	0	9	0	0	0	0	0	58	839
2:55 PM	7	15	0	0	0	23	15	0	19	0	7	0	0	0	0	0	86	840
3:00 PM	3	13	0	0	0	17	11	0	12	0	4	0	0	0	0	0	60	818
3:05 PM	4	12	0	0	0	23	11	0	7	0	3	0	0	0	0	0	60	812
3:10 PM	4	13	0	0	0	16	8	0	13	0	3	0	0	0	0	0	57	807
3:15 PM	6	18	0	0	0	28	15	0	8	0	6	0	0	0	0	0	81	813
3:20 PM	4	19	0	0	0	20	11	0	8	0	9	0	0	0	0	0	71	814
3:25 PM	4	13	0	0	0	17	10	0	20	0	8	0	0	0	0	0	72	827
3:30 PM	7	20	0	0	0	26	11	0	9	0	0	0	0	0	0	0	73	828
3:35 PM	5	19	0	0	0	24	20	0	15	0	4	0	0	0	0	0	87	837
3:40 PM	5	28	0	0	0	15	8	0	19	0	2	0	0	0	0	0	77	855
3:45 PM	3	19	0	0	0	22	17	0	14	0	6	0	0	0	0	0	81	863
3:50 PM	3	16	0	0	0	21	16	0	12	0	7	0	0	0	0	0	75	880
3:55 PM	0	13	0	0	0	20	6	0	15	0	6	0	0	0	0	0	60	854
4:00 PM	9	16	0	0	0	22	14	0	15	0	9	0	0	0	0	0	85	879
4:05 PM	5	9	0	0	0	12	2	0	16	0	6	0	0	0	0	0	50	869
4:10 PM	9	18	0	0	0	20	11	0	6	0	9	0	0	0	0	0	73	885
4:15 PM	6	23	0	0	0	28	5	0	5	0	0	0	0	0	0	0	67	871
4:20 PM	2	8	0	0	0	17	11	0	24	0	7	0	0	0	0	0	69	869
4:25 PM	3	25	0	0	0	20	8	0	20	0	6	0	0	0	0	0	82	879
4:30 PM	3	27	0	0	0	16	6	0	16	0	7	0	0	0	0	0	75	881
4:35 PM	5	25	0	0	0	22	10	0	18	0	2	0	0	0	0	0	82	876
4:40 PM	3	16	0	0	0	24	20	0	12	0	10	0	0	0	0	0	85	884
4:45 PM	6	12	0	0	0	11	8	0	15	0	5	0	0	0	0	0	57	860
4:50 PM	6	16	0	0	0	21	9	0	13	0	5	0	0	0	0	0	70	855
4:55 PM	3	7	0	0	0	22	9	0	17	0	5	0	0	0	0	0	63	858
5:00 PM	3	20	0	0	0	15	7	0	13	0	3	0	0	0	0	0	61	834
5:05 PM	6	12	0	0	0	22	5	0	12	0	8	0	0	0	0	0	65	849
5:10 PM	3	13	0	0	0	27	10	0	15	0	5	0	0	0	0	0	73	849
5:15 PM	5	20	0	0	0	21	12	0	8	0	5	0	0	0	0	0	71	853
5:20 PM	6	22	0	0	0	20	13	0	6	0	8	0	0	0	0	0	75	859
5:25 PM	6	11	0	0	0	12	6	0	22	0	7	0	0	0	0	0	64	841
5:30 PM	1	11	0	0	0	20	5	0	8	0	6	0	0	0	0	0	51	817
5:35 PM	5	14	0	0	0	17	8	0	13	0	7	0	0	0	0	0	64	799
5:40 PM	7	10	0	0	0	14	13	0	11	0	6	0	0	0	0	0	61	775
5:45 PM	2	20	0	0	0	14	7	0	20	0	6	0	0	0	0	0	69	787
5:50 PM	2	11	0	0	0	15	9	0	23	0	3	0	0	0	0	0	63	780
5:55 PM	1	15	0	0	0	15	11	0	14	0	1	0	0	0	0	0	57	774
6:00 PM	3	10	0	0	0	9	10	0	19	0	2	0	0	0	0	0	53	766
6:05 PM	6	15	0	0	0	19	20	0	9	0	7	0	0	0	0	0	76	777
6:10 PM	5	13	0	0	0	13	11	0	19	0	1	0	0	0	0	0	62	766
6:15 PM	2	17	0	0	0	19	8	0	11	0	4	0	0	0	0	0	61	756
6:20 PM	3	7	0	0	0	10	15	0	9	0	6	0	0	0	0	0	50	731
6:25 PM	2	10	0	0	0	19	10	0	12	0	6	0	0	0	0	0	59	726

5-Min Count Period Beginning At	SR 1 (Northbound)				SR 1 (Southbound)				Pier Ave (June) (Eastbound)				Pier Ave (June) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 PM	2	7	0	0	0	21	9	0	9	0	6	0	0	0	0	0	54	729
6:35 PM	2	10	0	0	0	21	10	0	11	0	4	0	0	0	0	0	58	723
6:40 PM	4	9	0	0	0	16	13	0	6	0	6	0	0	0	0	0	54	716
6:45 PM	0	17	0	0	0	11	7	0	14	0	2	0	0	0	0	0	51	698
6:50 PM	2	4	0	0	0	16	4	0	6	0	1	0	0	0	0	0	33	668
6:55 PM	3	11	0	0	0	17	7	0	8	0	3	0	0	0	0	0	49	660
7:00 PM	2	19	0	0	0	8	9	0	14	0	4	0	0	0	0	0	56	663
7:05 PM	0	10	0	0	0	15	10	0	6	0	3	0	0	0	0	0	44	631
7:10 PM	2	8	0	0	0	10	2	0	14	0	3	0	0	0	0	0	39	608
7:15 PM	4	9	0	0	0	21	8	0	6	0	3	0	0	0	0	0	51	598
7:20 PM	0	7	0	0	0	12	5	0	6	0	8	0	0	0	0	0	38	586
7:25 PM	7	8	0	0	0	13	1	0	5	0	3	0	0	0	0	0	37	564
7:30 PM	3	6	0	0	0	13	4	0	5	0	7	0	0	0	0	0	38	548
7:35 PM	4	13	0	0	0	10	8	0	5	0	3	0	0	0	0	0	43	533
7:40 PM	4	11	0	0	0	8	9	0	4	0	6	0	0	0	0	0	42	521
7:45 PM	2	7	0	0	0	13	6	0	4	0	3	0	0	0	0	0	35	505
7:50 PM	2	8	0	0	0	11	15	0	6	0	0	0	0	0	0	0	42	514
7:55 PM	4	13	0	0	0	7	7	0	3	0	3	0	0	0	0	0	37	502
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	284	0	0	0	268	184	0	156	0	84	0	0	0	0	0	1036	
Heavy Trucks	0	4	0	0	0	12	8	0	0	0	0	0	0	0	0	0	24	
Buses																		
Pedestrians		0				0				24				0			24	
Bicycles	0	0	0		0	12	0		0	0	0		0	0	0		12	
Scoters																		
<i>Comments:</i>																		

Report generated on 2/10/2025 11:13 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

## **SECTION 2. PARKING OCCUPANCY**

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**MAY-AM, PM**

**JUNE-AM, PM**



Location: Pier Ave Parking Study  
 Date: 5/23/2023  
 Order Number: 162101

	Zone A	Zone B	Zone C	Zone D	Zone E
6:00 AM	3	0	0	0	4
7:00 AM	6	0	0	0	3
8:00 AM	10	1	1	0	3
9:00 AM	13	1	0	0	3
10:00 AM	15	2	0	0	3
11:00 AM	18	2	0	0	3
12:00 PM	14	8	0	0	4
1:00 PM	8	7	1	0	4
2:00 PM	16	4	0	0	3
3:00 PM	15	4	1	0	5
4:00 PM	16	4	1	0	5
5:00 PM	13	8	1	0	6
6:00 PM	6	5	0	0	5
7:00 PM	9	1	1	0	5
8:00 PM	11	4	0	0	5
9:00 PM	2	1	0	0	4





Location: Pier Ave Parking Study

Date: 6/15/2023

Order Number: 162101

	Zone A	Zone B	Zone C	Zone D	Zone E
6:00 AM	3	1	0	0	4
7:00 AM	14	1	0	0	4
8:00 AM	24	3	0	0	4
9:00 AM	18	6	1	0	4
10:00 AM	23	9	3	0	5
11:00 AM	17	14	0	1	4
12:00 PM	20	19	3	0	7
1:00 PM	22	22	3	3	5
2:00 PM	23	17	2	0	5
3:00 PM	15	25	2	1	4
4:00 PM	24	17	2	0	4
5:00 PM	15	15	3	0	4
6:00 PM	23	11	6	1	4
7:00 PM	20	8	6	2	5
8:00 PM	20	10	4	1	5
9:00 PM	10	3	4	0	4



## **SECTION 3: SYNCHRO OUTPUTS**

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**MAY-AM, PM, WEEKEND**

**JUNE-AM, PM, WEEKEND**

**JUNE 2045 WEEKEND- PLAN, ALT 1**

HCM 6th TWSC  
1: Pier Ave & State Park Access

02/11/2025

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	0	15	0	35	10	1
Future Vol, veh/h	0	15	0	35	10	1
Conflicting Peds, #/hr	4	0	0	4	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	20	0	17	0	100
Mvmt Flow	0	16	0	38	11	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	42	0	-	0	34 26
Stage 1	-	-	-	-	23 -
Stage 2	-	-	-	-	11 -
Critical Hdwy	4.1	-	-	-	6.8 8.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 4.3
Pot Cap-1 Maneuver	1580	-	-	-	981 797
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	1016 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1574	-	-	-	973 792
Mov Cap-2 Maneuver	-	-	-	-	973 -
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	1012 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	953
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC  
2: Strand Wy & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	25	0	5	39	1	0	0	15	1	0	0
Future Vol, veh/h	0	25	0	5	39	1	0	0	15	1	0	0
Conflicting Peds, #/hr	1	0	10	10	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	8	0	20	8	0	0	0	7	0	0	0
Mvmt Flow	0	30	0	6	47	1	0	0	18	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	40	0	0	76	101	25	76	101	25
Stage 1	-	-	-	-	-	-	40	40	-	61	61	-
Stage 2	-	-	-	-	-	-	36	61	-	15	40	-
Critical Hdwy	4.1	-	-	4.5	-	-	7.5	6.5	7.04	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.4	-	-	3.5	4	3.37	3.5	4	3.3
Pot Cap-1 Maneuver	1571	-	-	1446	-	-	911	793	1029	911	793	1052
Stage 1	-	-	-	-	-	-	976	866	-	949	848	-
Stage 2	-	-	-	-	-	-	981	848	-	1008	866	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1570	-	-	1432	-	-	899	781	1019	891	781	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	781	-	891	781	-
Stage 1	-	-	-	-	-	-	966	857	-	948	844	-
Stage 2	-	-	-	-	-	-	977	844	-	990	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	8.6	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1019	1570	-	-	1432	-	-	891
HCM Lane V/C Ratio	0.018	-	-	-	0.004	-	-	0.001
HCM Control Delay (s)	8.6	0	-	-	7.5	0	-	9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC  
3: Lakeside Ave & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	43	1	15	50	1	0	0	17	0	0	0
Future Vol, veh/h	0	43	1	15	50	1	0	0	17	0	0	0
Conflicting Peds, #/hr	2	0	6	6	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	7	0	7	16	0	0	0	6	0	0	0
Mvmt Flow	0	59	1	21	68	1	0	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	66	0	0	143	179	36	-	179	38
Stage 1	-	-	-	-	-	-	66	66	-	-	113	-
Stage 2	-	-	-	-	-	-	77	113	-	-	66	-
Critical Hdwy	4.1	-	-	4.24	-	-	7.5	6.5	7.02	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.27	-	-	3.5	4	3.36	-	4	3.3
Pot Cap-1 Maneuver	1542	-	-	1498	-	-	818	718	1016	0	718	1032
Stage 1	-	-	-	-	-	-	943	844	-	0	806	-
Stage 2	-	-	-	-	-	-	929	806	-	0	844	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1539	-	-	1489	-	-	803	701	1010	-	701	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	803	701	-	-	701	-
Stage 1	-	-	-	-	-	-	937	839	-	-	792	-
Stage 2	-	-	-	-	-	-	914	792	-	-	839	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			8.6			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1010	1539	-	-	1489	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-	0.014	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.5	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

HCM 6th TWSC  
4: Air Park Dr & Pier Ave

02/11/2025

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	54	6	1	56	10	7
Future Vol, veh/h	54	6	1	56	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	6	17	0	7	50	0
Mvmt Flow	74	8	1	77	14	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	82	0	119
Stage 1	-	-	-	-	78
Stage 2	-	-	-	-	41
Critical Hdwy	-	-	4.1	-	7.8
Critical Hdwy Stg 1	-	-	-	-	6.8
Critical Hdwy Stg 2	-	-	-	-	6.8
Follow-up Hdwy	-	-	2.2	-	4
Pot Cap-1 Maneuver	-	-	1528	-	742
Stage 1	-	-	-	-	811
Stage 2	-	-	-	-	852
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1528	-	741
Mov Cap-2 Maneuver	-	-	-	-	741
Stage 1	-	-	-	-	811
Stage 2	-	-	-	-	851

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	837	-	-	1528	-
HCM Lane V/C Ratio	0.028	-	-	0.001	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
5: Pier Ave & Campground Driveway

02/11/2025

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	63	44	3	4	6
Future Vol, veh/h	0	63	44	3	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	6	7	33	0	17
Mvmt Flow	0	80	56	4	5	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	60	0	-	0	98
Stage 1	-	-	-	-	58
Stage 2	-	-	-	-	40
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1556	-	-	-	896
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	983
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1556	-	-	-	896
Mov Cap-2 Maneuver	-	-	-	-	896
Stage 1	-	-	-	-	963
Stage 2	-	-	-	-	983

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1556	-	-	-	951
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC  
6: Norswing Dr & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	0	66	2	1	43	0	2	0	2	0	1	2
Future Vol, veh/h	0	66	2	1	43	0	2	0	2	0	1	2
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	6	0	100	9	0	0	0	0	0	0	0
Mvmt Flow	0	85	3	1	55	0	3	0	3	0	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	90	0	0	148	146	48	102	147	55
Stage 1	-	-	-	-	-	-	89	89	-	57	57	-
Stage 2	-	-	-	-	-	-	59	57	-	45	90	-
Critical Hdwy	4.1	-	-	5.6	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	3.15	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1563	-	-	1033	-	-	818	749	1017	879	748	1018
Stage 1	-	-	-	-	-	-	914	825	-	960	851	-
Stage 2	-	-	-	-	-	-	958	851	-	969	824	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1031	-	-	813	747	1013	875	746	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	813	747	-	875	746	-
Stage 1	-	-	-	-	-	-	912	823	-	960	850	-
Stage 2	-	-	-	-	-	-	953	850	-	965	822	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			9			9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	902	1563	-	-	1031	-	-	908
HCM Lane V/C Ratio	0.006	-	-	-	0.001	-	-	0.004
HCM Control Delay (s)	9	0	-	-	8.5	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

# HCM 6th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

02/11/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	18	15	303	120	30
Future Volume (veh/h)	48	18	15	303	120	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	1811	1900	1826	1841	1648
Adj Flow Rate, veh/h	51	19	16	322	128	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	6	0	5	4	17
Cap, veh/h	138	123	38	881	447	331
Arrive On Green	0.08	0.08	0.02	0.48	0.24	0.24
Sat Flow, veh/h	1725	1535	1810	1826	1841	1364
Grp Volume(v), veh/h	51	19	16	322	128	32
Grp Sat Flow(s),veh/h/ln	1725	1535	1810	1826	1841	1364
Q Serve(g_s), s	0.6	0.2	0.2	2.3	1.2	0.4
Cycle Q Clear(g_c), s	0.6	0.2	0.2	2.3	1.2	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	138	123	38	881	447	331
V/C Ratio(X)	0.37	0.15	0.42	0.37	0.29	0.10
Avail Cap(c_a), veh/h	1885	1677	483	2971	2101	1558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	8.8	9.9	3.3	6.3	6.0
Incr Delay (d2), s/veh	1.6	0.6	7.0	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.1	0.1	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	9.4	17.0	3.6	6.7	6.2
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h				338	160	
Approach Delay, s/veh				4.2	6.6	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		14.4		6.1	4.9	9.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.5		22.5	5.5	23.5
Max Q Clear Time (g_c+I1), s		4.3		2.6	2.2	3.2
Green Ext Time (p_c), s		2.0		0.1	0.0	0.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.6			
HCM 6th LOS			A			

# Queues

## 7: State Route 1 & Pier Ave

02/11/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	51	19	16	322	128	32
v/c Ratio	0.13	0.05	0.05	0.24	0.10	0.03
Control Delay	13.8	7.1	20.7	5.8	7.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	7.1	20.7	5.8	7.9	4.8
Queue Length 50th (ft)	10	0	3	27	9	0
Queue Length 95th (ft)	33	12	22	117	68	15
Internal Link Dist (ft)	284			217	225	
Turn Bay Length (ft)			195			130
Base Capacity (vph)	1124	1013	291	1569	1268	947
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.02	0.05	0.21	0.10	0.03

### Intersection Summary

HCM 6th TWSC  
1: Pier Ave & State Park Access

02/11/2025

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	1	21	16	22	23	3
Future Vol, veh/h	1	21	16	22	23	3
Conflicting Peds, #/hr	15	0	0	15	2	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	19	12	0	0	0
Mvmt Flow	1	26	20	27	28	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	62	0	-	0	66 47
Stage 1	-	-	-	-	49 -
Stage 2	-	-	-	-	17 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1554	-	-	-	937 1019
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	1009 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1532	-	-	-	910 997
Mov Cap-2 Maneuver	-	-	-	-	910 -
Stage 1	-	-	-	-	958 -
Stage 2	-	-	-	-	995 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	919
HCM Lane V/C Ratio	0.001	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
2: Strand Wy & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	43	2	19	42	1	2	0	12	2	0	0
Future Vol, veh/h	0	43	2	19	42	1	2	0	12	2	0	0
Conflicting Peds, #/hr	9	0	4	4	0	9	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	11	2	0	0	0	8	0	0	0
Mvmt Flow	0	52	2	23	51	1	2	0	14	2	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	61	0	0	58	0	0	129	164	31	133	165	35
Stage 1	-	-	-	-	-	-	57	57	-	107	107	-
Stage 2	-	-	-	-	-	-	72	107	-	26	58	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.5	6.5	7.06	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.31	-	-	3.5	4	3.38	3.5	4	3.3
Pot Cap-1 Maneuver	1555	-	-	1481	-	-	837	732	1017	831	731	1037
Stage 1	-	-	-	-	-	-	954	851	-	893	811	-
Stage 2	-	-	-	-	-	-	935	811	-	994	851	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1475	-	-	824	711	1013	802	710	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	711	-	802	710	-
Stage 1	-	-	-	-	-	-	950	848	-	885	791	-
Stage 2	-	-	-	-	-	-	920	791	-	980	848	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.3	8.7	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	981	1542	-	-	1475	-	-	802
HCM Lane V/C Ratio	0.017	-	-	-	0.016	-	-	0.003
HCM Control Delay (s)	8.7	0	-	-	7.5	0	-	9.5
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC  
3: Lakeside Ave & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	66	1	24	75	4	0	0	27	3	1	1
Future Vol, veh/h	0	66	1	24	75	4	0	0	27	3	1	1
Conflicting Peds, #/hr	18	0	3	3	0	18	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	6	0	4	7	0	0	0	0	0	0	0
Mvmt Flow	0	85	1	31	96	5	0	0	35	4	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	89	0	0	204	270	46	222	268	73
Stage 1	-	-	-	-	-	-	89	89	-	179	179	-
Stage 2	-	-	-	-	-	-	115	181	-	43	89	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.24	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1482	-	-	1490	-	-	741	640	1020	720	641	981
Stage 1	-	-	-	-	-	-	914	825	-	811	755	-
Stage 2	-	-	-	-	-	-	883	754	-	972	825	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1457	-	-	1486	-	-	722	613	1017	672	614	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	722	613	-	672	614	-
Stage 1	-	-	-	-	-	-	911	823	-	797	726	-
Stage 2	-	-	-	-	-	-	858	725	-	939	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.8	8.7	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1017	1457	-	-	1486	-	-	749
HCM Lane V/C Ratio	0.034	-	-	-	0.021	-	-	0.003
HCM Control Delay (s)	8.7	0	-	-	7.5	0.1	-	9.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

HCM 6th TWSC  
4: Air Park Dr & Pier Ave

02/11/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	87	9	12	92	11	10
Future Vol, veh/h	87	9	12	92	11	10
Conflicting Peds, #/hr	0	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	33	0	4	18	10
Mvmt Flow	112	12	15	118	14	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	124	0	207
Stage 1	-	-	-	-	118
Stage 2	-	-	-	-	89
Critical Hdwy	-	-	4.1	-	7.16
Critical Hdwy Stg 1	-	-	-	-	6.16
Critical Hdwy Stg 2	-	-	-	-	6.16
Follow-up Hdwy	-	-	2.2	-	3.68
Pot Cap-1 Maneuver	-	-	1475	-	719
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	879
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1475	-	711
Mov Cap-2 Maneuver	-	-	-	-	711
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	869

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	1475	-
HCM Lane V/C Ratio	0.033	-	-	0.01	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
5: Pier Ave & Campground Driveway

02/11/2025

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	5	95	102	14	4	0
Future Vol, veh/h	5	95	102	14	4	0
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	4	3	7	0	0
Mvmt Flow	6	120	129	18	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	151	0	-	0	214 78
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	72 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1442	-	-	-	760 973
Stage 1	-	-	-	-	876 -
Stage 2	-	-	-	-	948 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1437	-	-	-	751 969
Mov Cap-2 Maneuver	-	-	-	-	751 -
Stage 1	-	-	-	-	869 -
Stage 2	-	-	-	-	944 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1437	-	-	-	751
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC  
6: Norswing Dr & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	0	99	0	0	112	0	3	3	2	0	3	2
Future Vol, veh/h	0	99	0	0	112	0	3	3	2	0	3	2
Conflicting Peds, #/hr	2	0	1	1	0	2	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	4	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	129	0	0	145	0	4	4	3	0	4	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	-	-	0	279	277	67	215	277	147
Stage 1	-	-	-	-	-	-	130	130	-	147	147	-
Stage 2	-	-	-	-	-	-	149	147	-	68	130	-
Critical Hdwy	4.1	-	-	-	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1447	-	-	0	-	-	667	634	989	737	634	905
Stage 1	-	-	-	0	-	-	866	792	-	860	779	-
Stage 2	-	-	-	0	-	-	858	779	-	940	792	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1444	-	-	-	-	-	661	632	987	730	632	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	632	-	730	632	-
Stage 1	-	-	-	-	-	-	865	791	-	858	777	-
Stage 2	-	-	-	-	-	-	851	777	-	932	791	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			10.2			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	707	1444	-	-	-	-	718
HCM Lane V/C Ratio	0.015	-	-	-	-	-	0.009
HCM Control Delay (s)	10.2	0	-	-	-	-	10.1
HCM Lane LOS	B	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	-	-	0

# HCM 6th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

02/11/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	41	45	188	310	62
Future Volume (veh/h)	54	41	45	188	310	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1900	1870	1856	1870
Adj Flow Rate, veh/h	57	43	47	198	326	65
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	2	3	2
Cap, veh/h	178	158	101	1017	575	480
Arrive On Green	0.10	0.10	0.06	0.54	0.31	0.31
Sat Flow, veh/h	1781	1585	1810	1870	1856	1549
Grp Volume(v), veh/h	57	43	47	198	326	65
Grp Sat Flow(s),veh/h/ln	1781	1585	1810	1870	1856	1549
Q Serve(g_s), s	0.8	0.6	0.6	1.4	3.7	0.8
Cycle Q Clear(g_c), s	0.8	0.6	0.6	1.4	3.7	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	178	158	101	1017	575	480
V/C Ratio(X)	0.32	0.27	0.47	0.19	0.57	0.14
Avail Cap(c_a), veh/h	1552	1381	423	2518	1734	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	10.5	11.6	2.9	7.3	6.3
Incr Delay (d2), s/veh	1.0	0.9	3.3	0.1	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.3	0.1	0.9	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.6	11.4	14.9	3.0	8.2	6.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h				245	391	
Approach Delay, s/veh				5.3	7.9	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.2		7.0	5.9	12.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0		22.0	5.9	23.6
Max Q Clear Time (g_c+I1), s		3.4		2.8	2.6	5.7
Green Ext Time (p_c), s		1.2		0.2	0.0	2.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.5			
HCM 6th LOS			A			

# Queues

## 7: State Route 1 & Pier Ave

02/11/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	57	43	47	198	326	65
v/c Ratio	0.14	0.11	0.16	0.14	0.27	0.06
Control Delay	14.8	6.5	21.7	5.2	10.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	6.5	21.7	5.2	10.0	4.3
Queue Length 50th (ft)	9	0	8	15	27	0
Queue Length 95th (ft)	37	18	47	70	165	22
Internal Link Dist (ft)	284			217	225	
Turn Bay Length (ft)			195			130
Base Capacity (vph)	1126	1001	307	1600	1258	1076
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.04	0.15	0.12	0.26	0.06

### Intersection Summary

HCM 6th TWSC  
1: Pier Ave & State Park Access

02/11/2025

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	5	94	51	33	32	6
Future Vol, veh/h	5	94	51	33	32	6
Conflicting Peds, #/hr	50	0	0	50	14	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	31	12	0	0	0
Mvmt Flow	6	106	57	37	36	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	144	0	0	205	105
Stage 1	-	-	-	126	-
Stage 2	-	-	-	79	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1451	-	-	770	936
Stage 1	-	-	-	892	-
Stage 2	-	-	-	941	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1382	-	-	695	885
Mov Cap-2 Maneuver	-	-	-	695	-
Stage 1	-	-	-	845	-
Stage 2	-	-	-	896	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1382	-	-	-	719
HCM Lane V/C Ratio	0.004	-	-	-	0.059
HCM Control Delay (s)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC  
2: Strand Wy & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	135	1	13	97	1	1	0	39	4	0	2
Future Vol, veh/h	4	135	1	13	97	1	1	0	39	4	0	2
Conflicting Peds, #/hr	30	0	44	44	0	30	3	0	4	4	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	22	0	0	6	0	0	0	3	0	0	0
Mvmt Flow	5	163	1	16	117	1	1	0	47	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	208	0	0	312	398	130	276	398	92
Stage 1	-	-	-	-	-	-	218	218	-	180	180	-
Stage 2	-	-	-	-	-	-	94	180	-	96	218	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.96	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.33	3.5	4	3.3
Pot Cap-1 Maneuver	1446	-	-	1375	-	-	623	543	892	660	543	954
Stage 1	-	-	-	-	-	-	770	726	-	810	754	-
Stage 2	-	-	-	-	-	-	908	754	-	906	726	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1405	-	-	1317	-	-	586	496	851	595	496	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	586	496	-	595	496	-
Stage 1	-	-	-	-	-	-	735	693	-	784	722	-
Stage 2	-	-	-	-	-	-	891	722	-	849	693	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.9			9.5			10.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	841	1405	-	-	1317	-	-	675
HCM Lane V/C Ratio	0.057	0.003	-	-	0.012	-	-	0.011
HCM Control Delay (s)	9.5	7.6	0	-	7.8	0	-	10.4
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 6th TWSC  
3: Lakeside Ave & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	139	3	27	131	5	0	0	36	1	2	2
Future Vol, veh/h	4	139	3	27	131	5	0	0	36	1	2	2
Conflicting Peds, #/hr	0	0	11	11	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	19	0	0	7	0	0	0	3	0	0	50
Mvmt Flow	5	158	3	31	149	6	0	0	41	1	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	172	0	0	325	398	92	303	396	84
Stage 1	-	-	-	-	-	-	181	181	-	214	214	-
Stage 2	-	-	-	-	-	-	144	217	-	89	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.96	7.5	6.5	7.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.33	3.5	4	3.8
Pot Cap-1 Maneuver	1438	-	-	1417	-	-	610	543	944	632	544	823
Stage 1	-	-	-	-	-	-	809	754	-	774	729	-
Stage 2	-	-	-	-	-	-	850	727	-	914	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1438	-	-	1402	-	-	584	522	934	592	523	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	584	522	-	592	523	-
Stage 1	-	-	-	-	-	-	798	743	-	771	712	-
Stage 2	-	-	-	-	-	-	820	710	-	870	742	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.3			9			10.7		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	934	1438	-	-	1402	-	-	638
HCM Lane V/C Ratio	0.044	0.003	-	-	0.022	-	-	0.007
HCM Control Delay (s)	9	7.5	0	-	7.6	0.1	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

HCM 6th TWSC  
4: Air Park Dr & Pier Ave

02/11/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	167	9	27	152	11	27
Future Vol, veh/h	167	9	27	152	11	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	16	11	0	5	9	11
Mvmt Flow	190	10	31	173	13	31

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	200	0	344
Stage 1	-	-	-	-	195
Stage 2	-	-	-	-	149
Critical Hdwy	-	-	4.1	-	6.98
Critical Hdwy Stg 1	-	-	-	-	5.98
Critical Hdwy Stg 2	-	-	-	-	5.98
Follow-up Hdwy	-	-	2.2	-	3.59
Pot Cap-1 Maneuver	-	-	1384	-	608
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	843
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	593
Mov Cap-2 Maneuver	-	-	-	-	593
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	822

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	787	-	-	1384	-
HCM Lane V/C Ratio	0.055	-	-	0.022	-
HCM Control Delay (s)	9.8	-	-	7.7	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

HCM 6th TWSC  
5: Pier Ave & Campground Driveway

02/11/2025

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	9	202	146	14	19	5
Future Vol, veh/h	9	202	146	14	19	5
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	14	4	7	10	0
Mvmt Flow	9	210	152	15	20	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	168	0	-	0	284
Stage 1	-	-	-	-	161
Stage 2	-	-	-	-	123
Critical Hdwy	4.1	-	-	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	2.2	-	-	-	3.6
Pot Cap-1 Maneuver	1422	-	-	-	661
Stage 1	-	-	-	-	828
Stage 2	-	-	-	-	866
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1421	-	-	-	655
Mov Cap-2 Maneuver	-	-	-	-	655
Stage 1	-	-	-	-	821
Stage 2	-	-	-	-	865

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1421	-	-	-	702
HCM Lane V/C Ratio	0.007	-	-	-	0.036
HCM Control Delay (s)	7.5	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
6: Norswing Dr & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	1	234	3	7	146	3	5	1	5	0	1	5
Future Vol, veh/h	1	234	3	7	146	3	5	1	5	0	1	5
Conflicting Peds, #/hr	1	0	9	9	0	1	2	0	3	3	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	14	33	0	4	0	0	0	0	0	0	0
Mvmt Flow	1	246	3	7	154	3	5	1	5	0	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	258	0	0	434	431	137	300	431	159
Stage 1	-	-	-	-	-	-	259	259	-	171	171	-
Stage 2	-	-	-	-	-	-	175	172	-	129	260	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1434	-	-	1318	-	-	523	520	893	645	520	892
Stage 1	-	-	-	-	-	-	729	697	-	836	761	-
Stage 2	-	-	-	-	-	-	832	760	-	867	697	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1433	-	-	1307	-	-	511	511	883	634	511	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	511	511	-	634	511	-
Stage 1	-	-	-	-	-	-	722	690	-	834	756	-
Stage 2	-	-	-	-	-	-	819	755	-	857	690	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.3			10.8			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	1433	-	-	1307	-	-	791
HCM Lane V/C Ratio	0.018	0.001	-	-	0.006	-	-	0.008
HCM Control Delay (s)	10.8	7.5	0	-	7.8	-	-	9.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

# HCM 6th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

02/11/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	72	46	242	162	114
Future Volume (veh/h)	184	72	46	242	162	114
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1648	1737	1900	1796	1796	1767
Adj Flow Rate, veh/h	198	77	49	260	174	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	17	11	0	7	7	9
Cap, veh/h	303	284	104	809	386	314
Arrive On Green	0.19	0.19	0.06	0.45	0.21	0.21
Sat Flow, veh/h	1570	1472	1810	1796	1796	1462
Grp Volume(v), veh/h	198	77	49	260	174	123
Grp Sat Flow(s),veh/h/ln	1570	1472	1810	1796	1796	1462
Q Serve(g_s), s	2.9	1.1	0.7	2.3	2.1	1.8
Cycle Q Clear(g_c), s	2.9	1.1	0.7	2.3	2.1	1.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	303	284	104	809	386	314
V/C Ratio(X)	0.65	0.27	0.47	0.32	0.45	0.39
Avail Cap(c_a), veh/h	1398	1311	430	2382	1635	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	8.7	11.5	4.5	8.6	8.5
Incr Delay (d2), s/veh	2.4	0.5	3.3	0.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.3	0.3	0.6	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	9.2	14.8	4.7	9.4	9.3
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h				309	297	
Approach Delay, s/veh				6.3	9.4	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		15.9		9.4	6.0	9.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		33.5		22.5	6.0	23.0
Max Q Clear Time (g_c+I1), s		4.3		4.9	2.7	4.1
Green Ext Time (p_c), s		1.6		0.8	0.0	1.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.8			
HCM 6th LOS			A			

# Queues

## 7: State Route 1 & Pier Ave

02/11/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	198	77	49	260	174	123
v/c Ratio	0.42	0.16	0.16	0.27	0.21	0.17
Control Delay	15.0	5.0	20.8	8.1	12.5	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	5.0	20.8	8.1	12.5	4.2
Queue Length 50th (ft)	20	0	6	28	18	0
Queue Length 95th (ft)	106	24	47	94	90	30
Internal Link Dist (ft)	284			217	225	
Turn Bay Length (ft)			195			130
Base Capacity (vph)	1034	977	322	1534	1217	1032
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.08	0.15	0.17	0.14	0.12

### Intersection Summary

HCM 6th TWSC  
1: Pier Ave & State Park Access

02/11/2025

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	19	34	12	22	2
Future Vol, veh/h	0	19	34	12	22	2
Conflicting Peds, #/hr	22	0	0	22	0	11
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	9	0	0	0
Mvmt Flow	0	22	40	14	26	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	80
Stage 1	-	-	-	-	69
Stage 2	-	-	-	-	11
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1536	-	-	-	919
Stage 1	-	-	-	-	952
Stage 2	-	-	-	-	1016
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1504	-	-	-	880
Mov Cap-2 Maneuver	-	-	-	-	880
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	995

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1504	-	-	-	887
HCM Lane V/C Ratio	-	-	-	-	0.031
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
2: Strand Wy & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	39	1	4	50	0	0	0	9	2	0	0
Future Vol, veh/h	0	39	1	4	50	0	0	0	9	2	0	0
Conflicting Peds, #/hr	23	0	19	19	0	23	2	0	4	4	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	0	41	1	4	53	0	0	0	10	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	61	0	0	98	145	44	109	145	52
Stage 1	-	-	-	-	-	-	61	61	-	84	84	-
Stage 2	-	-	-	-	-	-	37	84	-	25	61	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1536	-	-	1555	-	-	879	750	1023	864	750	1011
Stage 1	-	-	-	-	-	-	949	848	-	920	829	-
Stage 2	-	-	-	-	-	-	980	829	-	995	848	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1502	-	-	1527	-	-	860	719	1001	832	719	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	860	719	-	832	719	-
Stage 1	-	-	-	-	-	-	932	833	-	900	808	-
Stage 2	-	-	-	-	-	-	975	808	-	982	833	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			8.6			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1001	1502	-	-	1527	-	-	832
HCM Lane V/C Ratio	0.01	-	-	-	0.003	-	-	0.003
HCM Control Delay (s)	8.6	0	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC  
3: Lakeside Ave & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	46	2	13	56	2	0	0	22	2	0	2
Future Vol, veh/h	2	46	2	13	56	2	0	0	22	2	0	2
Conflicting Peds, #/hr	8	0	8	8	0	8	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	8	4	0	0	0	5	0	0	0
Mvmt Flow	2	51	2	14	62	2	0	0	24	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	61	0	0	124	164	35	129	164	41
Stage 1	-	-	-	-	-	-	64	64	-	99	99	-
Stage 2	-	-	-	-	-	-	60	100	-	30	65	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.5	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.28	-	-	3.5	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	1541	-	-	1498	-	-	843	732	1020	837	732	1028
Stage 1	-	-	-	-	-	-	945	846	-	902	817	-
Stage 2	-	-	-	-	-	-	950	816	-	989	845	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1529	-	-	1487	-	-	827	712	1012	804	712	1019
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	712	-	804	712	-
Stage 1	-	-	-	-	-	-	936	838	-	894	802	-
Stage 2	-	-	-	-	-	-	938	801	-	964	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.4	8.6	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1012	1529	-	-	1487	-	-	1019
HCM Lane V/C Ratio	0.024	0.001	-	-	0.01	-	-	0.002
HCM Control Delay (s)	8.6	7.4	0	-	7.4	0	-	8.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 6th TWSC  
4: Air Park Dr & Pier Ave

02/11/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	64	6	10	62	9	7
Future Vol, veh/h	64	6	10	62	9	7
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	5	0	0
Mvmt Flow	70	7	11	68	10	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	77	0	130
Stage 1	-	-	-	-	74
Stage 2	-	-	-	-	56
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1535	-	857
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	966
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1535	-	851
Mov Cap-2 Maneuver	-	-	-	-	851
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	959

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	919	-	-	1535	-
HCM Lane V/C Ratio	0.019	-	-	0.007	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC  
5: Pier Ave & Campground Driveway

02/11/2025

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	4	73	62	7	6	3
Future Vol, veh/h	4	73	62	7	6	3
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	3	8	0	0	0
Mvmt Flow	5	87	74	8	7	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	82	0	-	0	132 43
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	54 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1528	-	-	-	854 1025
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	968 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1528	-	-	-	851 1023
Mov Cap-2 Maneuver	-	-	-	-	851 -
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	968 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	902
HCM Lane V/C Ratio	0.003	-	-	-	0.012
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC  
6: Norswing Dr & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	2	72	0	1	67	1	0	0	4	1	1	2
Future Vol, veh/h	2	72	0	1	67	1	0	0	4	1	1	2
Conflicting Peds, #/hr	4	0	4	4	0	4	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	0	12	100	0	0	50	0	100	0
Mvmt Flow	2	82	0	1	76	1	0	0	5	1	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	86	0	0	170	173	45	128	173	81
Stage 1	-	-	-	-	-	-	90	90	-	83	83	-
Stage 2	-	-	-	-	-	-	80	83	-	45	90	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	7.65	7.3	8	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.775	3.5	4.95	3.3
Pot Cap-1 Maneuver	1529	-	-	1523	-	-	791	724	887	844	556	985
Stage 1	-	-	-	-	-	-	913	824	-	930	655	-
Stage 2	-	-	-	-	-	-	934	830	-	969	649	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1523	-	-	1517	-	-	784	717	884	836	550	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	784	717	-	836	550	-
Stage 1	-	-	-	-	-	-	908	820	-	925	652	-
Stage 2	-	-	-	-	-	-	929	826	-	963	646	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			9.1			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	884	1523	-	-	1517	-	-	792
HCM Lane V/C Ratio	0.005	0.001	-	-	0.001	-	-	0.006
HCM Control Delay (s)	9.1	7.4	0	-	7.4	-	-	9.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

# HCM 6th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

02/11/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	57	24	27	258	120	43
Future Volume (veh/h)	57	24	27	258	120	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1722	1841	1841	1737	1826
Adj Flow Rate, veh/h	66	28	31	297	138	49
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	4	12	4	4	11	5
Cap, veh/h	175	146	69	886	404	360
Arrive On Green	0.10	0.10	0.04	0.48	0.23	0.23
Sat Flow, veh/h	1753	1459	1753	1841	1737	1547
Grp Volume(v), veh/h	66	28	31	297	138	49
Grp Sat Flow(s),veh/h/ln	1753	1459	1753	1841	1737	1547
Q Serve(g_s), s	0.8	0.4	0.4	2.1	1.4	0.5
Cycle Q Clear(g_c), s	0.8	0.4	0.4	2.1	1.4	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	175	146	69	886	404	360
V/C Ratio(X)	0.38	0.19	0.45	0.34	0.34	0.14
Avail Cap(c_a), veh/h	1794	1494	449	2912	1940	1728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	8.9	10.1	3.4	6.9	6.5
Incr Delay (d2), s/veh	1.3	0.6	4.5	0.2	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.2	0.1	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	9.5	14.6	3.7	7.4	6.7
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h				328	187	
Approach Delay, s/veh				4.7	7.2	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		14.8		6.6	5.3	9.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0		22.0	5.5	24.0
Max Q Clear Time (g_c+I1), s		4.1		2.8	2.4	3.4
Green Ext Time (p_c), s		1.9		0.2	0.0	0.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.3			
HCM 6th LOS			A			

# Queues

## 7: State Route 1 & Pier Ave

02/11/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	66	28	31	297	138	49
v/c Ratio	0.15	0.08	0.11	0.23	0.12	0.05
Control Delay	12.7	6.1	19.8	6.0	8.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	6.1	19.8	6.0	8.4	4.3
Queue Length 50th (ft)	11	0	5	24	10	0
Queue Length 95th (ft)	39	14	33	102	70	18
Internal Link Dist (ft)	284			217	225	
Turn Bay Length (ft)			195			130
Base Capacity (vph)	1176	962	294	1640	1266	1150
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.11	0.18	0.11	0.04

### Intersection Summary

HCM 6th TWSC  
 1: Pier Ave & State Park Access

02/11/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	4	49	57	9	15	2
Future Vol, veh/h	4	49	57	9	15	2
Conflicting Peds, #/hr	40	0	0	40	4	13
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	5	56	66	10	17	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	116	0	-	0	153 91
Stage 1	-	-	-	-	111 -
Stage 2	-	-	-	-	42 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1485	-	-	-	829 955
Stage 1	-	-	-	-	907 -
Stage 2	-	-	-	-	981 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1428	-	-	-	764 907
Mov Cap-2 Maneuver	-	-	-	-	764 -
Stage 1	-	-	-	-	869 -
Stage 2	-	-	-	-	944 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1428	-	-	-	778
HCM Lane V/C Ratio	0.003	-	-	-	0.025
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
2: Strand Wy & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	60	3	33	56	0	2	0	26	1	0	0
Future Vol, veh/h	2	60	3	33	56	0	2	0	26	1	0	0
Conflicting Peds, #/hr	39	0	39	39	0	39	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	63	3	35	59	0	2	0	27	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	105	0	0	209	276	75	207	277	70
Stage 1	-	-	-	-	-	-	108	108	-	168	168	-
Stage 2	-	-	-	-	-	-	101	168	-	39	109	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1508	-	-	1499	-	-	735	635	978	738	634	985
Stage 1	-	-	-	-	-	-	892	810	-	823	763	-
Stage 2	-	-	-	-	-	-	900	763	-	977	809	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1452	-	-	1443	-	-	693	573	939	675	573	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	573	-	675	573	-
Stage 1	-	-	-	-	-	-	858	779	-	792	716	-
Stage 2	-	-	-	-	-	-	877	716	-	945	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.8	9.1	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	916	1452	-	-	1443	-	-	675
HCM Lane V/C Ratio	0.032	0.001	-	-	0.024	-	-	0.002
HCM Control Delay (s)	9.1	7.5	0	-	7.6	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

HCM 6th TWSC  
3: Lakeside Ave & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	4	103	2	44	102	6	3	1	37	3	3	4
Future Vol, veh/h	4	103	2	44	102	6	3	1	37	3	3	4
Conflicting Peds, #/hr	8	0	12	12	0	8	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	5	120	2	51	119	7	3	1	43	3	3	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	134	0	0	134	0	0	307	379	73	304	377	72
Stage 1	-	-	-	-	-	-	143	143	-	233	233	-
Stage 2	-	-	-	-	-	-	164	236	-	71	144	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1463	-	-	1463	-	-	628	556	981	631	558	982
Stage 1	-	-	-	-	-	-	851	782	-	755	716	-
Stage 2	-	-	-	-	-	-	828	713	-	936	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1452	-	-	1446	-	-	595	523	970	579	525	974
Mov Cap-2 Maneuver	-	-	-	-	-	-	595	523	-	579	525	-
Stage 1	-	-	-	-	-	-	838	770	-	746	683	-
Stage 2	-	-	-	-	-	-	788	680	-	890	770	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.3		2.3		9.2		10.1	
HCM LOS					A		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	909	1452	-	-	1446	-	-	713
HCM Lane V/C Ratio	0.052	0.003	-	-	0.035	-	-	0.011
HCM Control Delay (s)	9.2	7.5	0	-	7.6	0.1	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

HCM 6th TWSC  
4: Air Park Dr & Pier Ave

02/11/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	121	22	35	146	6	20
Future Vol, veh/h	121	22	35	146	6	20
Conflicting Peds, #/hr	0	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	141	26	41	170	7	23

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	167	0	321
Stage 1	-	-	-	-	154
Stage 2	-	-	-	-	167
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1423	-	653
Stage 1	-	-	-	-	864
Stage 2	-	-	-	-	851
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1423	-	632
Mov Cap-2 Maneuver	-	-	-	-	632
Stage 1	-	-	-	-	864
Stage 2	-	-	-	-	824

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	851	-	-	1423	-
HCM Lane V/C Ratio	0.036	-	-	0.029	-
HCM Control Delay (s)	9.4	-	-	7.6	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th TWSC  
5: Pier Ave & Campground Driveway

02/11/2025

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	11	140	166	20	13	8
Future Vol, veh/h	11	140	166	20	13	8
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	9	1	2	0	0	0
Mvmt Flow	14	177	210	25	16	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	237	0	0	342	120
Stage 1	-	-	-	225	-
Stage 2	-	-	-	117	-
Critical Hdwy	4.28	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.29	-	-	3.5	3.3
Pot Cap-1 Maneuver	1278	-	-	634	915
Stage 1	-	-	-	797	-
Stage 2	-	-	-	901	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1276	-	-	624	913
Mov Cap-2 Maneuver	-	-	-	624	-
Stage 1	-	-	-	786	-
Stage 2	-	-	-	899	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	710
HCM Lane V/C Ratio	0.011	-	-	-	0.037
HCM Control Delay (s)	7.9	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
6: Norswing Dr & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	1	147	3	7	179	1	10	4	3	1	1	2
Future Vol, veh/h	1	147	3	7	179	1	10	4	3	1	1	2
Conflicting Peds, #/hr	9	0	1	1	0	9	5	0	2	2	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	5	0	14	5	0	10	0	0	0	0	0
Mvmt Flow	1	196	4	9	239	1	13	5	4	1	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	201	0	0	466	468	103	372	470	254
Stage 1	-	-	-	-	-	-	201	201	-	267	267	-
Stage 2	-	-	-	-	-	-	265	267	-	105	203	-
Critical Hdwy	4.1	-	-	4.31	-	-	7.45	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.65	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.333	-	-	3.595	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1328	-	-	1294	-	-	477	496	938	577	495	790
Stage 1	-	-	-	-	-	-	762	739	-	743	692	-
Stage 2	-	-	-	-	-	-	719	692	-	895	737	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1317	-	-	1293	-	-	468	487	935	560	486	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	487	-	560	486	-
Stage 1	-	-	-	-	-	-	760	738	-	736	680	-
Stage 2	-	-	-	-	-	-	706	680	-	882	736	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.3			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	518	1317	-	-	1293	-	-	624
HCM Lane V/C Ratio	0.044	0.001	-	-	0.007	-	-	0.009
HCM Control Delay (s)	12.3	7.7	0	-	7.8	-	-	10.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

# HCM 6th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

02/11/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	57	63	199	339	129
Future Volume (veh/h)	89	57	63	199	339	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1796	1900	1841	1856	1856
Adj Flow Rate, veh/h	97	62	68	216	368	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	0	4	3	3
Cap, veh/h	226	190	132	1036	620	511
Arrive On Green	0.12	0.12	0.07	0.56	0.33	0.33
Sat Flow, veh/h	1810	1522	1810	1841	1856	1528
Grp Volume(v), veh/h	97	62	68	216	368	140
Grp Sat Flow(s),veh/h/ln	1810	1522	1810	1841	1856	1528
Q Serve(g_s), s	1.4	1.1	1.0	1.7	4.8	1.9
Cycle Q Clear(g_c), s	1.4	1.1	1.0	1.7	4.8	1.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	226	190	132	1036	620	511
V/C Ratio(X)	0.43	0.33	0.52	0.21	0.59	0.27
Avail Cap(c_a), veh/h	1380	1161	420	2170	1467	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	11.5	12.9	3.1	8.0	7.0
Incr Delay (d2), s/veh	1.3	1.0	3.1	0.1	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.4	0.2	1.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	12.5	16.0	3.2	8.9	7.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h				284	508	
Approach Delay, s/veh				6.3	8.5	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.7		8.1	6.6	14.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0		22.0	6.7	22.8
Max Q Clear Time (g_c+I1), s		3.7		3.4	3.0	6.8
Green Ext Time (p_c), s		1.3		0.4	0.0	2.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			

# Queues

## 7: State Route 1 & Pier Ave

02/11/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	97	62	68	216	368	140
v/c Ratio	0.24	0.16	0.24	0.18	0.38	0.16
Control Delay	16.7	6.2	23.3	5.9	13.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	6.2	23.3	5.9	13.4	3.7
Queue Length 50th (ft)	20	0	14	18	70	0
Queue Length 95th (ft)	57	22	60	77	193	32
Internal Link Dist (ft)	284			217	225	
Turn Bay Length (ft)			195			130
Base Capacity (vph)	1015	857	309	1473	1076	947
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.07	0.22	0.15	0.34	0.15

### Intersection Summary

HCM 6th TWSC  
 1: Pier Ave & State Park Access

02/11/2025

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	14	128	71	34	43	7
Future Vol, veh/h	14	128	71	34	43	7
Conflicting Peds, #/hr	90	0	0	90	9	42
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	15	141	78	37	47	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	205	0	0	297	190
Stage 1	-	-	-	187	-
Stage 2	-	-	-	110	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1378	-	-	676	826
Stage 1	-	-	-	832	-
Stage 2	-	-	-	908	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1260	-	-	558	725
Mov Cap-2 Maneuver	-	-	-	558	-
Stage 1	-	-	-	750	-
Stage 2	-	-	-	830	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1260	-	-	-	577
HCM Lane V/C Ratio	0.012	-	-	-	0.095
HCM Control Delay (s)	7.9	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th TWSC  
2: Strand Wy & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	136	6	36	133	5	4	1	25	2	0	1
Future Vol, veh/h	4	136	6	36	133	5	4	1	25	2	0	1
Conflicting Peds, #/hr	134	0	133	133	0	134	9	0	8	8	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	4	140	6	37	137	5	4	1	26	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	279	0	0	436	634	214	435	635	214
Stage 1	-	-	-	-	-	-	284	284	-	348	348	-
Stage 2	-	-	-	-	-	-	152	350	-	87	287	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1299	-	-	1295	-	-	509	399	797	510	399	797
Stage 1	-	-	-	-	-	-	705	680	-	647	638	-
Stage 2	-	-	-	-	-	-	841	636	-	917	678	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1133	-	-	1131	-	-	427	292	691	411	292	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	427	292	-	411	292	-
Stage 1	-	-	-	-	-	-	613	592	-	562	537	-
Stage 2	-	-	-	-	-	-	803	535	-	871	590	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.8			11.2			12.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	613	1133	-	-	1131	-	-	475
HCM Lane V/C Ratio	0.05	0.004	-	-	0.033	-	-	0.007
HCM Control Delay (s)	11.2	8.2	0	-	8.3	0.1	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

HCM 6th TWSC  
3: Lakeside Ave & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	15	142	14	37	175	13	4	0	33	2	0	9
Future Vol, veh/h	15	142	14	37	175	13	4	0	33	2	0	9
Conflicting Peds, #/hr	1	0	46	46	0	1	32	0	0	0	0	32
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	17	165	16	43	203	15	5	0	38	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	227	0	0	473	558	137	415	559	142
Stage 1	-	-	-	-	-	-	253	253	-	298	298	-
Stage 2	-	-	-	-	-	-	220	305	-	117	261	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1312	-	-	1353	-	-	479	441	893	527	440	886
Stage 1	-	-	-	-	-	-	735	701	-	692	671	-
Stage 2	-	-	-	-	-	-	768	666	-	881	696	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1311	-	-	1294	-	-	422	400	854	483	399	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	400	-	483	399	-
Stage 1	-	-	-	-	-	-	693	661	-	682	645	-
Stage 2	-	-	-	-	-	-	708	640	-	830	656	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			1.4			10			9.2		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	769	1311	-	-	1294	-	-	858
HCM Lane V/C Ratio	0.056	0.013	-	-	0.033	-	-	0.012
HCM Control Delay (s)	10	7.8	0	-	7.9	0.1	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

HCM 6th TWSC  
4: Air Park Dr & Pier Ave

02/11/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	155	22	24	213	12	60
Future Vol, veh/h	155	22	24	213	12	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	0	4	1	0	0
Mvmt Flow	180	26	28	248	14	70

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	206	0	373
Stage 1	-	-	-	-	193
Stage 2	-	-	-	-	180
Critical Hdwy	-	-	4.18	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.24	-	3.5
Pot Cap-1 Maneuver	-	-	1348	-	606
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	839
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1348	-	591
Mov Cap-2 Maneuver	-	-	-	-	591
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	819

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1348	-
HCM Lane V/C Ratio	0.098	-	-	0.021	-
HCM Control Delay (s)	9.7	-	-	7.7	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC  
5: Pier Ave & Campground Driveway

02/11/2025

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	5	218	219	17	11	9
Future Vol, veh/h	5	218	219	17	11	9
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	5	240	241	19	12	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	260	0	0	382	130
Stage 1	-	-	-	251	-
Stage 2	-	-	-	131	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1316	-	-	598	902
Stage 1	-	-	-	774	-
Stage 2	-	-	-	887	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1316	-	-	596	902
Mov Cap-2 Maneuver	-	-	-	596	-
Stage 1	-	-	-	771	-
Stage 2	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	703
HCM Lane V/C Ratio	0.004	-	-	-	0.031
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC  
6: Norswing Dr & Pier Ave

02/11/2025

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔			↔			↔	
Traffic Vol, veh/h	1	220	4	5	229	1	7	0	4	2	2	3
Future Vol, veh/h	1	220	4	5	229	1	7	0	4	2	2	3
Conflicting Peds, #/hr	7	0	8	8	0	7	10	0	5	5	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	247	4	6	257	1	8	0	4	2	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	259	0	0	541	536	139	408	538	275
Stage 1	-	-	-	-	-	-	259	259	-	277	277	-
Stage 2	-	-	-	-	-	-	282	277	-	131	261	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1311	-	-	1317	-	-	442	454	890	545	453	769
Stage 1	-	-	-	-	-	-	729	697	-	734	685	-
Stage 2	-	-	-	-	-	-	729	685	-	865	696	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1302	-	-	1307	-	-	429	444	879	534	443	757
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	444	-	534	443	-
Stage 1	-	-	-	-	-	-	722	691	-	728	677	-
Stage 2	-	-	-	-	-	-	713	677	-	856	690	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			12			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	1302	-	-	1307	-	-	573
HCM Lane V/C Ratio	0.023	0.001	-	-	0.004	-	-	0.014
HCM Control Delay (s)	12	7.8	0	-	7.8	-	-	11.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

# HCM 6th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

02/11/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	159	74	70	228	238	169
Future Volume (veh/h)	159	74	70	228	238	169
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1885	1870	1856	1870
Adj Flow Rate, veh/h	166	77	73	238	248	176
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	1	2	3	2
Cap, veh/h	274	245	138	1006	568	456
Arrive On Green	0.15	0.15	0.08	0.54	0.31	0.31
Sat Flow, veh/h	1795	1610	1795	1870	1856	1490
Grp Volume(v), veh/h	166	77	73	238	248	176
Grp Sat Flow(s),veh/h/ln	1795	1610	1795	1870	1856	1490
Q Serve(g_s), s	2.5	1.2	1.1	2.0	3.1	2.7
Cycle Q Clear(g_c), s	2.5	1.2	1.1	2.0	3.1	2.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	274	245	138	1006	568	456
V/C Ratio(X)	0.61	0.31	0.53	0.24	0.44	0.39
Avail Cap(c_a), veh/h	1360	1220	427	2190	1444	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	11.0	12.9	3.6	8.1	7.9
Incr Delay (d2), s/veh	2.2	0.7	3.1	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.3	0.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	11.7	16.1	3.7	8.6	8.5
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h				311	424	
Approach Delay, s/veh				6.6	8.5	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.1		8.9	6.7	13.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0		22.0	6.9	22.6
Max Q Clear Time (g_c+I1), s		4.0		4.5	3.1	5.1
Green Ext Time (p_c), s		1.4		0.6	0.0	1.9
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.0			
HCM 6th LOS			A			

# Queues

## 7: State Route 1 & Pier Ave

02/11/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	166	77	73	238	248	176
v/c Ratio	0.35	0.16	0.23	0.21	0.29	0.22
Control Delay	16.2	5.3	22.1	6.7	13.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	5.3	22.1	6.7	13.7	3.8
Queue Length 50th (ft)	32	0	14	23	47	0
Queue Length 95th (ft)	88	24	63	84	128	36
Internal Link Dist (ft)	284			217	225	
Turn Bay Length (ft)			195			130
Base Capacity (vph)	1093	993	343	1542	1159	1004
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.08	0.21	0.15	0.21	0.18

### Intersection Summary

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	130	75	35	45	10
Future Vol, veh/h	15	130	75	35	45	10
Conflicting Peds, #/hr	146	0	0	146	15	68
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	16	143	82	38	49	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	267	0	-	0	438 316
Stage 1	-	-	-	-	248 -
Stage 2	-	-	-	-	191 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1309	-	-	-	579 729
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	846 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1127	-	-	-	423 587
Mov Cap-2 Maneuver	-	-	-	-	512 -
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	729 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.85	0	12.75
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	186	-	-	-	525
HCM Lane V/C Ratio	0.015	-	-	-	0.115
HCM Ctrl Dly (s/v)	8.2	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	10	155	10	60	95	10	10	5	45	5	0	5
Future Vol, veh/h	10	155	10	60	95	10	10	5	45	5	0	5
Conflicting Peds, #/hr	217	0	215	215	0	217	15	0	13	13	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	10	160	10	62	98	10	10	5	46	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	385	0	0	637	850	393	640	850	335
Stage 1	-	-	-	-	-	-	401	401	-	444	444	-
Stage 2	-	-	-	-	-	-	237	449	-	196	406	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1246	-	-	1184	-	-	393	300	660	391	300	711
Stage 1	-	-	-	-	-	-	630	605	-	597	579	-
Stage 2	-	-	-	-	-	-	771	576	-	810	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	988	-	-	942	-	-	282	175	519	251	175	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	175	-	251	175	-
Stage 1	-	-	-	-	-	-	496	476	-	443	429	-
Stage 2	-	-	-	-	-	-	704	427	-	713	473	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.5			3.31			15.71			15.73		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	988	-	-	942	-	-	346
HCM Lane V/C Ratio	0.155	0.01	-	-	0.066	-	-	0.03
HCM Ctrl Dly (s/v)	15.7	8.7	-	-	9.1	-	-	15.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.1

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷			↷	
Traffic Vol, veh/h	25	155	25	60	140	25	10	0	55	5	0	15
Future Vol, veh/h	25	155	25	60	140	25	10	0	55	5	0	15
Conflicting Peds, #/hr	2	0	75	75	0	2	52	0	0	0	0	52
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	29	180	29	70	163	29	12	0	64	6	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	284	0	0	682	661	270	557	661	231
Stage 1	-	-	-	-	-	-	328	328	-	319	319	-
Stage 2	-	-	-	-	-	-	354	333	-	238	342	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1350	-	-	1290	-	-	366	385	774	444	385	813
Stage 1	-	-	-	-	-	-	689	651	-	697	657	-
Stage 2	-	-	-	-	-	-	667	647	-	769	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1347	-	-	1197	-	-	291	329	718	372	329	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	329	-	372	329	-
Stage 1	-	-	-	-	-	-	626	591	-	655	617	-
Stage 2	-	-	-	-	-	-	584	608	-	686	583	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.94			2.18			12.05			9.78		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	586	1347	-	-	1197	-	-	771
HCM Lane V/C Ratio	0.129	0.022	-	-	0.058	-	-	0.023
HCM Ctrl Dly (s/v)	12	7.7	-	-	8.2	-	-	9.8
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	0.1

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	175	40	40	205	20	100
Future Vol, veh/h	175	40	40	205	20	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	0	4	1	0	0
Mvmt Flow	203	47	47	238	23	116

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	250	0	558 227
Stage 1	-	-	-	-	227 -
Stage 2	-	-	-	-	331 -
Critical Hdwy	-	-	4.14	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.236	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1304	-	494 818
Stage 1	-	-	-	-	816 -
Stage 2	-	-	-	-	732 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1304	-	476 818
Mov Cap-2 Maneuver	-	-	-	-	476 -
Stage 1	-	-	-	-	816 -
Stage 2	-	-	-	-	706 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.28	11.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	730	-	-	1304	-
HCM Lane V/C Ratio	0.191	-	-	0.036	-
HCM Ctrl Dly (s/v)	11.1	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↘	
Traffic Vol, veh/h	10	265	230	30	20	15
Future Vol, veh/h	10	265	230	30	20	15
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	11	291	253	33	22	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	286	0	-	0	584 269
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	315 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1288	-	-	-	477 774
Stage 1	-	-	-	-	781 -
Stage 2	-	-	-	-	744 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1288	-	-	-	473 774
Mov Cap-2 Maneuver	-	-	-	-	473 -
Stage 1	-	-	-	-	774 -
Stage 2	-	-	-	-	744 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.28	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1288	-	-	-	568
HCM Lane V/C Ratio	0.009	-	-	-	0.068
HCM Ctrl Dly (s/v)	7.8	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	270	10	10	240	5	15	0	10	5	5	5
Future Vol, veh/h	5	270	10	10	240	5	15	0	10	5	5	5
Conflicting Peds, #/hr	12	0	13	13	0	12	17	0	9	9	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	6	303	11	11	270	6	17	0	11	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	287	0	0	328	0	0	645	643	331	631	646	301
Stage 1	-	-	-	-	-	-	333	333	-	307	307	-
Stage 2	-	-	-	-	-	-	312	310	-	324	339	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1286	-	-	1243	-	-	388	394	715	397	393	743
Stage 1	-	-	-	-	-	-	685	647	-	707	665	-
Stage 2	-	-	-	-	-	-	703	663	-	693	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1272	-	-	1228	-	-	363	379	700	376	378	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	379	-	376	378	-
Stage 1	-	-	-	-	-	-	673	636	-	692	650	-
Stage 2	-	-	-	-	-	-	673	648	-	672	632	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			0.31			13.55			13.34		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	31	-	-	1228	-	-	448
HCM Lane V/C Ratio	0.063	0.004	-	-	0.009	-	-	0.038
HCM Ctrl Dly (s/v)	13.5	7.8	0	-	8	-	-	13.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

# HCM 7th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

08/04/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	90	75	325	340	180
Future Volume (veh/h)	195	90	75	325	340	180
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1885	1870	1856	1870
Adj Flow Rate, veh/h	203	94	78	339	354	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	1	2	3	2
Cap, veh/h	314	282	137	1059	670	529
Arrive On Green	0.18	0.18	0.08	0.57	0.36	0.36
Sat Flow, veh/h	1795	1610	1795	1870	1856	1466
Grp Volume(v), veh/h	203	94	78	339	354	188
Grp Sat Flow(s),veh/h/ln	1795	1610	1795	1870	1856	1466
Q Serve(g_s), s	3.7	1.8	1.5	3.3	5.2	3.3
Cycle Q Clear(g_c), s	3.7	1.8	1.5	3.3	5.2	3.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	314	282	137	1059	670	529
V/C Ratio(X)	0.65	0.33	0.57	0.32	0.53	0.36
Avail Cap(c_a), veh/h	1135	1018	356	1827	1205	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	12.6	15.5	4.0	8.8	8.2
Incr Delay (d2), s/veh	2.2	0.7	3.7	0.2	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.7	0.6	0.6	1.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.6	13.3	19.2	4.2	9.4	8.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	297			417	542	
Approach Delay, s/veh	14.8			7.0	9.1	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.2		10.6	7.1	17.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0		22.0	6.9	22.6
Max Q Clear Time (g_c+I1), s		5.3		5.7	3.5	7.2
Green Ext Time (p_c), s		2.1		0.8	0.0	2.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			9.8			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕↔		↔	
Traffic Vol, veh/h	15	130	75	35	45	10
Future Vol, veh/h	15	130	75	35	45	10
Conflicting Peds, #/hr	146	0	0	146	15	68
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	16	143	82	38	49	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	266	0	0	437	274
Stage 1	-	-	-	247	-
Stage 2	-	-	-	190	-
Critical Hdwy	4.1	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1310	-	-	567	730
Stage 1	-	-	-	777	-
Stage 2	-	-	-	847	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1128	-	-	414	588
Mov Cap-2 Maneuver	-	-	-	414	-
Stage 1	-	-	-	659	-
Stage 2	-	-	-	729	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.9	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1128	-	-	-	438
HCM Lane V/C Ratio	0.015	-	-	-	0.138
HCM Ctrl Dly (s/v)	8.2	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.5

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	155	10	60	95	10	10	5	45	5	0	5
Future Vol, veh/h	10	155	10	60	95	10	10	5	45	5	0	5
Conflicting Peds, #/hr	217	0	215	215	0	217	15	0	13	13	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	10	160	10	62	98	10	10	5	46	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	385	0	0	588	849	393	668	849	286
Stage 1	-	-	-	-	-	-	400	400	-	444	444	-
Stage 2	-	-	-	-	-	-	188	449	-	224	405	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1246	-	-	1185	-	-	410	300	660	361	300	717
Stage 1	-	-	-	-	-	-	630	605	-	568	579	-
Stage 2	-	-	-	-	-	-	801	576	-	783	602	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	988	-	-	942	-	-	299	174	518	236	174	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	174	-	236	174	-
Stage 1	-	-	-	-	-	-	495	476	-	446	427	-
Stage 2	-	-	-	-	-	-	728	425	-	689	473	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.5			3.4			15.5			16.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	988	-	-	942	-	-	332
HCM Lane V/C Ratio	0.153	0.01	-	-	0.066	-	-	0.031
HCM Ctrl Dly (s/v)	15.5	8.7	0	-	9.1	0.1	-	16.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q (veh)	0.5	0	-	-	0.2	-	-	0.1

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	155	25	60	140	25	10	0	55	5	0	15
Future Vol, veh/h	25	155	25	60	140	25	10	0	55	5	0	15
Conflicting Peds, #/hr	2	0	75	75	0	2	52	0	0	0	0	52
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	1	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	29	180	29	70	163	29	12	0	64	6	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	284	0	0	602	662	270	605	662	150
Stage 1	-	-	-	-	-	-	328	328	-	320	320	-
Stage 2	-	-	-	-	-	-	274	334	-	285	342	-
Critical Hdwy	4.205	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2665	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1345	-	-	1290	-	-	401	385	774	399	385	876
Stage 1	-	-	-	-	-	-	689	651	-	672	656	-
Stage 2	-	-	-	-	-	-	714	647	-	727	642	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1342	-	-	1198	-	-	323	325	719	338	325	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	325	-	338	325	-
Stage 1	-	-	-	-	-	-	624	590	-	654	611	-
Stage 2	-	-	-	-	-	-	621	603	-	646	582	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.9			2.2			11.8			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1342	-	-	1198	-	-	831
HCM Lane V/C Ratio	0.125	0.022	-	-	0.058	-	-	0.021
HCM Ctrl Dly (s/v)	11.8	7.7	0	-	8.2	0.1	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.4	0.1	-	-	0.2	-	-	0.1

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑	↑	
Traffic Vol, veh/h	175	40	40	205	20	100
Future Vol, veh/h	175	40	40	205	20	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	0	4	1	0	0
Mvmt Flow	203	47	47	238	23	116

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	250	0	440
Stage 1	-	-	-	-	227
Stage 2	-	-	-	-	213
Critical Hdwy	-	-	4.16	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.238	-	3.5
Pot Cap-1 Maneuver	-	-	1301	-	564
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	808
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1301	-	540
Mov Cap-2 Maneuver	-	-	-	-	540
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	774

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.4	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	753	-	-	1301	-
HCM Lane V/C Ratio	0.185	-	-	0.036	-
HCM Ctrl Dly (s/v)	10.9	-	-	7.9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.7	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕↔		↕	
Traffic Vol, veh/h	10	265	230	30	20	15
Future Vol, veh/h	10	265	230	30	20	15
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	11	291	253	33	22	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	286	0	-	0	585 143
Stage 1	-	-	-	-	270 -
Stage 2	-	-	-	-	315 -
Critical Hdwy	4.1	-	-	-	6.6 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1288	-	-	-	461 885
Stage 1	-	-	-	-	757 -
Stage 2	-	-	-	-	744 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1288	-	-	-	456 885
Mov Cap-2 Maneuver	-	-	-	-	456 -
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	744 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1288	-	-	-	576
HCM Lane V/C Ratio	0.009	-	-	-	0.067
HCM Ctrl Dly (s/v)	7.8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	270	10	10	240	5	15	0	10	5	5	5
Future Vol, veh/h	5	270	10	10	240	5	15	0	10	5	5	5
Conflicting Peds, #/hr	12	0	13	13	0	12	17	0	9	9	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	6	303	11	11	270	6	17	0	11	6	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	327	0	0	652	644	331	642	646	302
Stage 1	-	-	-	-	-	-	334	334	-	307	307	-
Stage 2	-	-	-	-	-	-	318	310	-	335	339	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1286	-	-	1244	-	-	384	394	715	390	393	742
Stage 1	-	-	-	-	-	-	684	647	-	707	665	-
Stage 2	-	-	-	-	-	-	698	663	-	683	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1271	-	-	1229	-	-	361	379	700	371	378	722
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	379	-	371	378	-
Stage 1	-	-	-	-	-	-	672	635	-	695	650	-
Stage 2	-	-	-	-	-	-	668	648	-	662	631	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.1			0.3			13.6			13.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	448	1271	-	-	1229	-	-	446
HCM Lane V/C Ratio	0.063	0.004	-	-	0.009	-	-	0.038
HCM Ctrl Dly (s/v)	13.6	7.8	0	-	8	-	-	13.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.1

# HCM 7th Signalized Intersection Summary

## 7: State Route 1 & Pier Ave

08/04/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	90	75	325	340	180
Future Volume (veh/h)	195	90	75	325	340	180
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1900	1885	1870	1856	1870
Adj Flow Rate, veh/h	203	94	78	339	354	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	0	1	2	3	2
Cap, veh/h	314	282	137	1059	670	529
Arrive On Green	0.18	0.18	0.08	0.57	0.36	0.36
Sat Flow, veh/h	1795	1610	1795	1870	1856	1466
Grp Volume(v), veh/h	203	94	78	339	354	188
Grp Sat Flow(s),veh/h/ln	1795	1610	1795	1870	1856	1466
Q Serve(g_s), s	3.7	1.8	1.5	3.3	5.2	3.3
Cycle Q Clear(g_c), s	3.7	1.8	1.5	3.3	5.2	3.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	314	282	137	1059	670	529
V/C Ratio(X)	0.65	0.33	0.57	0.32	0.53	0.36
Avail Cap(c_a), veh/h	1135	1018	356	1827	1205	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	12.6	15.5	4.0	8.8	8.2
Incr Delay (d2), s/veh	2.2	0.7	3.7	0.2	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.7	0.6	0.6	1.6	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.6	13.3	19.2	4.2	9.4	8.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	297			417	542	
Approach Delay, s/veh	14.8			7.0	9.1	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.2		10.6	7.1	17.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		34.0		22.0	6.9	22.6
Max Q Clear Time (g_c+I1), s		5.3		5.7	3.5	7.2
Green Ext Time (p_c), s		2.1		0.8	0.0	2.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			9.8			
HCM 7th LOS			A			

# SECTION 4: BICYCLE LTS METHODOLOGY

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## METHODOLOGY

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The Bicycle LTS methodology is broken into three categories: segments (bike paths, lanes, or routes), intersection approaches (turn lanes), and intersection crossings (unsignalized intersections). Table-based criteria are applied separately for each category using the “worst case principle,” meaning the worst (or highest) score among the criteria considered governs the overall LTS score for that facility.

Depending on the community context and the detail level desired, the overall methodology may be simplified based on the general consistency of facility types, as certain elements (e.g., turn lanes, bike lanes, speed limits, etc.) may not exist in a particular community. If there are no turn lanes on an approach, then this portion of the methodology is skipped. Signalized intersections do not receive an LTS score. Signalized crossings usually do not create a barrier, as the signal provides a protected crossing, and are not considered in the methodology.

### Segments

**Table 1** through **Table 3** display the LTS scoring criteria utilized for analyzing the level of traffic stress for the various types of roadway segments, including segments within mixed traffic, segments with bicycle lanes alongside a parking lane, and segments with bicycle lanes not alongside a parking lane. Class I shared-use paths and Class IV separated bikeways, not shown in these tables, automatically receive an LTS score of 1, because of the increased level of comfort a facility separated from vehicular traffic provides a bicyclist. These tables were adapted from the criteria tables presented in the Mineta methodology, incorporating vehicle lanes as a surrogate for street width.

Bicycle LTS for roadway segments accounts for traffic volumes, speed, presence and width of a bicycle lane, presence, width of a parking lane, and bicycle lane blockage, which denotes the frequency at which a bicycle lane is blocked. There was no known data available for frequency at which bicycle lanes are blocked suggesting frequent blockage of bicycle lanes is rare. As such, bicycle lane blockage was assumed rare, which is consistent with the Mineta methodological approach.

Bicycle LTS criteria for analyzing segments in mixed traffic are shown in **Table 2**. Mixed traffic segments are roadway segments that do not have Class II bicycle lanes. Roadway segments with Class III bicycle routes are analyzed as mixed traffic segments.

**Table 3** presents the LTS analysis criteria for segments with bicycle lanes. As shown, some criteria result in “no effect.” No effect denotes that when other variables are accounted for there is no impact, or no effect, on the LTS score at that traffic stress level. For example, **Table 3** shows “no effect” for two of the four criteria considered at LTS 4—the combined width of the adjacent bicycle and parking lanes and bicycle lane blockage. In this example, this means that a roadway segment featuring a bicycle lane alongside a parking lane, two or more through lanes per direction, and/or speeds at or higher than 40 mph, the width of the bicycle and parking lane will have no impact on the LTS score. If the sum of the bicycle and

parking lane width is below 14 feet, considering only these criteria would result in LTS 3 score. When through lanes per direction and speeds are also considered and surpass two or more lanes and 40 mph speed thresholds shown in **Table 3**, the overall traffic stress of the segment would result in LTS 4. In this case, the combined bicycle/parking lane width and bicycle lane blockage would have no bearing on the overall score.

**TABLE 1: BICYCLE LTS CRITERIA FOR SEGMENTS WITHIN MIXED TRAFFIC**

BIKEWAY CLASS	EXISTING MILES		
	2-3 lanes	4-5 lanes	6+
UP TO 25 MPH	LTS 1 or 2	LTS 3	LTS 4
30 MPH	LTS 2 or 3	LTS 4	LTS 4
35 MPH OR MORE	LTS 4	LTS 4	LTS 4

**TABLE 2: BICYCLE LTS CRITERIA: SEGMENTS (BIKE LANES ALONGSIDE A PARKING LANE)**

	LTS 1	LTS 2	LTS 3	LTS 4
THROUGH LANES PER DIRECTION	1	No effect	2 or more	No effect
SUM OF BICYCLE LANE WIDTH AND PARKING LANE WIDTH <sup>1</sup>	15 feet or more	14 to 15 feet	Less than 14 feet	No effect
SPEED LIMIT OR PREVAILING SPEED	Up to 25 mph	30 mph	35 mph	40 mph or more
BICYCLE LANE BLOCKAGE	Rare	No Effect	Frequent	No Effect

**TABLE 3: BICYCLE LTS CRITERIA: SEGMENTS (BIKE LANES NOT ALONGSIDE A PARKING LANE)**

	LTS 1	LTS 2	LTS 3	LTS 4
THROUGH LANES PER DIRECTION	1	No effect	2 or more	No effect
SUM OF BICYCLE LANE WIDTH AND PARKING LANE WIDTH <sup>1</sup>	6 feet or more	Less than 6 feet	No effect	No effect
SPEED LIMIT OR PREVAILING SPEED	Up to 30 mph	No effect	35 mph	40 mph or more
BICYCLE LANE BLOCKAGE	Rare	No Effect	Frequent	No Effect

## Approaches

Based on the Mineta methodology, only approaches with right turn markings were included in the LTS analysis. Right turn lanes at intersection approaches can “challenge a cyclist’s normal position and create a weaving conflict” (Mineta 2012). Intersection approach scoring criteria for approaches are displayed in **Table 4** and **Table 5**.

**Table 4** presents the scoring criteria for right-turn approaches to an intersection that are adjacent to a bicycle lane, and **Table 5** presents the scoring criteria for approaches adjacent to mixed traffic segments (i.e., travel lanes that include Class III or Sharrows). These criteria include length of the right turn lane, configuration of the bicycle lane in relation to the right turn lane, and the estimated speed associated with the curb radius at the intersection turn.

The length of the turn lane accounts for the time a bicyclist is exposed to right-turning vehicles—longer turn lanes result in greater exposure and increased traffic stress. The curb radius accounts for the speed of a turning vehicle. A smaller curb radius will result in a tighter turn and slower turning speeds, while a larger curb radius will allow a vehicle to make a turn at greater speeds and result in higher traffic stress.

The bicycle lane configuration at an intersection approach also greatly influences traffic stress. At approaches where bicycle lanes exist along the adjacent roadway segment and a right turn lane is introduced, bicycle lanes are often configured to shift to the left so the bicycle lane is configured to the left of the right turn pocket. In these cases, either the bicycle lane abruptly veers to the left, or the bicycle lane disappears for roughly 100 feet then reappears closer to the intersection at the left of the right turn lane. Both of these scenarios require a bicyclist to merge to the left against vehicles entering the right turn lane. This increases traffic stress given that bicyclists must look over their shoulder to navigate the potential conflict with right-turning vehicles potentially traveling at high speeds and increases user priority ambiguity.

An approach featuring a free right movement, more than one turn lane, a trapped bicycle lane or a through-right lane will also result in increased traffic stress. According to the Mineta methodology, an approach configuration where the bicycle lane continues straight will result in the lowest traffic stress, because this type of configuration will result in an unambiguous priority placed on the bicyclist and cars merge across the bicycle lane rather than vice versa.

**TABLE 4: BICYCLE LTS CRITERIA FOR APPROACHES ALONGSIDE BICYCLE LANES**

<b>CONFIGURATION</b>	<b>LTS</b>
<b>SINGLE RIGHT-TURN LANE UP TO 150 FT LONG STARTING ABRUPTLY WHILE BICYCLE LANE CONTINUES STRAIGHT AND INTERSECTION ANGLE/CURB RADIUS SUCH THAT TURNING SPEED IS <math>\leq 15</math> MPH</b>	<b>LTS<math>\geq 2</math></b>
<b>SINGLE RIGHT-TURN LANE LONGER THAN 150 FT STARTING ABRUPTLY WHILE BICYCLE LANE CONTINUES STRAIGHT AND INTERSECTION ANGLE/CURB RADIUS SUCH THAT TURNING SPEED IS <math>\leq 15</math> MPH</b>	<b>LTS<math>\geq 3</math></b>
<b>SINGLE RIGHT-TURN LANE WITH BICYCLE LANE THAT SHIFTS TO THE LEFT AND INTERSECTION ANGLE/CURB RADIUS SUCH THAT TURNING SPEED IS <math>\leq 15</math> MPH</b>	<b>LTS<math>\geq 3</math></b>
<b>SINGLE RIGHT-TURN LANE WITH ANY OTHER CONFIGURATION OR DUAL RIGHT-TURN LANES OR RIGHT-TURN LANE ALONG WITH A COMBINED THROUGH/RIGHT LANE</b>	<b>LTS<math>\geq 4</math></b>

**TABLE 5: BICYCLE LTS CRITERIA FOR APPROACHES ALONG MIXED TRAFFIC SEGMENTS**

<b>CONFIGURATION</b>	<b>LTS</b>
<b>SINGLE RIGHT-TURN LANE UP TO 75 FT LONG AND INTERSECTION ANGLE/CURB RADIUS SUCH THAT TURNING SPEED IS <math>\leq 15</math> MPH</b>	<b>No effect</b>
<b>SINGLE RIGHT-TURN LANE BETWEEN 75 FT AND 150 FT LONG AND INTERSECTION ANGLE/CURB RADIUS SUCH THAT TURNING SPEED IS <math>\leq 15</math> MPH</b>	<b>LTS<math>\geq 3</math></b>
<b>ANY OTHER CONFIGURATION</b>	<b>LTS<math>\geq 4</math></b>

## Crossings

Only crossings at unsignalized intersections are considered in the LTS methodology. Unsignalized intersections with median refuges of at least six feet and those without a median refuge are analyzed separately, as shown in **Table 6** and **Table 7**.

According to the Mineta methodology, signalized crossings are generally not analyzed as these crossing control types generally do not create a barrier to connectivity. In most cases, signalization provides adequate protection when crossing an intersection. An exception to this scoring criteria is roadways that are exceptionally wide (i.e., more than eight travel lanes), or where data exists to suggest that signal timings do not provide adequate crossing time for cyclists.

Crossings at intersections between two roadways classified as local/residential that received LTS 1 (low-stress) scores, are also assumed to be low-stress due to low volumes and speed.

**TABLE 6: BICYCLE LTS CRITERIA FOR CROSSINGS WITH A MEDIAN REFUGE OF AT LEAST 6 FEET**

SPEED LIMIT OF STREET BEING CROSSED	EXISTING MILES		
	Up to 3 Lanes	4-5 Lanes	6+ Lanes
UP TO 25 MPH	LTS 1	LTS 1	LTS 2
30 MPH	LTS 1	LTS 2	LTS 3
35 MPH	LTS 2	LTS 3	LTS 4
40 MPH OR MORE	LTS 3	LTS 4	LTS 4

**TABLE 7: BICYCLE LTS CRITERIA FOR CROSSINGS WITHOUT A MEDIAN**

SPEED LIMIT OF STREET BEING CROSSED	EXISTING MILES		
	Up to 3 Lanes	4-5 Lanes	6+ Lanes
UP TO 25 MPH	LTS 1	LTS 1	LTS 2
30 MPH	LTS 1	LTS 2	LTS 3
35 MPH	LTS 2	LTS 3	LTS 4
40 MPH OR MORE	LTS 3	LTS 4	LTS 4

# SECTION 5: PEDESTRIAN LTS METHODOLOGY

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## METHODOLOGY

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The Pedestrian Level of Traffic Stress (LTS) methodology was developed by the Oregon Department of Transportation (ODOT). It is broken into two categories: segments (sidewalks, paths, and multi-use paths) and intersection crossings (unsignalized intersections). Table-based criteria are applied separately for each category using the “worst case principle,” meaning the worst (or highest) score among the criteria considered governs the overall LTS score for that facility.

Depending on the community context and the detail level desired, the overall methodology may be simplified based on the general consistency of facility types, as certain elements (e.g., median islands, buffer type and width, sidewalk ramps, etc.) may not exist in a particular community. If there are no sidewalk ramps on a crossing, then this portion of the methodology is skipped. Signalized intersections generally do not receive an LTS score. Signalized crossings usually do not create a barrier, as the signal provides a protected crossing, and are not considered in the methodology.

### SEGMENTS

**Table 1** through **Table 4** display the LTS scoring criteria utilized for analyzing the level of traffic stress based on varying criteria such as sidewalk condition and total buffering width. There are four tables used to classify sidewalk segments, and the methodology follows a “worst case principle” meaning the lowest score assigned through the table criteria is applied to the segment. These tables are the criteria tables presented in the ODOT methodology.

**Table 3** presents the LTS analysis criteria for segments where there is a buffer between the sidewalk and adjacent traffic. As shown, some criteria do not change across changing conditions. This denotes that when other variables are accounted for there is no impact, or no effect, on the LTS score at that traffic stress level. For example, **Table 3** shows no change in LTS when total buffering width increases from 10 to 25 feet on a two-lane roadway. In this example, a 10-foot buffer has been found sufficient to facilitate a low stress experience on a two-lane road. This begins to change as more travel lanes are introduced and facilitate higher speeds with more traffic volume.

**TABLE 1: PEDESTRIAN LTS CRITERIA FOR SEGMENT SIDEWALK CONDITION**

Actual/Effective Sidewalk Width (ft) <sup>2</sup>		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3	PLTS 4	PLTS 4
	≥5	PLTS 2	PLTS 2	PLTS 3	PLTS 4	PLTS 4
Effective	≥6 <sup>4</sup>	PLTS 1	PLTS 1	PLTS 2	PLTS 3	PLTS 4

**TABLE 2: PEDESTRIAN LTS CRITERIA: SEGMENT PHYSICAL BUFFER TYPE**

Physical Buffer Type				
Buffer Type <sup>1</sup>	Prevailing or Posted Speed			
	≤25 MPH	30 MPH	35 MPH	≥40 MPH
No Buffer (curb tight)	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface	PLTS 2 <sup>2</sup>	PLTS 2	PLTS 2	PLTS 2
Landscaped	PLTS 1	PLTS 2	PLTS 2	PLTS 2
Landscaped with trees	PLTS 1	PLTS 1	PLTS 1	PLTS 2
Vertical				

<sup>1</sup>Combined buffers: If two or more of the buffer conditions apply, use the most appropriate, typically the lower stress level

**TABLE 3: PEDESTRIAN LTS CRITERIA: SEGMENT TOTAL BUFFERING WIDTH**

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft) <sup>1</sup>				
	<5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3	PLTS 2	PLTS 2	PLTS 1	PLTS 1
4 - 5	PLTS 4 <sup>2</sup>	PLTS 3	PLTS 2	PLTS 1	PLTS 1
6	PLTS 4 <sup>2</sup>	PLTS 4 <sup>2</sup>	PLTS 3	PLTS 2	PLTS 2

<sup>1</sup>Total Buffering Width is the summation of the width of buffer, width of parking, width of shoulder and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.

**TABLE 4: PEDESTRIAN LTS CRITERIA: SEGMENT GENERAL LAND USE**

<b>PLTS</b>	<b>Overall Land Use</b>	<b>HDM Land Use Context</b>
PLTS 1	Residential, central business districts (CBD), neighborhood commercial, parks and other public facilities, governmental buildings/plazas, offices/office parks	Traditional Downtown/CBD Urban Mix Residential Corridor
PLTS 2	Low density development, rural subdivisions, un-incorporated communities, strip commercial, mixed employment	Suburban Fringe Rural Community
PLTS 3	Light industrial, big-box/auto-oriented commercial	Commercial Corridor
PLTS 4	Heavy industrial, intermodal facilities, freeway interchanges	

**CROSSINGS**

Pedestrian Crossing LTS is assessed based on the criteria presented in **Tables 5** through **9**. There are 5 criteria tables, and the lowest score assessed is applied to the crossing. Crossings at signalized intersections generally receive an LTS of 1 unless engineering judgement necessitates adjustments based on factors such as illumination and crossing distance. Unsignalized intersections with median refuges and those without a median refuge are analyzed separately, as shown in **Table 5** and **Table 8**.

According to the ODOT methodology, signalized crossings are generally not analyzed as these crossing control types generally do not create a barrier to connectivity. In most cases, signalization provides adequate protection when crossing an intersection. An exception to this scoring criteria is roadways that are exceptionally wide (i.e., more than eight travel lanes), where data exists to suggest that signal timings do not provide adequate crossing time for pedestrians, or where limited sight lines on conflicting movements are insufficiently marked or illuminated.

Crossings at intersections between two roadways classified as local/residential receive an LTS 1 (low-stress) score and are assumed to be low-stress due to low volumes and speed.

**TABLE 5: PEDESTRIAN LTS CRITERIA ON COLLECTOR & LOCAL UNSIGNALIZED CROSSING<sup>1,2,3,4</sup>**

Prevailing Speed or Speed Limit (mph)	No Median Refuge		Median Refuge Present
	Total Lanes Crossed		Maximum One Through/Turn Lane Crossed per Direction
	1 Lane	2 Lanes	
≤ 25	PLTS 1	PLTS 1	PLTS 1 <sup>5</sup>
30	PLTS 1	PLTS 2	PLTS 1
35	PLTS 2	PLTS 2	PLTS 2
≥ 40	PLTS 3	PLTS 3	PLTS 3

<sup>1</sup>For street being crossed.

<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.

<sup>3</sup>Use Table 9 for one-way streets, when ADT exceeds 5,000, or total number of lanes exceeds 2.

<sup>4</sup>Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other.

<sup>5</sup>Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

**TABLE 6: PEDESTRIAN LTS CRITERIA ON ARTERIAL UNSIGNALIZED CROSSING WITHOUT A MEDIAN REFUGE<sup>1,2</sup>**

Prevailing Speed or Speed Limit (mph)	Total Lanes Crossed (Both Directions) <sup>3</sup>					
	2 Lanes			3 Lanes		
	<5,000 vpd	5,000-9,000 vpd <sup>4</sup>	>9,000 vpd	<8,000 vpd	8,000-12,000 vpd <sup>4</sup>	>12,000 vpd
≤ 25	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4
30	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 3	PLTS 4
35	PLTS 3	PLTS 3	PLTS 4	PLTS 3	PLTS 4	PLTS 4
≥ 40	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

<sup>1</sup>For street being crossed.

<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.

<sup>3</sup>Use Table 9 for one-way streets. Use PLTS 4 for crossings of four or more lanes.

<sup>4</sup>Use these columns when ADT volumes are not available.

**TABLE 7: PEDESTRIAN LTS ADJUSTMENTS FOR ARTERIAL CROSSWALK ENHANCEMENTS<sup>1</sup>**

Treatment <sup>2</sup>	Adjustment	Treatment	Adjustment
Markings <sup>3</sup>	-0.5	In-street signs	-1.0
Roadside signage <sup>3</sup>	-0.5	Curb extensions	-0.5
Illumination	-0.5	Raised crosswalk	-1.0
PAB (e.g. RRFB)	-1.0	Standard 12” flashing beacon	-0.5

<sup>1</sup>2.0 Maximum reduction or PLTS 2. Not intended for application at roundabouts.

<sup>2</sup>Pedestrian hybrid beacons (PHB) are equivalent to signalized crossings.

<sup>3</sup>Not applicable for roadways with pedestrian median refuges as crosswalk markings and roadside signage assumed as part of the basic installation.

**TABLE 8: PEDESTRIAN LTS CRITERIA FOR ARTERIAL UNSIGNALIZED INTERSECTION CROSSING (1 TO 2 LANES) WITH A MEDIAN REFUGE<sup>1,2</sup>**

Prevailing Speed or Speed Limit (mph)	Maximum Through/Turn Lanes Crossed per Direction			
	1 Lane	2 Lanes		
	Any	<5,000 vpd	5,000-9,000 vpd <sup>4</sup>	>9,000 vpd
≤ 25	PLTS 1 <sup>3</sup>	PLTS 1 <sup>3</sup>	PLTS 2	PLTS 2
30	PLTS 2	PLTS 2	PLTS 2	PLTS 2
35	PLTS 2	PLTS 2	PLTS 2	PLTS 3
≥ 40	PLTS 3	PLTS 3	PLTS 3	PLTS 4

<sup>1</sup>For street being crossed.

<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.

<sup>3</sup>Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

<sup>4</sup>Use these columns when ADT volumes are not available.

**TABLE 9: PEDESTRIAN LTS CRITERIA FOR ARTERIAL UNSIGNALIZED INTERSECTION CROSSING (3 OR MORE LANES) WITH A MEDIAN REFUGE<sup>1,2</sup>**

Prevailing Speed or Speed Limit (mph)	Maximum Through/Turn Lanes Crossed per Direction			
	3 Lanes			4+ Lanes
	<8,000 vpd	8,000-12,000 vpd <sup>4</sup>	>12,000 vpd	Any
≤ 25	PLTS 1 <sup>3</sup>	PLTS 2	PLTS 3	PLTS 4
30	PLTS 2	PLTS 2	PLTS 3	PLTS 4
35	PLTS 3	PLTS 3	PLTS 4	PLTS 4
≥ 40	PLTS 4	PLTS 4	PLTS 4	PLTS 4

<sup>1</sup>For street being crossed.

<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.

<sup>3</sup>Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

<sup>4</sup>Use these columns when ADT volumes are not available.

# SECTION 6: PUBLIC COMMENTS

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## All Project Comments Received Online

### **Comment**

I like to hike the trail around the lagoon, but I don't feel comfortable about the vehicle traffic while I am walking across the bridge over the lagoon to complete my hike.

Tons of potholes on strand way, unsafe for cars and walking my baby in his stroller

Put a roundabout here!!!!!!

We need handicapped parking on Pier

Is the State Parks compromise plan for closure of the dunes off road vehicles allows beach camping from Pier Ave to Grand Ave, then Pier Ave and Grand Ave should both be open to camping vehicle access to the beach.

At the west end of the corridor, between Sun Buggy and the State Parks parking lot, the sand is deep and cars get stuck there every day in late summer. State Parks says it isn't theirs, and Sun Buggy says it isn't theirs, either. It may actually be Strand Way. There should at least be a sign there warning people in cars not to drive on it.

Please close the Pier Avenue entrance to the Oceano Dunes SVRA, I believe the community and others deserve safe beach access that can create a new paradigm that can unlock redevelopment, promote more healthy communities, environmental protections, equal opportunity, environmental justice and reduce poverty levels.

The parking lot at the end of Pier is both unsafe and intentionally left in poor condition . This is done to discourage both local community members and visitors from using the beach to encourage exclusive use for vehicles. The ingress and unsafe egress defies any logical planning. Carry Capacity Studies have never been conducted for Pier Avenue Temporary Entrance or for Vehicles using the Oceano Dunes.

The parking lot, parking, restrooms, safety corridors on beach, sidewalks, are all out of compliance with ADA standards.

Pedestrians face many hazards and perils around the bridge and residential streets. Children and handicapped are always at more risk. Residential streets become "short cuts", overnight parking locations, and dump sites for large vehicles and trailers. Can you imagine living in a location where your residential streets and one local park are used for driving large vehicles and trailers. These residential streets should not be allowed to be used by these Large Vehicles! Pier Avenue is inadequate.

Until we take serious steps to improve safe access, include Environmental Justice into our planning , rehabilitation, renewal and zoning, as required by law, Pier Avenue and the surrounding roads and communities will continue to suffer in a designated poverty zone. What I find so interesting is that this is one of the most beautiful areas on the Californial Coast.Because of poor planning, past decisions,lack of enforcement, lack of political will,and strategic neglect it is time to fix Pier!

At least one enhanced safety sidewalk with flashing activated signal is needed on Pier near the park is needed.

Public transportation needs location drop off at the entrance to the Oceano Dunes on Pier Avenue. Currently Pier Avenue is inadequate when it comes to Public Transportation. This limits safe access to the beach and the few businesses on Pier Avenue.

Speed bumps to slow down excessive speeding vehicles near the park and intersection should be considered.

Improved Lighting is a must!

Clearly we need to take a more 'creative' approach to solving the vehicle problems on Pier in Oceano. Pier should only be used for regular passenger vehicles. The Grand Entrance should be used for RV's and Trailers hauling OHV's.

Code and Zoning enforcement is badly lacking on the Pier Avenue Corridor.

The number of vehicles accessing the Oceano Dunes on Pier should be reduced and limited. This will reduce traffic and pollution.

Bicycle Lanes with enhanced safety barriers are needed on Pier. Currently it is not safe or bicycle friendly.

Secure bicycle parking is needed component near entrance to Oceano Beach.

Recreational Vehicles should not be allowed to park on Pier Avenue. Just like Grand Entrance.

Regulations to manage business signage should be adopted to improve safety for pedestrians and bicyclists.

Divided dedicated safe protected bicycle lane is needed at the intersection of PIER and Highway 1.

To reduce traffic and congestion have the county designate Pier as Exit Only from Oceano beach. Relieve traffic and congestion.

County needs to reduce the number of vehicles allowed on the beach. This will reduce traffic problems, congestion, pollution.

Your introduction to this survey contains a false statement: "Pier Avenue is a small stretch of roadway less than half a mile long, but it serves as a vital connection to the Oceano Dunes State Recreation Area..." In fact, State Parks is using Pier Avenue as an access to the ODSVRA unlawfully. Please delete it.

Pier Ave is the downtown of Oceano Beach. It should have a plaza at the end of it, with benches, picnic tables, a look out deck, some ADA parking, and bicycles racks. Pier should be only one way in towards the plaza and one way out to maximize space and reduce speed. No vehicles should be allowed to drive or park on the beach. Pier should be a complete street with sidewalks and bike lanes on both directions, and diagonal parking in the middle.

We need bicycles racks all along Pier Ave but especially here by the beach to encourage people NOT to drive to the beach.

We need a pedestrian crossing with a traffic light somewhere. I am not sure where the best place would be. Maybe here.

Negotiate with SP to allow some parking right here at the entrance of the campground and a day use area where people can park, unpack, and WALK to the beach. When the beach will be vehicles-free, parking will be essential. You better believe that it will happen sooner or later. So, start planning for it NOW, so that you don't have to redo Pier Ave. again in a few years.

Closure of Pier Ave as a vehicle entrance to the beach is long past due. The tracked out sand amounts to tons of beautiful beach sand hauled to a landfill from our beautiful beach. We need a pedestrian plaza similar to Pismo Beach or Avila Beach. I would prefer Pier be closed to vehicles from the Elks club west. Needed are bike lanes, ADA & equestrian parking.

Living in this neighborhood for over 40 years I believe an expanded parking lot is needed for day use beach goers. During the summer and other beach use time of the year there is not enough day use parking. Causing beach goers to use up a lot of street curb parking on the side streets.

Backed up traffic entering the beach. On heavy use days both lanes going to the beach are backed up beyond Lakeside and Air Pak Drive (sometimes almost to Norswing Dr). This makes it very hard to get home on Juanita Ave. Maybe a solution would be aq 3rd lane close to the beach. Then have the two right lanes for beach entrance and the left lane open to go down the Strand Way. I don't know the answer is to this problem. We should be able to get home and emergency vehicles to the beach.

Close the vehicle entrance to the beach.

With all of the congestion during summer holidays backing up to here, also the bicycle and people crossing a roundabout would be ideal here.

People drive so fast...do we really need 4 lanes in the middle? Maybe on either end but not sure about the middle.

A bicycle rack would encourage me to ride my bike to the beach.

A cross walk with extra lighting would be helpful.

No overnight street parking.

Speed bumps on the road may help with cars that speed through the street and increase safety.

Overnight parking is a huge problem here.

Better parking is needed, expanding what we currently have and maintaining it for more people to use.

Some landscaping or plant life would enhance this stretch.

Put in a parking lot - increase the size and pave

Replace all of pier one

Large scale hotel resort creating hundreds of jobs and a huge revenue stream for the county.... See examples Bacara in Santa Barbara, or Teranea in Palo's verdes.... Also mixed income housing on the interior to help house those currently in tents, but huge in scale, 4-5k units so it will actually impact the supply side of things and bring down the artificially inflated (supply constraint by NIMBY's) housing prices

Awesome land for a LIHTC project, which would help ease the visual burden of tents and homeless, bring hundreds of jobs to said residents of tents lifting them from poverty. Brings federal dollars to the area and creates a huge source of tax revenue for the county and keeps the homeless's trash from entering the water we all enjoy. The dunes are ripe for development and would provide a blank canvas for a human centric developer, also create a coastal commission exemption to maintain efficiency

Golf course- with resort, planned with PGA/LIV to bring thousands of fans, and millions of dollars in tourist revenue to the area. Could be used to increase vegetation/grass over the dunes in order to improve poor air quality created by the prevailing offshore northwesterly winds slamming into mountains of unproductive sand. Coachella valley had similar air quality problems and benefits greatly from the increased vegetation created by similar courses

It's unsafe for my kids and I to ride our bikes to the beach, which is sad because we live close. The brush is too close and at some points, the bike path too narrow. A place to lock up bikes by the beach would be amazing too, since you don't want your bike stolen as you're walking the beach.

Mixed-use, restaurant/retail ground floor with residential above. Public parking in the rear. Any additional parking that would be added along Pier Avenue should not abut the roadway to enhance pedestrian scale. I live 5 minutes away and often park on Pier to walk the beach. Unfortunately, never have the desire to stop and spend money along this stretch. Increase parking, enhance pedestrian scaled businesses.

Bike lanes or signage stating bikes may use full lane (though may not necessarily work when traffic backs up).

Arching welcome sign or Pier Avenue Sign across road.

Close off this section of Strand and make only accessible for pedestrians. When busy on Pier, many vehicles drive on the wrong side of the road to access Strand when they should have just turned at Lakeside anyway.

"Bike Path to the Beach". Create a separate bike path starting here that meanders to the north and west around the backside of businesses. That way avoid vehicular traffic.

It would be wonderful for the laguna loop trail to connect in such a way that you don't walk on the street and into traffic.

A place to lock bikes up at the end of the street so you don't have to bring them onto the sand with you. This, coupled with better bike paths that families could use, will increase the opportunity for locals to avoid taking up valuable parking in the small lots and on the street.

For those of us who live in the neighborhood off strand, it's impossible to GET in and out of our neighborhood when the line to get on the beach is long. It would be great to have a middle lane (like a turning lane) in the middle of the road for those trying to get into the neighborhood. As it is right now, I'm not willing to wait in a 30 min line to get home, so I just drive backwards on the opposite lane, which I know isn't the safest thing. A bypass lane would make it safer.

Please consider removing this entrance/restricting the times this entrance can be used/ restricting the amount of vehicles. It would be nice to be able to walk/enjoy this beach but with the large amount of vehicles it is not safe.

Larger sidewalks are needed

Speed bumps/crosswalk needed for pedestrian safety.

I see cars getting stuck in the sand east side of the parking area. It would help to have more parking. A small area with picnic benches (like at the end of Grand) would be nice too.

I would love to see a walking/biking trail along the dunes connecting Pier and Grand. A multi use trail would be a lovely (costly I know) addition to the boardwalk south of Grand. There's not a lot of biking trails and we have this lovely stretch of coastline. Morro Bay trails project connecting to Cayucos is my example.

Somewhere in here there is a metal plate in the road that makes a huge sound when you drive over it. Scares me every time so I avoid it.

Need improvement and expansion of parking lot. Not enough parking spaces and danger of getting car stuck in the sand. Need more provision for parking for those who want to walk on the beach.

Ban or at least drastically reduce vehicle traffic on the dunes. Just because something was allowed in the 1970s does not mean it should be allowed now. Wildlife and local people deserve better.

Add places to lock your bike.

The most cost effective thing you can do to make this area "nice", is to put an effort into the landscaping! Lining this street with some beautiful native CA trees would make all the difference here

Vehicle access should be restricted to and from the beach. Traffic in the residential area is too congested. Residents have a hard time accessing their homes.

need crosswalk here

Need sidewalk here

Need crosswalks

Shutdown on ramp to beach for vehicles. Pedestrians only

This busubess owner constantly takes all the parking places on the street in front of restaurant for advertising sandwich borads or ads on the cars. Totally illegal CHP does not enforce

put new parking in middle of street going both ways as was done in downtown Pismo

Please don't change anything. From what I've seen on any improvements done by the cities or state, no one knows what they are doing. Just look at the wasted money on the redo of the Grand entrance. What a total waste of taxpayer dollars.

Pier avenue will never be anything other than a highway off-ramp for the off-roader until it is closed or off-road traffic is diverted somewhere else. The traffic from off-roaders created congestion and makes the area hazardous to walk or bike down the street. The street came alive during Covid when ramp was closed to vehicles. People parked along street and walked down to beach. The number of families using the beach was amazing to see.

Another opportunity for politicians to enrich themselves. How about we ease regulations so citizens develop the area as the market supports without raising anybody's taxes.

Not enough parking for access to the beach. A tiny lot with not enough handicap parking.

Homeowner have a hard time getting to their home when traffic is back up to PCH. A long left turning lane on Lakeside Ave will help owners get to their homes.

Vehicles typically drive beyond the speed limit which make the intersection unsafe for everyone. A stop sign and cross walk will help slow down the vehicles.

Relocate equipment for future street improvement.

This business looks more like a repair shop than a rental business. One of the prime lots on the beach and I always see broken rental vehicle in the front and a chain link fence. It makes me wonder how the thousands of people perceive Oceano Dunes when they pass this every time they go in and out of the beach.

Add bulb-outs for street trees and landscaping along Pier Ave. This will enhance the passage through the avenue. It will be an improvement from barren sandy sidewalks I typical see. The corner curb extensions will provide added safety for pedestrians.

Change the street lights to distinguish Pier Ave from the other streets. The type of light should have a style reminiscent of the past but not historic looking. Also, more light are needed.

Add a separate lane for beach users with an annual pass. This will give locals better access to the dunes

Add bike lanes so that people can ride bikes to the beach, this will also help reduce traffic

Add a bike rack so people can lock up bikes and walk on the beach. This will encourage people to ride bikes more and reduce traffic

Clean up and prevent overnight parking

Need safe bicycle lane to the beach

Extend the sidewalk from the liquor store to Norswing for pedestrian safety. Maybe even create a multi-use trail for bicyclists.

Pedestrian use should be restricted and diverted elsewhere

The beach will never be closed to vehicles campers, and off road vehicles. Get over it. That being said, more day parking for non-4WD vehicles is necessary. Get rid of transient "campers". Fast lane for campers who have checked in and annual pass holders.

There is no room for a roundabout and it would restrict long-length vehicles (trailers). Maybe that's your point...

Add additional parking for community and visitors to access all the dunes have to offer, especially unique rec vehicle activities not found anywhere else in CA, many beach towns exist but only a handful offer the variety available at Oceano Dunes Access for All!!

Strand Avenue between Pier and McCarthy was never adopted into the County road system and is not a legal road.

The gated off area behind this building is public property and should not be gated. It is a portion of the original Strand Avenue and is dedicated to the public.

There is always issues on Strand it's not wide enough sometimes hard to turn into when there is a car there making a turn already. Very hard for the pedestrians walking out of strand too not wide enough and a very uneven entrance at Pier/Strand. It doesn't help either that there's not enough parking for the restaurant on corner.

Add a Multi Story Parking structure with a restaurant or arcade place at the top. Pier needs more foot traffic in the area and make it a mini Pomeroy Street. I also own one of nearby homes so I think it is important to keep businesses and local people employed. The issue is people just use this area as an entrance for the dunes and somehow need to get them to spend money on the street besides just ATV rentals.

No RV Parking overnight on Pier Ave. After the street is fixed up they should move the RV's to one of the side streets or the Airport that has less traffic and won't be the first thing people see when driving into the dunes.

The closest bus stop is at the airport and is the only bus stop on the west side of the railroad tracks. The route is also very indirect. Consider improving crossings on Highway 1 to allow one route to go up Highway 1 and serve Pier Ave more directly.

Another bus route option is to change 28 to run down Railroad to Ocean, then improve Delta or Strand to connect through, then down Pier St, then either up Highway or back to its current route.

Work with SLO County Parks to create a connection through the RV park and railroad to 4th St. Could be for bike ped only or for all. Would seriously improve bike ped access to schools and resouces in Grover and rest of Oceano

Prevent/prohibit overnight parking, but also prevent the huge RV,s to clog up the small side streets along the lagoon. It's dangerous to walk and drive, it's loud and an eye-sore.  
Pedestrian crossing by Pier/air park is vital, as is a designated turn lane. Owners can get stuck in RV access parking and can't get to their homes/rentals.  
Increase by a large number parking at beach entrance and keep what is there maintained and free of sand...: increase disability parking and access

Repair or replace the sidewalks. They are old, cracked and and not wide enough.

Need safe bicycle trail on side of road to ride to the beach

More pedestrian and wider walkways

Add pedestrian sidewalks where they are not currently available.

Add a welcome art or archway here or at intersection to pier and US1.

Connect and add trails to beaches, downtown and even Grover. Make more recreation and biking options and pathways.

Don't all the big trailers go park on the roads. They take up 3 parking spaces. Recommend to improve parking areas for pedestrians. Consider parking in close areas and more trails to beach - perhaps airport area or downtown with walkways. This creates more interest in all of Oceano and opens connections. It's for the community too!

Encourage a community area including making it easier to have retail and restaurant ideas. Incentives for developers and businesses to come here but not create a tourist trap. Keep the low key feel but revitalize. The area is a treasure for all of the county

This entire area needs to be more biker and pedestrian (especially families) friendly. Now it seems to only cater to the off-road/truck/RV crowd and the lack of sidewalks and connected trails do not encourage safe walking and biking. Also NO OVERNIGHT PARKING/CAMPING on any street!

Major pedestrian concern for families crossing from one side of Pier to the other on the sand, cars do not stop for people, they go around them and it is very dangerous.

Pedestrian concern on the dunes, folks who park in the parking lot and walk over to the water have cars constantly going around them, difficult to enjoy the beach when there are cars racing around your children trying to enjoy the beach. Close of Pier to cars entering the beach to allow pedestrians to enjoy the beach.

Instead of multiple ATV companies using space along Pier to advertise and store their vehicles, how about having one storefront with space for all companies (like rental cars at a small airport terminal) to arrange for rentals. Rental equipment can be stored off of Pier (in warehouse along railway) and open up space along Pier for dining, shopping, lodging, and other entertainment - and perhaps more parking. On busy summer days, the beach is being used as a parking lot out of necessity.

The Pier Ave corridor development is too limited by commercial airport densities allowed by the Oceano Airport Land Use Plan

This point is in the direct flightpath of planes taking off from Oceano Airport. Have a sign that says LOOK UP and see the planes.

There are no driveways along this section - good for streetscape

This is the only beach we can use to enjoy out off-road vehicles and it should stay that way!!

Pave the parking lot.

Drainage for this puddle

cars block strand turn

At least one continuous sidewalk with crosswalk where one side ends.

Need more parking spaces

crosswalk at parking lot

roundabout

dangerous intersection

left turn access

left turn into neighborhood

repave strand

resurface and expand parking lot at far west end

more beach parking

big sign over street "oceano" "gateway to the dunes"

bike racks at businesses

leave beach access open. speed up check in for campers/drivers. improve parking for beach lot

keep in mind a design that accomodates no vehicle access, you can walk there too.

parking and sidewalk

improved street lighting

bike racks and benches

median diagonal parking

on street trash cans and bench

public art

fix dip in road

golf cart to go down bike lane to transport elderly/handicapped to beach entrance

water gathers here

add speed bumps

shuttle bus from hwy 1 to beach

need sidewalk completed

no overnight parking enforced

speedbumps please!

ped crossing improvements

lower speed limit to 25

crosswalk and lower speed limit

enforce no over night parking

keep 4 lanes for traffic

crosswalk

parking

cross walk at 3 way lakeside and pier

broken center yellow line so neighborhood ingress is possible during slow beach line

straighten side road entrance. bulb out sidewalk

parking in state park

left turn for residents

crosswalk from lakeside to liquor store

proper signage for tire check

air up station/area signage

no pedestrian access for 900' on hwy 1

southside is a complete sidewalk

SP charge more and clean up trash

going in one lane for beach, one lane for travel

My recommendation is place diagonal parking on each side. Reduce to a two lane road. This increases parking and reduces speeds, increases walking. Provide bulb-out curb returns to enhance public safety and walkable areas throughout. Increase sidewalk widths. Pave the parking lots and buy the empty lots to create more parking and also to Create some green space and sitting areas for families to eat. Close off strand way to create a walking open space area.

Agree, close vehicle access to strand way. In turn fix and improve adjacent street for vehicles.

Agree, buy lots and convert to park/open space or something usable for the public.

Since the name is "Pier Ave" but there is no pier, then add a historic plaque. Also consider a lookout platform at the base of street in lieu of a formal pier". For public viewing of ocean and access to coast

Add a water shower here or at the surf shack. Coordinate with OCSD or the surf shack to do this. Also consider a "pier lookout platform here"

Remove all of the excess vegetation around the perimeter of the lagoon. It would be wonderful to actually see and enjoy the beautiful lagoon.

Pedestrian Crossing should be planned as to not further delay vehicles waiting for admittance onto State Beach. Potentially the crosswalk could go right behind the existing booth where vehicles are already stopped.

Steps, walkway, handrail for people to safely walk down to the beach would be a lovely addition.

Steel fencing/guardrails would be nice similar to the look along Shell Beach

Generally speaking... the overall aesthetic and appearance needs an upgrade that keeps a small town beach vibe but looks modern and clean. Don't use materials that dry up and blow away (e.g. bark and lose rock)... think of longevity of materials used (e.g. cement, plants or trees that will actually get maintained unlike those on Oak Park).. glued in permanent rock like up in the bay area neighborhoods.. long term use not cheap that looks ugly in a few months. Spend the money/time right up front.

Expand parking lot all the way to the restrooms, but do not charge for parking like Pismo. As a local surfer it's annoying to know I can't pull up at my local beach and park for free while hitting the waves, but that is something I love about Oceano. The small town undeveloped innocence. Pismo is trying to be LA and it's gross.

No sidewalk along North side in this area

Use this area for more beach day use parking

Need crosswalks at this intersection. Possible site for a roundabout

want to see Pier Avenue vehicle entrance shutdown and Oceano have a vehicle free beach from 3/10 mile North of Poer Ave (State Park vehicle entrance) to three miles South Boundart SVRA. Create a Southern Entrance thru Phillips 66 to access SVRA

Leave it alone..it's fine..stop searching for a problem.stop wasting money.

I'd like to see the pedestrian path that ends near Fin's to be extended to the mouth of the creek at the SVRA. Let the path also go in front of the homes and temp rental properties adjacent to the SVRA access. Similar to the one in Pismo. An additional SVRA entrance south of the creek, further campground development. More efficient beach access. The entrance to both locations should always be staffed by two employee (both lanes). The SVRA provides enough funds.

Put a wooden pedestrian bridge over the SVRA entrance. Vehicles could then drive under, also allows for a pedestrian lookout toward the sea. Should extend to Fin's. It would be cheaper than a cross walk, more friendly, and easier to maintain.

Great spot for a roundabout and well lit crosswalk.

This is a protected riparian area that requires permitting. Changes may/could violate federal and state law.

~~During the long weekend holidays, locals and business customers have a hard time to drive out of driveways due to tourist blocking driveways while they are waiting in line with their cars/trailer/rv to get into beach. It's hard for locals to drive back to their homes due to the long lines we have to wait in so we need to keep 2 lanes leading to the beach. We need crosswalks, more street lights, a way to control speeding and bike lanes~~

No crosswalk as it makes it impossible for any beach campers with a trailer to get around

Please close Pier Ave. to any vehicle access to the beach except for emergency vehicles. Without the sand, noise, dust and exhaust fumes, Pier Ave. would be attractive to visitors and residents alike. Sidewalk cafes would pop up and Pier Ave. would be safer for pedestrians and cyclists. Since the early 1980's, Pier Ave. was established as a temporary access to the ODSVRA. The time has come to return Oceano's beach to the community and others for passive recreation.

I am a resident and this plan will increase traffic issues as well as people parking on our street blocking drive ways , garages and more.

There should be crosswalks added on pier .

Placing a round about in this area will take away parking at the lodge. We have a rest area that accommodates trailers. motor homes, and large recreational vehicles that would have a difficult time entering our facility.

Please DO NOT install a confusing round about here. When beach going traffic backs up, it will make residences impossible to access without sitting in the "beach access line" that can sometimes back up all the way to Hwy 1. A better solution would be (if there is room in the Eastbound lanes) would be to leave 2 westbound lanes ADD A DESIGNATED TURNING LANE to turn onto Air Park or Lakeside Ave to allow neighborhood traffic to continue to flow.

I agree with expanding the parking lot for this beach as it gets full starting from 12pm-3pm. Especially during the summer, I think it would allow more locals to explore this part of the street and beach more. Thank you!

A Roundabout wont work, due to Trucks and trailers, and backup of traffic on Holidays and Weekends. A turn pocket area makes more sense.

Add crosswalk with flashing lights Here for pedestrian.

A Crosswalk with flashing lights and sign. Would do well here.

Parking lot, with small park and benches. Will bring In Revenue. And park will add lunch area.

We don't need an archway. This isn't Las Vegas.

Remove the airport. Develop it with local shops, parking, trail access/conservation and public transit hubs.

Adding this roundabout to pier ave will cause more traffic, make it difficult for residents to get home . Especially on busy holiday weekends

We need a stop light at this corner, vehicles speed through going @120 miles per hour. They refuse to stop for any pedestrian.

Please put some palm trees with lights all along pier Ave leading to the beach, this will make the place more inviting and beautiful.

The whole area right now looks run down and ghetto.

Please put some palm trees with lights all along pier Ave leading to the beach, this will make the place more inviting and beautiful.

A round about will only cause more congestion' during heavy traffic and cause a long delay for the residents of the surrounding area. There is no alternate route to get to the houses off of Strand Way. If there is an alternate route this will not be an issue.

Please put some palm trees with lights all along pier Ave leading to the beach, this will make the place more inviting and beautiful. The whole area right now looks run down and ghetto

Address the queueing issue with vehicles attempting to enter the beach. This intersection often becomes backed up so people cannot turn southbound onto Strand Way.

Address the issue of residents camping in this area by creating a regional safe parking program.

Strand way is a crying shame. Consider extending the project to improve Strand Way. The local residents pay the price for all the visitors, garbage, illegal parking, etc. . The entrance fee to the beach should include a small percentage to improve and maintain Strand Way and parallel local streets. The local residents will turn a blind eye if at least they had a decent Strand Way to go to their homes. As a minimum, pave Strand Way. Please throw a bone to the local residents.

Please place a PAVED bike path from the Pier ave. Oceano Campground running through the 1 mile long sand trail in middle of the dunes to Grand Ave through west side of La Sage golf course and North Beach Campground connecting to Pismo Beach.

LONG OVER DUE AS MOST TOWNS HAVE DECENT BIKE PATHS AND 5 CITIES- HAS NOT.  
Where are all the save gas and get on your bike people???????

Bike access needed

I've worked in this ave before and I've tried to get in touch with some of the places to get movement to make pier ave better along with businesses. They all need to come together and make community events on the beach and make packages of offerings. I have an entire list of ideas but it has been very hard to get to the right people within the area to help make a change. I have suggested to people for almost a year where to go to places and things to do. In hopes to build a better community

City should add a parking structure to help alleviate traffic issues on this empty vacant lot

There needs to be flashing stop signs put up here to avoid people potentially being hit

This entire area of entry into the parking lot needs to be fixed not just by dumping dirt and then paving over it but put wires underneath. They fixed this 6 months ago that way and it's already got the same problem again to ruin someone's car

This lot is up for sale. City should buy it and make another payable parking structure or just a lot.

You should add cellphone charging stations. I know a company that loans them out and you pay nothing up front but at least this would allow people to charge a phone in case of emergency

No overnight parking to keep the area nice and clean and Sophisticated

A concrete pedestrian, bike, roller skate path, protected by 2' cinderblock walk, should extend from here to Pismo Beach. For similar, look to SoCal beaches.

Please prevent homeless RV crowd from taking over park and lagoon areas and streets. They park on streets in the area (Pier & Norswing mostly) all day and all night, causing environmental issues, crimes, and eyesore/deterrent to coastal area visitors as well as constant nuisance to property owners/tenants. They occupy the picnic and parking areas and just loiter. If after Pier update is done they can't park there anymore, they will just clutter the neighboring streets even worse.

Pave and expand the parking lot. Dedicate more disability parking. Remove large trash dumpsters etc in favor of additional parking.

Four lanes doesn't really make sense for a street which dead ends at the beach and doesn't have any center turn lane, marked crossings, or dedicated bike infrastructure. Hopefully the plan narrows to one lane either direction with center turning and a bike lane. Marked ped crossings should also be incorporated.

Corner radius is excessive for a right turn that doesn't serve long or articulated vehicles. Plenty of ROW available to make Air Park meet Pier at a 90 degree angle and provide for clearer and safer pedestrian crossing.

DO NOT CLOSE PIER AVE. ENTRANCE!! There is plenty of space for both pedestrians and vehicles to enjoy this area. Both visitors and residents flock to this area to enjoy the beach. This access allows people with disabilities to be able to drive on this section of the beach and to enjoy the scenery with their families. It is also closer to the camping and recreation area which makes it a safer choice for an entrance and exit than the Grand Ave entrance

DO NOT PUT A LARGE SCALE HOTEL HERE!! It will RUIN the small Surf town feel of this area.

There is a county "maintained" road that runs along the CA State Park parking lot at the end of Pier Avenue. It is the county's responsibility to pace and actually maintain that road so that the people of this community and the visitors don't get their vehicles stuck in the sand here. Enormous potholes also make access to the parking lot very difficult for drivers. Thank you for your time.

Use this area for air-down/air up for RV, trailer & truck area. Have a time limit for parking. Get rid of the Mobile Homeless. This could potentially assist with congestion for those who stop near beach entrance or in the middle of the road for airing up tires.

You should have included other nearby roads, due to the heavy impact of visitors. We have had to put trash cans out to hold a space for our car during holidays or heavy traffic. Otherwise you may have to park miles down the road as residence.

Kiosk needs to be managed better. I've seen years of only having one lane open on holidays, spring break and event times, where there is only one side open. May even help if a ranger was stationed at each entrance during busy times.

Speeding when coming off Pier onto Air Park Dr and Mendell. We need signs which flash 25 MPH and have it patrolled more. Most day use with people coming from South SLO County or SB County use the side streets. Traveling at 40-60 MPH. This project is a Band-Aid on the problem, and should include the neighborhoods surrounding the area.

Please continue to allow vehicle access to the beach and the SVRA without restrictions or reduction.

Support equal and enhanced access for all. This means working with state parks to assure that vehicles move faster than today if possible. Maybe a fast track lane? Support bikes and pedestrians better to allow access and support more commerce too (which generally is walking or biking). Address any negative impacts and feedback. Maybe speed bumps rather than an expensive roundabout. Make pier the jewel it is for equal and supported use by all. Assure medical can get in still

You should partner with this company to input these benches as it's no cost to the city and all you need to do is place ads <https://www.blueboltoutdoor.com/how-it-works-retail-bluebolt.html>

You should also partner with another company that does charging stations for phones and make them available on the sidewalks for people to charge.

Partner with some of the cycling companies in pismo to have them bring bikes down and rent them out there thru the Oceano surf shack same thing for kayaks and scooters

Help the businesses get painted and new signs or see if they need assistance after all it is all based on appearance and would help even if they are given a tax ride off or some sort of voucher to do work

Put in an EV charging station here for cars to charge here and bikes

Change the configuration of parking and open up more by the Campground

Closing of the Temporary Pier Avenue as an entrance to Oceano Dunes for vehicles.

Sidewalks alongside each street and road.

Walking trails

I think a beach themed play area would be wonderful

If street parking needs to be reduced to meet safety needs for pedestrians and cyclists, there needs to be an increase in off-street parking options. Right now the end of street parking isn't enough for locals some mornings and we can't park on the street until 9am...

Center street angled parking like in Pismo Beach

removal of homeless

Have one lane entering the dunes for people that already have camping passes so they can get back on the beach quicker.  
Make a returning lane

enforcement to stop speeding

reduce sand levels. speed bumps to slow down traffic.

Oceano Lagoon parking and safety measures for walkers and bikers

side walks, bike lanes

Flashing speed limit signs, not only of Pier but surrounding streets.

I would love to bike here but don't feel safe riding in some areas along HWY 1 and on Pier Ave itself. A safe space to park my bike would be appreciated as well.

Speeding when coming off Pier onto Air Park Dr and Mendell. We need signs which flash 25 MPH and have it patrolled more.

Change the configuration of parking and open up more by the State Park Campground.

Closing of Pier Avenue Vehicle Entrance,

Sidewalks along side each road

Pier Ave is not the lawful entrance to ODSVRA. It is the downtown of Oceano Beach. It should have a plaza at the end of it, with benches, picnic tables, a look out deck, some ADA parking, and bicycles racks. Pier should be only one way in towards the plaza and one way out to maximize space and reduce speed. No vehicles should be allowed to drive or park on the beach. Pier should be a complete street with sidewalks and bike lanes on both directions, and diagonal parking in the middle.

Having walking trails (like Grover) it would  
Improve the tourism and be a great asset to the city of Oceano.

express entrance to the beach for one lane like it use to be.

Not sure that we need the flashing beacons on Pier Ave but they sure would help at the new crosswalk on Hwy1 at Central Market where people continually speed!

On roads exiting Pier, please put flashing speed limit signs, not only of Pier but surrounding streets. Remove Homeless, it would free up a lot of parking.